

Public Works (1895) Department.

(P)

G.O., No. 782 R

DATED 19th November

[Despatch Abstract.]

Railway from Virinagam to Peravali
Letter to the Govt. of India stating that in the
opinion of this Government the extension of
the line of — to the port of Benlipalam
will undoubtedly interfere with the main
line of the East Coast Railway.

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
89	R		24-1-95				
192	R		21-3-95				
250	R		10-4-95				

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
62	R.C.	Q.I. letter	17-1-96				
829	R.C.	do	10-6-96				

Form A.

To accompany all applications for leave to construct railway to any part of British India.

Nature of Particulars to be specified.		Particulars.																				
1	The name of the Company, person, or persons by whom the application is preferred; the proposed amount of Capital, the number of shares, and the amount of each share.	Sir Bradford Leslie and H. G. Turner. Capital £150,000, in 7,500 shares of £20 each.																				
2	The termini, together with the names of all the principal towns from, in, through, or into, or near which the railway is intended to be constructed.	The main line will start from the Chipurpilli Station of the East Coast Railway, and will run via Bobilli to Parvatipur, a distance of 40 miles. A branch line will start by a junction with the main line at Bobilli, and will run to Salur, a distance of 12 miles, making a total length of 52 miles, all in the district of Vizagapatam.																				
3	The length, as far as known, of the proposed railway.																					
4	The gauge proposed, and weight of rails, etc.	The gauge will be 30 inches, and the weight of rails will be 35 lbs. to the yard.																				
5	The motive power to be employed.	The traction will be by locomotive engines.																				
6	The maximum tolls, rates, and fares intended to be charged on the proposed railway.	Maximum Rates for Goods. <table border="1"> <thead> <tr> <th>Class of Goods.</th> <th>Pies per maund Mile.</th> </tr> </thead> <tbody> <tr> <td>5th</td> <td>1</td> </tr> <tr> <td>4th</td> <td>1</td> </tr> <tr> <td>3rd</td> <td>1</td> </tr> <tr> <td>2nd</td> <td>1</td> </tr> <tr> <td>1st</td> <td>1</td> </tr> <tr> <td>Special</td> <td>1</td> </tr> </tbody> </table> Maximum Fares. <table border="1"> <tbody> <tr> <td>1st Class,</td> <td>1 anna per mile.</td> </tr> <tr> <td>2nd "</td> <td>none.</td> </tr> <tr> <td>3rd "</td> <td>2½ pies per mile.</td> </tr> </tbody> </table>	Class of Goods.	Pies per maund Mile.	5th	1	4th	1	3rd	1	2nd	1	1st	1	Special	1	1st Class,	1 anna per mile.	2nd "	none.	3rd "	2½ pies per mile.
Class of Goods.	Pies per maund Mile.																					
5th	1																					
4th	1																					
3rd	1																					
2nd	1																					
1st	1																					
Special	1																					
1st Class,	1 anna per mile.																					
2nd "	none.																					
3rd "	2½ pies per mile.																					

Form A.—continued.

Nature of Particulars to be specified.	Particulars.
7 Details of any agreement which may have been provisionally arranged, or which it is desired to enter into, under which the proposed line, when constructed, is to be leased out for working to any existing Railway Administration.	No working agreement has been arranged, but it is proposed to lease the line, when constructed and equipped with Rolling Stock, to the East Coast Railway, to be worked at 45% of the gross receipts, plus a return from the East Coast Railway share of the through traffic to any extent not exceeding 10%, required in addition to the net earnings, to yield a dividend of 4% per annum on the Capital of the Branch Company, as provided by clause 7 of the terms for lines to be connected with State Railways.
8 Any further information that may be required to enable the Government of India to thoroughly understand the scope of the proposals.	The main line of the proposed Branch Railway will be so laid out and constructed with respect to curves, gradients, and permanent works as to admit of its ultimate conversion to the Standard Gauge, when warranted by development of traffic, or in the event of its becoming part of a through Railway connecting the East Coast and Bengal Nagpur standard gauge Railways. The main line of the proposed Branch Railway has been projected to form the first section of the Vizagapatam Raipur Line (No. 15 in the Government List of Railways surveyed, but not sanctioned). With the exception of the lower 70 miles of that line, which have been abandoned owing to the subsequent construction of the East Coast Railway, the main line of the proposed Branch Railway coincides with the route already surveyed for the Vizagapatam Raipur Line. Chipurpilli has been selected as the connecting point of the proposed Branch Railway with the East Coast Railway to reduce the length of railway to be made, to save bridging, and because there is amply room for workshops at that village, and also because it is more favourably situated to serve the Ganjam traffic than Vizianagram.

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To the Secretary to the Government of India.

PUBLIC WORKS DEPARTMENT.

RAILWAY BRANCH.

SIR,

Referring to Government of India Circular, Resolution No. 924 R—C dated 15th September, 1893, we have the honour to submit proposals for the survey and construction of a branch railway from the Chipurpilli Station of the East Coast Railway to Parvatipur and Salur, as more particularly described by Form A, and shewn on the Map enclosed herewith.

The gauge proposed for the branch railway has received our careful consideration. It was found that at any ratio of expenses to earnings likely to be conceded by Government, the present estimated traffic would not yield a fair market rate of interest on the cost either of a standard or metre gauge railway. Moreover, the ultimate extension of the Salur branch up to the Jeypore table-land, with very steep ghats to surmount before attaining the summit level, rendered the adoption of a narrow gauge, suitable for gaining distance by a winding ascent, imperative. From these considerations it was decided to adopt a 30 inch gauge, but as explained in Form A, the main branch will be so laid out that it may at any future date be converted to standard gauge without loss.

In applying for the proposed branch railway to be worked by the East Coast Railway we have suggested the ratio of 45% of the gross receipts, exclusive of Rolling Stock (to be provided by the branch Railway Company), as equivalent to the 50% quoted in clause 5 of the "terms for lines connected with State Railways" as the rate "which will not ordinarily be exceeded" when the Rolling Stock is provided by the Working Railway. The ratio of 45% is the maximum at which the estimated traffic will yield a net revenue sufficient to command substantial financial support, and it would greatly facilitate the raising of the capital if the Government of India should feel justified in reducing the ratio to 40%, exclusive of Rolling Stock.

We have adopted the course of submitting these proposals before undertaking the detailed survey and preparation of plans and estimates, in order that they may receive the consideration of the Government of India at the earliest possible date, and we would respectfully urge that, if approved by the Government of India, we may be advised by telegraph, through the Secretary of State, in order that we may be enabled to proceed with the survey during the ensuing working season.

In conclusion, we beg leave to apply for copies of the plans, sections, and estimates of the portion of the Vizagapatam Ruipur Survey from Parvatipur for a distance of 25 miles to the South, which will coincide with the route of the proposed branch Railway, and for copying which we are prepared to pay the cost.

We have the honour to be,

Sir,

Your obedient Servants,

(SIGNED) BRADFORD LESLIE.

(SIGNED) H. G. TURNER.

19, Sloane Gardens, London, S.W.

November, 1893.

ENCLOSURES.

No. 1.

19, Sloane Gardens, S.W.,
8th September 1894.

Sir,

We have the honour to submit copies of correspondence we have had with the Government of India.

We respectfully solicit a perusal of these papers by the Right Honourable the Secretary of State for India, and ask for a reconsideration of the refusal of the Government of India to entertain our project.

2. We take the liberty of advancing our belief that the reply is not in accord with the expressed policy of the Secretary of State for India, and it would seem from the letter* marginally noted that it is out of harmony with the recent measures of the Government of India.

3. The decision of the Government of India, not to give any aid to a feeder to the East Coast Railway unless on the 5 ft. 6 in. gauge, is, we submit, fully met in our specification of particulars, Form A, No. 8, to which we ask earnest attention.

Branch line passengers always have to change carriages at junctions, and, to save light running of goods vehicles, the system in force on the best managed lines in India is to repack goods at junctions, even where the gauge of the branch is uniform with that of the main line.

The only transshipment directly due to break of gauge would be full truck loads of special class goods at a cost of 2d. per ton; this would be only a fractional part of the traffic, and does not warrant the very heavy additional outlay required to construct the branch line on the standard gauge.

4. Our position that the present estimated traffic is not sufficient to yield a fair market interest on the cost of a standard-gauge line is not disputed by the Government of India; and we submit that this state of the case is a ruling factor with City capitalists, a condition perhaps not fully appreciated by the Government of India.

5. We venture to take this opportunity of drawing attention to the case of Bimlipatam.

The East Coast Railway was aligned to avoid this very flourishing port for two reasons. One was that it was desired to concentrate all the seaborne trade of the district at Vizagapatam, and thereby to warrant expenditure on its port; the other reason was, that it was asserted that a branch line to Bimlipatam would not pay. As to the first reason, we submit that it is indefensible to deliberately destroy the trade of one port to improve another, without compensation to the sufferers, and we trust that the Secretary of State will bestow his sympathy and his aid on the Bimlipatam community. As to the second reason we are prepared to extend our light railway to the port of Bimlipatam, being confident that the extension will be of immense financial importance, both to the proprietors of the light railway and to the economical working of the line by the State.

The Bimlipatam case has we repeat been before the Government of India and Madras, and has been rejected by those Governments on the

grounds above given, but we believe that there are just and sufficient reasons for allowing an appeal from that decision, and recent experience of the difficulty and delay in shipping ore and landing railway material at Vizagapatam emphasizes the absolute necessity of reconsidering the fatal policy which has put Bimlipatam beyond the rail.

We have, &c.,

BRADFORD LESLIE.

H. G. TURNER.

The Under Secretary of State
for India.

No. 2.

The Bimlipatam Branch Line.

1. The East Coast of India Railway, of which the above should be a branch line, was sanctioned by the Secretary of State, partly as a protective line, designed to supply Ganjam with food in the periodical famines to which that district is subject. With the exception of Gopaulpore, in the extreme north of Ganjam and the port of Vizagapatam in the south, separated by 200 miles of intervening country with a population of at least two millions, the engineers have carried the alignment of the main line away from every port along this 200 miles, thus rendering the import and distribution of sea-borne food grains dependent on the above-named ports, of which Gopaulpore is notoriously hazardous in the Monsoon. So also the engineers have, in the interest of gradient, avoided Chicacole, a very important town, and in at least one other place they have sacrificed Native interests to official and European requirements.

The whole question calls for immediate inquiry.

2. This paper deals with the question of connecting the port of Bimlipatam with the main line. Bimlipatam is the chief port in the Vizagapatam district. It is centrally situated, sixteen miles from the Native capital of the district, Vizianagram, which is the emporium

* This interior is quite capable of supporting the famine area, if it be connected with the Coast Line. The State having declined to undertake this connection, private enterprise should be encouraged to do it.

(Initialed) H. G. T.

through which all the trade with the interior passes. The interior means 50,000 square miles of country with a population of two millions, a fruitful soil, an industrious people, adequate rainfall, forests and minerals, requiring only communications and silver to develop into a granary of wealth, whither the surplus population of the congested coast districts would spread itself, and promising trade prospects to which Uganda schemes cannot pretend.

Bimlipatam is a very good open roadstead, a clean industrious town, inhabited by a mercantile population, European and Native, keen traders. It has factories, warehouses, banks, and commercial agencies. It is the commercial capital of the district, Vizagapatam being the official capital and Vizianagram the Native capital. When first talked of, the main line was designed to run within three miles of Bimlipatam, and a small branch was included in the proposals.

The engineers have now taken the main line 12 miles away from Bimlipatam, proposing to cut off Bimlipatam from the inland trade, which convenes at Vizianagram, and to force that trade to pass over 40 miles of rail to Vizagapatam instead of over 16 miles to Bimlipatam. The merchants of the whole district, whether they be resident at Vizagapatam, at Bimlipatam, at Vizianagram, or at the marts in the interior, will one and all lose the difference on freight between the

16 miles and the 40 miles, a difference sufficient to affect a diminution in the whole export and import trade of the entire country depending on this portion of the railway.

The parties at issue on this question are, the Government, their officials and engineers on the one hand, and the public, that is, the producers, landlords, and merchants, on the other hand. It is eminently a position of affairs calling for a decision by the Secretary of State.

3. Having given above the arguments for the public, it will be proper to exhibit the reasons upon which the Government of India have relied for their refusal to listen to the wishes of the public.

The question of the branch line from Vizianagram to Bimlipatam, being referred by the Government of Madras to the Engineer-in-Chief, in charge of the construction of the East Coast Line, he had a survey made, and reported that the branch would cost, I think, 14 lakhs, and he further volunteered the suggestion that it would be no convenience and no profit to the public that such a branch should be constructed, and that the money would be better expended in improving the harbour at Vizagapatam. This reply was at once met by a proposal from a private syndicate, of whom I was the spokesman, undertaking to construct a light railway, not only from Bimlipatam to Vizianagram, but further to extend the same to the inland marts at the foot of the hills. This proposal, although sent out from the India Office to the Government of India, met with no response beyond a curt refusal to entertain the project. There can be no doubt that the real reason lying at the bottom of the refusal of the Government to either construct themselves or let others construct railway communication between Vizianagram and Bimlipatam, is that hopes are entertained that money will be found to make a harbour at Vizagapatam, and that additional weight will be afforded to this project if all the trade, present or prospective, of the district and the neighbouring country be concentrated at Vizagapatam, to the exclusion and albeit to the destruction of Bimlipatam. Now such a policy as this can only be justified if Government gives a distinct promise that they will construct a ship harbour at Vizagapatam. There are two projects in view, first to make a good boat harbour at Vizagapatam, secondly, to make a large ship harbour there. Either of these projects is feasible, the former will cost a comparatively small amount, whereas the latter involves the expenditure of many lakhs of rupees.

The construction of a boat-harbour at Vizagapatam will not make that port one whit better than the Bimlipatam port, nor is it possible that all the trade of the district could be accommodated at Vizagapatam unless a large ship-harbour be constructed where vessels could lie along quays.

A promise, therefore, is required for a ship-harbour, not for a mere boat-harbour; and in view of the condition of Indian finance at the present moment, not to lose sight of the difficulty of getting funds for any improvement in harbours anywhere round the coast, it seems not too much to say that there is no probability at all of the Government undertaking to allot funds for the construction of the Vizagapatam ship-harbour.

4. What we shall find is this, and I speak with an intimate knowledge of the district, where I was employed for the greater part of 25 years' service in India.

The design that the inland trade shall pass from Vizianagram to Vizagapatam, over 40 miles, instead of to Bimlipatam, over 16 miles, will be entirely frustrated by the fact that the carts, having brought produce from the interior, perhaps a hundred miles, to Vizianagram, will not break bulk there, but will pass across the line and along the highway road to Bimlipatam, as they now do. Sixteen miles of cart-line, without break of bulk, will cost less than 40 miles of training with

break of bulk, let alone the extra port dues at Vizagapatam. Unless, therefore, the State makes a branch line into the interior and so breaks up the cart traffic, they cannot hope to force the traffic over this 40 miles to Vizagapatam. And they have refused to make the branch line into the interior.

I respectfully suggest that the case is properly met by the proposal to make a light railway, and I venture to again urge this measure on the attention of the Secretary of State, and to repeat my offer to endeavour to form a Company to undertake the project on such terms as may be arranged.

H. G. TURNER,
Indian Civil Service (Retired).

11th March 1893.

India Office,
London, 1st November 1891.

Railway,
No. 81.

To His Excellency The Right Honourable The Governor
General of India in Council.

Mr Lord,

*Proposed branch line from a station on
the East Coast Railway to Parvatipur.*

• Dated 8th September 1891.

I forward a copy of a letter* from Sir Bradford Leslie and Mr. H. G. Turner, relative to the reply which they have received from your Government to their application for permission to construct a branch or light railway from a station on the East Coast Railway to Parvatipur, with a branch to Salur. A note on the subject by Mr. Turner, dated 11th March 1893 is also enclosed.

2. I have to request that you will forward to me an expression of your views on the various points put forward by these gentlemen in support of their proposal for a light railway, which should not, so far as I am advised, be declined without a fuller consideration of the aspects of the scheme referred to in the communication to the promoters from your Public Works Secretary, dated 27th March 1891, by which the promoters' proposals were practically negatived.

3. The two points dealt with in that communication are the gauge of the projected line, and the refusal to recognize any claim to compensation in the event of an alternative line being made in the future in competition with the present scheme.

4. The necessity for insisting on uniformity of gauge in connection with feeder lines to so extensive a system as the East Coast Railway is one in respect to which I should wish to be more fully informed, while it is apparent that it would be impossible for the promoters to raise the required capital for the undertaking, as a tramway, if on that footing it might be liable to the competition hereafter of an extension of the East Coast Railway on the standard gauge, without any claim to compensation.

5. Such conditions as these are not, on the face of them, consonant with the declared policy of
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Government to encourage private enterprise in Indian railway construction, a policy which, in my opinion, should be carried out without delay, and in a manner which will attract support.

6. For these reasons I would ask your Excellency's Government to furnish me with a further report on the subject.

I have the honour to be,

My Lord,

Your Lordship's most obedient humble Serrant,

(Signed) HENRY H. FOWLER.

74
No. 305 R.C., dated 27th March 1894.

From - The Government of India, Public Works Department,

To - Sir Bradford Leslie and H.G. Turner Esquire, 19 Sloane Gardens, London, S.W.

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I am directed to acknowledge the receipt of your letter dated November 1893, submitting proposals for the survey and construction of a branch railway on the 2' 6" gauge from the Chipurupalle Station on the East Coast State Railway to Parvatipur with branch to Salur.

2. In reply I am to say that the Government of India are of opinion that it is undesirable to aid in any way the construction of any line of railway as a feeder to the East Coast State Railway unless it be on the 5' 6" gauge. The Government of India, however, would have no objection to a tramway being constructed and worked under the Indian Tramways Act, on the conditions (i) that all arrangements be made and the necessary funds provided locally, and (ii) that the tramway, if constructed, should in no way debar Government from making, or allowing others to make, a line on the standard gauge from any point on the East Coast State Railway in the direction of Raipur or elsewhere; and that in such an event the owners of the tramway would have no claim to compensation.

Documents accompanying:-

Nil.

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No. 1319 R. C.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY Construction.

SERIAL
No. 92

All communications
should be addressed
to the Secretary.

To

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

Calcutta, the 27th December 1894.

Sir,

I am directed to forward a copy of
No. 81 Railway, dated 1st November 1894. : a despatch from
the Secretary of State for India, with its enclosures, re-
garding certain proposals submitted by Sir Bradford Leslie
and Mr. H. G. Turner for the construction of a light railway
from Chipurupalli station on the East Coast railway to
Parvatipur, with a branch to Salur.

2. I am also to enclose a copy of the correspond-

1. Letter dated	November 1893.	ence that has
2. Government of India letter No. 305 R.C.	dated 27th March 1894.	passed between
		the Government
		of India and
		these gentlemen

on the subject of this project and which has resulted in
their present representation to the Secretary of State;
and to request that the Government of India may be favour-
ed with an early expression of opinion by His Excellency
the Governor of Madras in Council on the several points

raised

R. after 2nd Dec 1895

PW 1/10/95

P. N. CHITREDDY No. 13

raised in the Secretary of State's despatch.

I have the honour to be,

Sir,

Your most obedient servant,

M. B. Chitreddy

Secretary.

Documents accompanying:-

1. Copy of despatch from the Secretary of State No. 81 Railway, dated 1st November 1894, and enclosures.
2. Copy of letter from Sir B. Leslie and Mr. H. G. Turner dated November 1893.
3. Copy of Government of India letter No. 305 R.C., dated 27th March 1894.

Recd. 4. 1. 95 (encl. 2)

Name of Railway	Cost per Mile	Gross Earnings per mile per week	Percentage of working expenses	Net Receipts	Percentage on cost	Remarks
Bareilly - Pilibhit	35,320					
Bengal and N.W. India						
Eastern Railway						
Company's Section	39,341	123	43	300,797	5.65	flat but flooded
Lithot	62,630					
Blancmange, Gouda	49,148	111	56	888,708	5.16	Ordinary
Anglo-Godavari and P. & S.						
B. & S.	81,084	178	67	28,424,92	3.55	flooded district & extensive culture
Eastern Bengal & Northern India						
Sections (including the K. & P. & S. 2 ft 6 in gauge 37 miles)	76,455	182	45	24,96,787	6.31	inter-c. country
B. & S.	71,692	96	62	16,08,78	2.40	do
W. & A. & T. & S.	33,226	70	41	19,82,20	6.55	easy country
Todhpur	18,093	52	48	4,33,895	6.70	secondary flat stage
Rajputana - Malwa	60,836	259	41	13,28,91,00	10.15	part flat part hilly
Rohilkhand - Kumaon	28,032	84	60	4,56,721	4.39	flat
Southern India	24,812					
Company's Section	9,979	99	60	3,53,380	2.62	known in country
Anglo-Godavari	48,293					very flat

Statement of Cost of
Standard, Metric and
2'6" gauge lines.

For Enquiry the following
Am. W. R. R.
Am. W. R. R.

I must say that I have never
favoured the idea of a small
gauge railway to Parvathpur - Sahur
etc. - because I apprehended that
its existence would most likely
prevent the line to Raipur on the
Standard gauge being constructed -
and this line I have always looked
upon as a most valuable one not
only for the East Coast Railway - but
as a through connection which ought
to be extremely useful to the public -
while it would justify the construction
of a proper harbour at Vizagapatnam.
And I also think in the interests of
commerce that one good harbour is
infinitely superior to a number of
little petty ports scattered along the
coast. For these reasons I have opposed
the extension of British India with
equanimity.

But if there is no immediate prospect
of this Standard gauge railway being
made from some point on the East
Coast Railway to the Central Provinces
and the internal network of Indian
Railways, I think we should welcome

note

The questions raised by the
Sec. of State letter are -
1. whether the 2'6" gauge of the
proposed line from Anupur
pathi to Bobbili, Parvathpur
& Sahur will be accepted.
2. whether claim of the
Co. to compensation be
recognized - should a future
line be made in competition
with this one -

Mr. Furness now in Madras
has just forwarded a scheme
alluded to in his "London"
to make a line on the 2'6"
gauge from British India
to Vizagapatnam & thence
to the above towns - and
he considers the connec-
tion with British India & the
Malabar a via-qua-viva
is so far that if the
connection with British
India be supported he
would waive the question
of gauge - but prefers to
ask that the narrow
gauge of 2'6" be allowed
right thro -

He explained that the
East Coast Ry. was ob-
liged to leave
at British India
with the idea of con-
centrating all shipping

at Vijay. and their justify
the expenditure of a large
sum of money on the
harbour --

As to the question of sub-
siding a narrow gauge
instead of the standard
I find (see papers herein)
the 2'6" gauge lines al-
ready constructed have
cost between 17,000 and
24,000 per mile - but
no statistics of their working
expenses are available.
Taking 20,000 per mile
and working at 50%
32% per mile work will
earn 4% on the capital.

The statement extracted
from the Pioneer that
metro gauge costs 2/3
of the 2'6" gauge 5/6 of
the standard is ap-
proximately correct.

Putting aside the interests
of the East Coast Ry.
I believe the country
traversed would be
benefitted by the line
and regarding the
action to Rindapatnam
it is a standing

The construction of a light railway
such as is proposed by Mr. Farmer
in the interests of the inhabitants
of the district which it will serve.
As to the gauge - I really feel hardly
competent to express an opinion, as
I know nothing of the cost of working
a 2ft. 6in. railway. There is no
question as to the greater economy
in initial outlay - and there is no
doubt this is a great inducement to
the capitalists, who fight very shy of
investing in Indian railways without
a guarantee. I think we might tell

them.

Mr. E. B. CALTHROP, WHO GAINED A PRACTI-
cal experience of Indian railways as a former
Locomotive Superintendent on the G. I. P., has
an interesting letter, in a recent issue of the
Times on the economic aspects of the various
gauges. He has compiled from the official figures
issued by the Government of India a table
illustrating the ultimate influence of gauge
upon capital cost, working expenses and net
profits, which is certainly a strong argument
for the use of light railways in districts where
the traffic is inconsiderable. The table shows
that the average cost of a metre gauge line
is rather less than one-half that of the stand-
ard gauge, while the cost of a 2ft. 6in. line
is actually only one-fifth. These figures in-
clude rolling stock and all capital outlay.
No doubt allowance has to be made for
the fact that when the older standard gauge
lines were built, there was a higher range of
prices for rails and rolling stock; but, even
taking this into consideration, Mr. Calthrop
regards it as proved beyond the possibility of
question, that for the same expenditure of
money it is possible to construct and equip
about 400 miles of 2ft. 6in. gauge railway
for every 100 miles of standard gauge.
The conclusion seems inevitable that "in
India, at all events, a line of narrow gauge,
carried to a distance of 100 miles, must pro-
duce, in its combined capacity as a feeder
to the main trunk line and as a distributor
of English merchandise, a much greater effect
upon the development of an unopened dis-
trict than a standard gauge branch limited
to 25 miles, with 75 miles of cartage behind
it. . . The cost of transshipment at the
junction with the main line is as noth-
ing compared with the saving effected in
the cartage over the additional 75 miles
of line which would be laid for the same
money."

his, and
India that we have restricted our
remarks entirely to the question of benefit
to the inhabitants of the district; and
that we consider that in the absence
of any broad gauge railway, we would
gladly see Mr. Farmer's scheme carried
out. We do not express any opinion
as to the injury or benefit which such
a line would cause to the E. C. R.
but it is to be noticed, that that
line has so far entirely failed to
attract any of the traffic which
Mr. Farmer's line is designed to obtain.
We should also point out that if
any time a standard gauge line
be sanctioned by the Govt. of India
in place of Mr. Farmer's narrow one,
we think that Mr. Farmer should be
compensated, or that he be given
the option of converting his line under
conditions to be arranged between
the parties. It is not likely that any
body would invest any money in a
scheme, where he might find himself
any day cut out by a competing
line and forced adrift without
any compensation.

25
20/1

16 Jan

Complaint of the East
Coast Ry. that carts from
Parratpore having nearly
the East Coast find it
not worth them while
to break bulk for a
short haul of 40 miles
to the Vijay port and
therefore take the pro-
ceedings for export direct
to Rindapatnam -

The East Coast Ry. will
be benefitted by imports
from Rindapatnam & Cuttack
to Parratpore and could
afford to forego the short
carriage of 40 miles
between Rindapatnam and Vijay
while, to decide the merits
of the 2 ports it would
be better to give the
former access to the Ry.
than endeavour to defend
it of its legitimate
trade - If the Vijay mer-
chants find their trade
threatened by Rindapatnam
let them help by raising
a loan to make their
harbour better -

I am of opinion that India should be informed that the Madras Govt. supports the proposal of a 2.6' gauge branch line from Rina to Parvatipur on the point of benefit to the country traversed, that the agreement in para 7 Form A should be accepted - and that if a standard gauge be hereafter built, the Co. should have the option of altering their gauge if it is shown to be a reasonable pro. fitable scheme - the rate & fare to be the same as obtain on the East Coast Ry.

Yours 15/1/95

W. Report for a branch line from Rina to Parvatipur on the point of benefit to the country traversed.

W.

W.

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,

PUBLIC WORKS DEPARTMENT,

Calcutta.

Madras 24 Jan 1895.

Sir,

cc.

In reply to your letter No. 1310 of 27th December

1894, I am directed to say that the principal objection to -- the line to Parvatipur and Sular being built of a different gauge to the main line East Coast Railway is that its construction may defer for many years the connection between Kampur and the East Coast Railway which connection His Excellency -- the Governor in Council believes would be of much advantage to the inhabitants of the districts, through which it would pass, as well as to the East Coast Railway itself and would justify the construction of a proper harbour at Vizianpatam.

2. If however there is no immediate prospect of a standard gauge railway being made between the Bengal Nagpur and East Coast Railways as above mentioned, His Excellency the Governor in Council is prepared on the ground of the benefit

1 P 6

Letter of Jan 31 from Mr. Mackab, and dealing with the matter, says: -

"I am afraid I must

put a spoke in Turner's wheel. He wants to put a tram line down from Navatipore to Bimili which would simply take away all the business of the Vijay District (except Adapatti Jaffry) from the E.C. Ry. and would besides seriously damage the chances of selling the line as a whole and prevent the manager, who has been interested in the matter, from selling it. I have sent him a note which he has passed on to Calcutta & Madras.

No one knows the business conditions of those parts much better than Mr. Mackab. I can't remember whether, in having a qualified approval of Mr. Turner's scheme, we understood that approval to the extent that it would deal with the proposed tramway (which might be a railway) from Vijayanagram to Bimili. Good night, I am afraid we may have made a mistake.

BM
3/2/95

The original application put forward for the B. Leslie 9 1112 Turner was for a tram way from Chippurpalli to P. Navatipore & Salur in the end of 1892 refer also to the Bimili & Salur 73 lands line - Mr. Turner informed me while here, that the extension of his tramway to Bimili & Salur was a fine idea and it is the case as Mr. Mackab. will say that produce traffic from Navatipore to Bimili & Salur will not benefit the East Coast. But at present the produce is carried in carts across the East Coast to Bimili: and I doubt if the tramway runs up to Chippurpalli, whether the produce will be transhipped into the local gauge trucks & taken to Vijay: but the Ry. could by lowering their rates to an unremunerative point perhaps compete. Circ: If the interest of the East Coast can be made secondary to the benefit to the district

to the country traversed to support the proposals of Mr Bradford Leslie and Mr. W. O. Turner to construct a branch line from station on the East Coast Railway to Navatipore and Salur and its extension to Bimili & Salur is used in Enclosures Nos. 1 and 2 to despatch No. 31 of 1st November 1894.

3. The terms proposed in paras 7 and 8 for a are I am to say reasonable and it is suggested that if a connecting standard gauge line should hereafter be proposed which would compete with these branches, the owners of the tramway should have the option of converting their lines to the standard gauge.

4. His Excellency the Governor in Council considers that this condition should be classified as a tramway to be constructed under the provisions of the Railways Act, vide circular No. 177 dated 11th October 1894 so that provision in regard to Stations, signals, fencing, gates and crossings of optional and economy thereby insured.

5. It is assumed in the above para that this suggestion will not exclude the proposed branch from the provisions of Terms for lines connected with State Railways" as laid down in Circular No. 101 of 15th September 1894.

I have the honor to be,

Sir,

Your most obedient Servt:

W. M.

Joint Secretary to Government,
P. W. D. Railway Branch.

[Faint, mostly illegible handwritten text at the top left of the page.]

I am not sure whether H. S. went by his note of Jan 16, to approve the extension of Mr. Turner's tramway to Bimili. Anyhow, he did not distinctly say that he did. But we must now be contented by para 2 of the letter to India of Jan 24.

MS
5/2/95

I do not think Mr. Turner's scheme w^d. be complete without the extension to Bimili. The whole of the trade from Parvatipur goes to Bimili now - & it would be enormously benefited by a railway. Of course the Bichwar people & those specially interested in Vizag^h wish to stop the up country traffic at Vizianagaram - & force it all to Vizag. But I believe a broad gauge line to do this would hardly pay - unless it were part of a through system to the C. P. Therefore unless this through line is made, I w^d. in the interests of the district support Turner's scheme to Bimili. If a through broad gauge line is made to the C. P. supposing Turner's line is made - they will have to convert all the narrow gauge to broad - & buy out Turner. This w^d. of course enormously benefit Bimili - unless the railway & the Bichwar people can make Vizag^h more

W
5/2/95

The tramway should run from Parvatipur to Vizianagaram & thence to Bimili. I suppose Mr. Maclellan is chiefly interested in Co. Canada & Vizianagaram, as Mr. Turner is chiefly interested in the tramway between & Bimili. It is a line which would also serve the numerous ore mines at Bimili. The implied compensation - The implied proposal to extend the tramway to Bimili: was approved in the interests of the country traversed, & I respectfully submit that there is no valid reason against the approval. The East Coast Railway will benefit by passenger traffic from the Bichwar District to Madras, Nag. Vadda & and imports to Bobbili & Parvatipur will pass over the East Coast Ry. - but the exports will, as they now do, go to Bimili.

7 Nov 4/95

circulated to the Honble Mr. Brier with reference to His Excellency's remarks dated the 10th instant.

A. B. G. Trevelyan

Capt. H. L. Underhill
P. W. D. Ry. Dept.

Jan 10/2/95
Sili
27/2/95

2/2

1

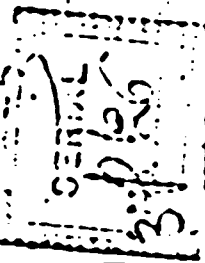
3

my sorry if Sumner gets his concession so far at
least as concerns carrying his line in to
Bamilepatan. It is true we shall be no worse
off than we are at present but Sumner's line
will perpetuate what is a decidedly disastrous
condition of things for the railway, and it will
tend to retard and defeat that concentration of
trade which can alone help us towards cheaper
Ocean freights and improved shipping facilities.
It seems to me to be a retrograde step and while
it will be fatal to the Bridge Harbour scheme, it
will very seriously damage the prospects of selling
the East-Coast Railway to a company. And after
all what do they want to go to Benile for? Organigram
is an even better terminus for the purposes of their
Punnapure line. The fact I suspect simply is
that the arbitrary influence (and rightly enough
from the point of view of their own interests) wielded
upon the intention to Benile as the price of their
adhesion and I have seen some little indications
of imitation in Sumner's part which lead me to
suspect that he is going solid for Benile as the
terminus. He is acting against his own better
judgment. Bamilepatan after all is merely a
stopping place and the interests really affected

a lumbering long letter upon you but my pen
is apt to run away with me at times.
With kindest remembrances to
Mrs Bliss and yourself

Humble H. W. Bliss C. E. }
Madras

Believe me
Yours very sincerely
Amos Nab.



March 1. 1895

My dear Sir
I enclose part of a
letter from Mr. C. I. E.
Madras - Please show
H.E. I am sure you will
see that we must have
some of Turner's scheme
for as regards the Vizianagaram
- Pimili portion thing
is no doubt true that the traffic
from Pimili to Vizianagaram
is very heavy.

Form No. 34.

MS

906

SERIAL
27

P. W. D., RAILWAY BRANCH.

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS.

Madras, March 12th 1895.

Parootapur - Salur to Bimlepalam
Tramway Project

OFFICE NOTE.

From B. R.

Draft letter to the Govt. of
India is submitted for the
approval of His Excellency the
Governor in Council.

SP48
12/12/95

I entirely approve H.E.'s sug-
gestion that a further communi-
cation should be addressed to
India. It seems to me most
important that we should con-
centrate our efforts. We can't
possibly improve both Pimili
and Vizianagaram, but we
are already making a beginning
with the latter & it will be for the
mutual benefit that we should
confine our action to that place -
on the mutual benefit therefore
the line should run into the
Vizianagaram station & go to the
junction of the broad gauge

BN
11/3/95

707

GOVERNMENT HOUSE,
GUINDY

March 9. 1895

SERIAL
No. 27

On reading through the notes and Lippett's
letter again, I do not think that in his
letter to India Mr. Lippett exceeded his
instructions.

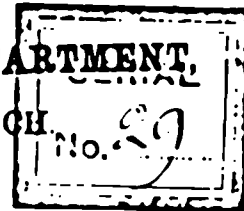
What he urged on the part of the Madras
Govt. was that failing the extension of the
broad gauge railway from Vizianagaram to
the C. P. the construction of Turner's tramway
would be of immense convenience to the
district. And so it would.

But now the Vizag people object - as the
construction of the Vizag to Pimili line would
divert a large traffic wh. they look to get
entirely from Vizag & would thereby
reduce the opportunities of the

No. 192. R

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.



To

THE SECT. TO THE GOVT. OF INDIA,

P. W. DEPARTMENT.

21st March 1895

SIR,

In continuation of my letter No 39 R dated 24 Jan 1895 I am directed to emphasize the fact that the qualified support of H.E. the Governor in Council to the project of Sir Bradford Leslie and Mr H.G. Turner, for the construction of a tramway line from Parvatipur and Suler to Bimlipatam, was given principally with the view of developing the trade of the district, and on the understanding that there was no immediate prospect of a broad gauge connection between the Bengal Nagpur and East Coast Railways.

2. H.E. the Governor in Council is aware that so much of the proposal as relates to the section between Bimlipatam and the East Coast

2. The attention of this Govt. has been forcibly drawn to the disadvantages which would accrue to shippers unless the trade of the district can be concentrated at one port, and it is urged that the breaking up of this trade into two distinct and closely adjoining

1898
18/3/95
W
15 Mar

19/3/95
JH
20/3

Letter to be typed
in duplicate

1898
21/3/95

Railway is open to objections which have much force in them, and which have been strongly urged. In order therefore to prevent any misconception being placed on the conditional approval of this Government to the proposal in question, I am directed to request that the important issues involved in connection with the development of Vizagapatnam Harbour, and the prosperity of the East Coast Railway, should not be overlooked.

3. The policy of concentrating the sea-borne traffic at Vizagapatnam will enable the resources of Government to be profitably applied to the satisfactory improvement of one port instead of being divided between two ports to their mutual disadvantage. The proposed connection with the port of Bimlipatan would also divert traffic north of the junction from Vizagapatnam to the loss both of this harbour and of the East Coast Railway. The latter would however obtain some compensating advantages from the increased transport consequent on the opening up of new country

ports would entirely do away with the facilities which concentration would afford to shippers & merchants.

Under these circumstances I am to say that the Council, while strongly supporting the construction of a feeder line from Vm to Parvatipur, considers that the decision of this line to Bimlipatan should be open to many serious objections.

No. 192. R. dated 21.3.95

1048
12/2/95

11 No. 12-200-11-94

Office Copy

No. 192. R.

Government of Madras.

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,

PUBLIC WORKS DEPARTMENT,

S I E L A.

Madras, 21/3/95

SIR,

In continuation of my letter No. 39 R., dated 24th January 1895, I am directed to emphasize the fact that the qualified support of His Excellency the Governor in Council to the project of Sir Bradford Leslie and Mr. H. G. Turner, for the construction of a tramway line from Parvatipur and Sular to Bimlipatan, was given principally with the view of developing the trade of the District, and on the understanding that there was no immediate prospect of a broad gauge connection between the Bengal Nagpur and East Coast Railways.

2. The attention of this Government has been forcibly drawn to the disadvantages which would accrue to shippers unless the trade of the District can be concentrated at one port, and it is urged that the breaking up of this trade -- into two ^{distinct} districts and closely adjoining ports would entirely do away with the facilities which concentration would afford to shippers and merchants. In order therefore to prevent any misconception being placed on the conditional --

approval of this Government to the proposals in question, I am directed to request that the important issues involved in connection with the development of Vizagapatam Harbour, and the prosperity of the East Coast Railway should not be overlooked. Under these circumstances I am to say that His Excellency the Governor in Council, while strongly supporting the construction of a feeder line from ~~Vizianagram~~ to Parvatipur, considers that the extension of this line to Bimlipatam from Vizianagram would be opened to many serious objections.

3. The policy of concentrating the sea-borne traffic at Vizagapatam will enable the resources of Government to be profitably applied to the satisfactory improvement of one port, instead of being divided between two ports, to the real advantage of neither. The proposed connection with the port of Bimlipatam would also divert traffic north of the Junction from Vizagapatam to the loss both of this Harbour and of the East Coast Railway. The latter would, however, obtain some compensating advantages from increased transport consequent on the opening up of new country.

I have the honor to be,

Sir,

Your Most Obedient Servt:

Rev. J. M. S.

Captain R. E.,

Under Secretary to Government,

P. W. D. Railway Branch.

VIZAGAPATAM, 20th March, 1895.

To

The Joint Secretary to Government,

Public Works Department, (Railway Branch)

MADRAS.

Sir,

We have the honor to address you in regard to the narrow gauge tramway, which a private Company are applying for permission to construct from Parvatipur, through Vizianagram, to Bimlipatam, and we beg leave to submit for the consideration of Government that much larger interests are concerned in this matter than appears to have been yet stated.

The advocates of the Parvatipur-Bimlipatam line base their claims to the concession on the plea that any disturbance of the existing trade movements would be an injustice to Bimlipatam, but we would submit that the interests really at stake in this matter are not merely those of Bimlipatam, but in a vastly greater degree those of the upcountry taluqs, which seek an outlet for their produce. The triangle of country, of which the East Coast Railway line from Vizianagram Northward is the base and Rayaghada the apex, contains, (with the single exception perhaps of Anakapilly,) all the richest and most populous taluqs of the Vizagapatam District, but, beyond that, the real importance of this line of traffic lies in this, that it taps the three great trade routes from the interior and connects with the inland marts of Salur and Parvatipur, where, or in the neighbourhood of which, the pack-bullock of the interior exchanges loads with the hackery of the plains. Bimlipatam has hitherto been the "natural outlet" of this great trade, but that was simply in virtue of its being the seaport most cheaply reached from Vizianagram, through which the trade had to pass, for trade follows the cheapest route just as surely as energy follows the line of least resistance, and, from the moment when the opening of the East Coast Railway provided the means of carrying the produce to Vizagapatam by rail more cheaply than it could be carried to Bimlipatam by cart, Bimlipatam ceased to be, and Vizagapatam became, the "natural outlet" for these great producing taluqs.

We would earnestly urge therefore upon the consideration of Government that the interests of Bimlipatam are not the only interests, and are indeed far from being the principal interests to be considered in this matter. If the proposed line, in its entirety from Parvatipur to Bimlipatam, were the only alternative to the existing cart traffic, it does not admit of question that it would confer a great benefit on these inland taluqs, but no reason has been shown, (beyond the local interests of Bimlipatam,) why the line should not terminate at its junction with the East Coast Railway at Vizianagram, leaving the trade from that point to seek the cheapest outlet. On these conditions the line, while admirably serving the inland taluqs without coercing their produce to a particular port, would be invaluable as "feeder" to the East Coast Railway, and, with the utmost deference to Government, we submit there can be no justification for permanently alienating this valu-

able traffic from the East Coast Railway, upon which millions of the public money have been spent, and to which the traffic of right belongs. So long as the East Coast Railway had only to compete with cart traffic, the position of Government was at most a passive one, but, by granting a concession to a private Company to cross their railway and connect with Bimlipatam, Government would make themselves active parties to a project hostile and damaging in the highest degree to a railway, constructed out of public funds and which would undoubtedly injure the prospects of selling the East Coast Railway to a private Company.

While therefore, as we have endeavoured to show, the interests of Bimlipatam are far out-weighted by those of the inland producing taluqs and of the railway, vastly greater interests are at stake in this question, and it would perhaps be hardly too much to say that, upon the decision come to in this matter, may ultimately depend the whole future course of trade in the Coromandel Coast Districts. So long as these districts were dependent for transport on the cumbersome and costly bullock cart, it was inevitable that traffic should seek the nearest port, and thus it comes that, North of Cocanada, the trade is divided over a series of petty ports, all of them dependent on open surf boats, few of them offering any possibilities of improvement, and none of them possessing a sufficient volume of trade to bear such improvements without the imposition of prohibitive dues. In such circumstances, it was again inevitable that the ocean carriers should differentiate against us, and consequently our trade is burdened by ocean freights higher by 7s. 6d. to 10s. per Ton than those freely obtaining in Calcutta or Bombay. Concentration is our only hope: that concentration the railway makes possible, and, in running into Vizagapatam, the railway wisely selected a port offering potentialities of unlimited improvement as trade develops. Given then a few years immunity from the competition, which the extension of the Parvatipur line to Bimlipatam threatens, the trade of Bimlipatam, and Calingapatam, and perhaps even of Gopalpore, must concentrate at Vizagapatam which would then very quickly accumulate a volume of traffic sufficient to construct and support the smaller harbour designed by Mr. Thorowgood, and the produce of these northern districts would be hauled direct from the railway waggons into large decked lighters such as now used at Cocanada and placed alongside steamer, secure against the risk and damage inseparable from the Masulah boat and at less than half the cost in shipping charges. And with the concentration of trade, the volume of individual shipments would expand, and enable exporters to exact from ocean carriers more reasonable freights, which would open up wider markets, and stimulate trade and production. With such cheaper freights too, and such improved shipping facilities, Orissa, lying midway between Vizagapatam and Calcutta, might throw in its lot with the Northern Circars and if, or rather when, the Vizianagram-Raipur line is constructed, Mr. Thorowgood's larger scheme would be at once justified, and Vizagapatam would become a first class harbour.

On the other hand, failing such concentration of trade, existing conditions of subjection to the Masulah boat and to almost penal freights, will be perpetuated, until that railway connects with Calcutta, and nothing seems more certain than that the trade will then be slowly drawn away to that port. The saving in ocean freights will be swallowed up in the longer railway transport: there will no expansion in the producers' margin, nor any stimulus to production, and the ultimate issue will be that, so far as concerns produce, these districts will derive no adequate benefit from the railway.

We trust it will not be considered out of place, if in this connection we venture to offer, for the consideration of Government, a few further remarks on the potentialities of Vizagapatam as a port. It is the only port between Colombo and Calcutta at which a harbour could be made admitting of steamers loading alongside wharves, and trade developments tend to indicate that Vizagapatam may have a peculiar destiny before it as a port complementary to Calcutta. Of late years, there has been a striking development in the size of ocean steamers, and where in former years 4,000 ton steamers were the Leviathans of the Hooghly, vessels of 7,000 and 8,000 tons capacity are rapidly becoming the staple carriers. To such vessels fully laden the Hooghly above Diamond Harbour is unnavigable during a considerable portion of the year, and these vessels have in many cases to accept the expense, trouble and delay of lightering large quantities of cargo and their coal down to Diamond Harbour. The need of the future then seems to be a harbour outside the Hooghly, at which homeward bound steamers could fill up their holds and perhaps coal, with all the rapidity and economy of wharf loading, and there can be little question that to any port offering these facilities, Calcutta freights would quickly be accorded. Given such freights, the cargo would as quickly be forthcoming, and it is within possibility that coal too could be supplied on sufficiently moderate terms. We should be the last to advocate the construction of a first class harbour in the present state of trade, as the dues would be fatal, but a little encouragement, a little concentration, now, would give Vizagapatam a start, which might lead to the development indicated.

From a strategical point of view, the construction of the Raipur line which must come, will place Vizagapatam in touch with the heart of India, and a garrison, established on the healthy uplands of Waltair, (two miles distant,) would occupy a peculiarly central position between Rangoon, Calcutta, Madras, Hyderabad and Allahabad.

As a possible naval arsenal too Vizagapatam deserves attention. It commands the whole Bay of Bengal, being within two and a half days steaming, of Ceylon, Calcutta and Rangoon; very simple fortifications would make it practically impregnable, and as a port of refuge, from war and weather, shelter could be provided behind Ross' Hill for a large number of vessels. It is however as a possible docking port that it seems to us chiefly to merit attention. Immediately inside the backwater, a deep ravine branches off at right angles into the heart of the Dolphins' Nose Hill, (600 feet high,) and in the mouth of this ravine, a small shallow artificial reservoir has been constructed, the property of the Raja G. N. Jagapati Row c.s.e. It seems to be worth the consideration of the Naval authorities whether, by blasting from the bed of this reservoir the stone required for the harbour groynes, a cavity might not be shaped requiring only a sea wall and caissons to make a dry dock capable of receiving the largest vessel afloat, the available area being some 600 feet by 100 or 120 feet. To disabled merchant steamers, and still more to Men-of-War, a dry dock in that position would be invaluable, and it is possible that to obtain it the Naval authorities would make comparatively light of the cost of the large harbour, which would be needed as an approach.

In conclusion, reluctant though we are to obtrude any personal consideration on the attention of Government, we may mention that, while thus, strongly advocating the development of Vizagapatam, we are ourselves also Bimlipatam merchants.

We have the honor to be,

Sir,

Your most obedient Servants,

Stuart Hall & Co.

1407

GOVERNMENT NO. 2586

Recd 25.3.95

D/C

His Excellency The Governor

The Governor.
The Hon Mr. Bliss C.I.E.
The Hon Mr. Grace.

A letter from Messrs Stuart Hall & Co of Vizagapatam on the subject of the proposed tramway to Bimlipatam is submitted for information - nothing new is advanced and the views raised have been disposed of in letter to the Govt of India. No. 192 R dated 21st March 1895. A draft reply to Messrs Stuart Hall is also submitted for approval.

I think this letter sh^d. go on to India - in continuation of ours of March 26th. We might merely state that the writers are a highly respectable firm doing business on the East Coast, and that their views are entitled to consideration.

Adml
29/3/95

Lagne
W
3 Apr.
5/4/95 Jy 6/4

31

3

9

- (1) H. E. the Governor
- (2) The Hon. Mr. C. P. J.
- (3) The Hon. Mr. J. C. J.

Proposed Railway from
Ponnampet to Bimlipatnam

R. 14.

3

No. 250. R

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To
The *Secy to Govt. Madras*

10th
8 April 1895

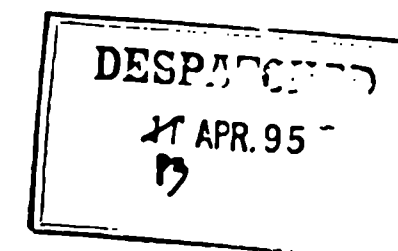
SIR,

In continuation of cor-
respondence ending with my
letter No. 192 R d. 21/3/95 on
the subject of a proposed
railway line from Ponnampet
& Scler to Bimlipatnam I am
directed to forward a letter
from Messrs. Street-Hall & Co.
a highly respectable firm doing
business on the East Coast pro-
testing against the extension of
the proposed Railway from Viru-
kappan to Bimlipatnam as their
views appear to be entitled to
consideration

Yours etc.

25th
9/4/95

H. J.
5/4/95



India Office,
London, 19th September 1895.

Railway,
No. 92.

To His Excellency The Right Honourable The Governor
General of India in Council.

MY LORD,

Parvatipur Railway project.

With reference to your Railway Letters, No. 23, of 27th March, and No. 28, of 15th May 1895, I have to inform you that Sir Bradford Leslie, K.C.I.E., and Mr. H. E. Turner have accepted the provisional concession to construct a light railway from Parvatipur to Vizianagram, with a branch to Salur.

2. I shall now be glad if your Excellency will furnish me, at your earliest convenience, with a statement of what you consider should be the specific terms of the concession as regards working, rebate, purchase, &c.

3. You will observe from the letter* of the promoters, a copy of which is appended, that they still hope that your Government may see its way to extend the concession to the port of Bimlipatam. I am of opinion that there is considerable force in the views urged in favour of this extension, which, indeed, was actually agreed to by the first of your letters above quoted. It is an argument in support of granting the convenience of a railway to the town of Bimlipatam, that no financial aid in any form is asked for from Government; and your Excellency may perhaps be willing to reconsider your decision, on the understanding that the requisite funds are obtained solely by local contributions.

* Dated 20th August 1895.

I have the honour to be,

My Lord,

Your Lordship's most obedient humble Servant,
(Signed) GEORGE HAMILTON.

25511. I. 1646.

A

No 250. R. dated 10.4.95

n. 17/4

17/4

24-6

ENCLOSURE.

Sir,

19, Sloane Gardens, London, S.W.,
20th August 1895.

We have the honour to acknowledge receipt of your letter P.W. 956, of the 27th June 1895. We accept the provisional concession to construct a light railway on the 2 ft. 6 in. gauge from Parvatipur and Salur to Vizianagram. We await further communication regarding the terms of working and the grant of rebate.

We are much disappointed that the concession is not to include the Bimlipatam-Vizianagram section, which would be an additional sixteen miles.

In January last when Mr. Turner was in Madras on this business, he received a demi-official note from the Consulting Engineer that the Madras Government had decided to support the Bimlipatam connection and had so informed the Government of India. Also Mr. Turner had the honour to forward a petition from the Public of Bimlipatam to the Private Secretary of His Excellency the Viceroy, praying for the branch, which he believes was favourably considered by the Government of India.

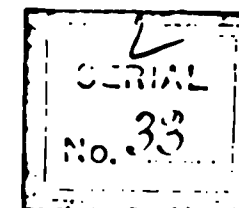
We are aware that at first the branch to Bimlipatam was rejected on account of a very heavy estimate of the cost of the line. This objection was overcome, and then the position taken was that it would be advantageous to the main line to secure a longer lead of traffic. We also know of the view that the diversion of the trade of Bimlipatam to Vizagapatam was desirable in the interests of the proposed port at the latter place and to concentrate trade.

These considerations, intended to benefit either the railway or the town and port of Vizagapatam at the expense of Bimlipatam, have been combated again and again. The claims of the Bimlipatam public to the comforts and conveniences of a branch line are incontestable. Not less strong is their right to be protected in the trade which their industry has created. To refuse travelling facilities to a town of 10,000 inhabitants, to despoil it of its trade in order to add to the receipts of a railway, or to enrich a rival port, is a policy repugnant to a sense of justice.

The policy needs no further condemnation, but, even on the narrower grounds, it by no means follows that the trade diverted from Bimlipatam will flow into Vizagapatam. There is no room for the expansion of that town, and the port is a worse one. Probably the trade will flow past Vizagapatam and be concentrated at Coconada. The great district of Vizagapatam will then lose its port trade. We have very few good roadsteads on the east coast, and in the day of famine we shall surely regret that we have by this policy reduced Bimlipatam to the condition of a fishing village.

But these arguments are on file in the India Office. The late Secretary of State was so impressed by them that he sent them to India for explanation. We have not heard what attention they have received.

So convinced are we of the true interests of the district, and of the real wishes of the people of Bimlipatam and of the inland towns, that we are quite ready to test the case by asking for local financial aid to construct this branch. Let the Government give us the concession for



No. 1297 R.C.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY CONSTRUCTION.

All communications
should be addressed
to the Secretary.

To

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

Simla, the 22nd October 1895.

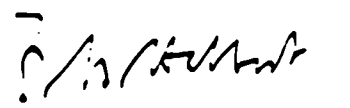
Sir,

With reference to Government of India Memorandum No. 633 R.C., dated 27th May 1895 and previous correspondence regarding the construction of a line of railway from Vizianagram to Parvatipur, I am directed to forward for information the enclosed copy of a despatch on the subject from the Secretary of State, with a request that the Government of India may be favoured with an expression of the opinion of the Government of Madras in regard to the further representations of Sir Bradford Leslie K.C.I.E and Mr. H.G. Turner in favour of an extension of the proposed line to the port of Bimlipatam.

I have the honour to be,

Sir,

Your most obedient servant,


Under Secretary.

Documents accompanying :-

Copy of Secretary of State's despatch
No. 92 Railway, dated 19th September
1895 and enclosure.

DOCUMENT No. 8284
 Recd. 28.10.95

GENERAL
 No. 34

PWCN 8287
 U.P.
 Note on the Simlipatnam
 Port Extension project

His Excellency the Governor
 Mr. W. Bliss
 Mr. W. Jones

This is again submitted
 for reconsideration -
 It will be remembered
 that the original letter despatched
 to India in Jan. 95
 was in favour of the ex-
 tension to Simlipatnam
 but that subsequently His
 Excellency the Governor &
 Council saw fit to mo-
 dify that letter & the re-
 cord letter put forward
 objections to the extension
 in which the Government
 of India concurred -

The same objections which were
 raised before to the Simlipatnam
 remain the same, as far as Govt.
 is concerned. There is no doubt
 that this small gauge line will
 damage the prospects of the State
 railway - & postpone the question
 of the improvement of Vizag. harbour.
 But as we said before - unless Govt.
 makes a standard gauge line thro' to
 the C.P. they cannot look to obtain
 any of the traffic wh. the proposed
 little railway wishes to get. As
 matters now stand, and apparently
 will continue to stand, the refusal
 to grant the concession asked for
 is a dog-in-the-manger policy.
 The promoters ask Govt. for no
 guarantee - & so far it seems
 unfair to refuse them to make their
 line, wh. will be of immense service
 to the people they propose to serve.
 At the same time their scheme will
 undoubtedly prejudice the larger one -
 & if not in the standing this fact, the
 Govt. of India agree, I don't think we
 should stand out - contributing ourselves
 with pointing out the objections of
 Kerzwell, but - so over

2. I respectfully submit
 that the original conditions
 are unchanged - that
 there is no prospect of
 a line from the Central
 provinces (Raipur) to
 Vizianagaram - and I
 am not aware that there
 is any prospect of any
 money being devoted to
 increase the usefulness
 of Vizagapatnam harbour.
 3. There is also the prospect
 of Calcutta & Madras
 competing for all the
 traffic in the East Coast

2/11/95
 Kerzwell, but - so over

Unlikely and it is un-
likely that any of the
intermediate sea ports
will decide to make such
port from the ^{future} arrange-
ment of the East Coast
Ry.

I beg permission to again
put forward my view
that as long as the pro-
ducers of the country
to the north of Vizian-
agram can afford to
take their goods by east
past Vizianagram and
to Bimlipatnam rather
than accept the break of
bulk at the former town
plus the carriage to Viza-
gapatnam - (the interests
of these producers being
of more importance than
that of the merchants
of the adjacent sea ports
or even of the East Coast
Railway itself -) that
the local benefit of a
transline free from
any financial aid
from the government,
would be very great.

7th Dec 20 95

The objections, which I
saw to me can of great
weight, should be clearly
pointed out. In my opinion,
however highly the Paratipara
to line may be constructed, &
however low it may be the
speed, it is to be on the broad
gauge & that there may be
operation of a branch of gauge
at Vizianagram & onwards for
the to Bimlipatnam.

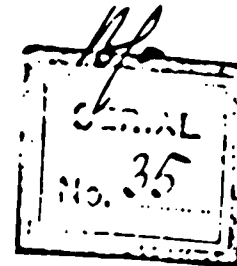
MM
21/11/95

Will the Hon. Member
please see reference F. 104.
Shows that the concession
of a 2 1/2' gauge has already
been given; up to the E.C.R.
and the point therefore now
the decided is whether
Bimlipatnam is to have the addi-
tional of a 2 1/2' gauge built
free of cost?

Dec 5 95

Yrs - I suppose the mischief
is done.

MM
9/11/95



His Excellency the Governor
Hon. Mr. Bliss
Hon. Mr. Prosser

to
12 Nov

MM
13/11/95

28
15/11/95

No 782 R. dated 19.11.95
North India

I am directed to say in
reply to your letter 1297 R.C.
of 22 October 95 that it is
the opinion of the Government
that the extension
of the transline from Vizian-
agram to the port of Bimlipatnam
will undoubtedly interfere
with the main line of the East
Coast Ry. in drawing away
traffic which would otherwise
have passed over that line and
will also greatly militate
against the grant of funds
for the improvement of
the harbour of Vizianagram
seeing that there were but
2 good ports only 16 miles
apart.

2. The other serious objection
was that any line of other
than the standard gauge
between Paratipara & Vizian-
agram (for which it is noted
a concession has been granted)
might very properly hinder
the obvious needed line between
Raipur & the East Coast Ry.

3. But it appears from
Excellency the Governor in Council
that the offer to construct
the branch of 16 miles without
any aid from the State

except the point of land
should be accepted in view
of the great benefits the
tramway may be expected
to confer on the inhabitants
of the district "line" which
it passes & the port of
Bimlipatam.

4. The concession I am to
offer should be limited
to a short period, and
a special clause should
be added as contemplated
in para 4 of Govt of
India No 23 dated 27 March
95 to the Secretary of State.
5. Seeing that this tramway
will not be a feeder
to the main line - there
appears to this Govt. no
grounds for granting the
promoters any rebate on
the interrupted traffic.

File 11/95.

Issue File 11/95

File kept in R. office
on 19.11.95

5/11/95
R 11/11/95
21/11/95
22/11/95

all communications
should be addressed
to the Secretary.

SERIAL
No. 15

No. 62 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 17th January 1896.

Sir,

With reference to your letter No. 782 R., dated 19th
November 1895 on the subject of the proposed extension of
the Vizianagram-Parvatipur tramway to the port of Bimlipatam,
I am directed to say that it is understood that Mr. H.G.
Turner has arrived in India and is desirous of arranging
for the survey of the extension.

2. With regard thereto, I am to observe that the Govern-
ment of India are considering the question of extending
the tramway from Vizianagram to Bimlipatam, and are not
at present in a position to sanction a survey for the same.

I have the honour to be,

Sir,

Your most obedient servant,

G. A. Anderson
Under Secretary.

Documents accompanying:-

Nil.

AMC
17/1/96

B.C.

12/-
No 782 R. dated 19.11.95

Documents Accom?
- Incl -

P. W. CURRENT No. 583

SERIAL
No. 16

P. W. Current 583

Dec: 21.1.56

Forwarded to Sir
Excellent the Governor in
Council for perusal.

to
22 Jan

M. H. Cole
21/96

23/1/96
23/1/96

File the papers
from 24/1/96

Cir
21/1/96 R24/1

Copy.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY CONSTRUCTION.

To
Her Majesty's Secretary of State
for India.

No. 41 Railway.

Dated Simla, the 19th May 1896.

Received.

VIZIANAGRAM-PARVATIPUR RAILWAY.

Construction by private enterprise.

Revised proposals.

21/5
No. 41 Railway of 1896.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY CONSTRUCTION.

To

THE RIGHT HONOURABLE LORD GEORGE FRANCIS HAMILTON,
Her Majesty's Secretary of State for India.

Simla, the 19th May 1896.

MY LORD,

We have the honour to acknowledge the receipt of Your Lordship's despatch No. 92 Railway, dated the 19th September 1895, wherein we were informed that Sir Bradford Leslie, K.C.I.E., and Mr. H. G. Turner had accepted the provisional concession to construct a light railway from Parvatipur to Vizianagram, with a branch to Salur.

Your Lordship asked to be furnished with a statement of what should be the specific terms of the concession as regards working, rebate, purchase, &c.

With the despatch was forwarded copy of a letter from the promoters urging that the concession be extended to the port at Bimlipatam, and Your Lordship remarked that there was considerable force in the views therein urged; that it was an argument in support of granting the convenience of a railway to the town of Bimlipatam that no financial aid was asked for from Government; and that we might perhaps be willing to reconsider our decision on the understanding that the requisite funds are obtained solely by local contributions.

2. We considered it desirable again to refer the matter to the Government of Madras and now enclose a copy of their reply.*

* Enclosure No. 1. That Government, it will be observed, are of opinion that the extension of the line from Vizianagram to Bimlipatam will affect prejudicially the traffic of the East Coast railway and the improvement of the harbour of Vizagapatam. But in consideration of the offer of the promoters to construct the extension without any aid from the State, except the grant of land, the Local Government suggest that the offer be accepted under certain specified conditions in view of the great benefits the line may be expected to confer on the inhabitants of the district through which it will pass, and on the town of Bimlipatam.

3. We have also the honour to enclose a copy of correspondence† from the Director General of Railways, and would invite Your Lordship's attention to the note‡ forwarded therewith by Mr. W. A. Willock, Collector of the Vizagapatam District. For the reasons therein given, we are disposed to adhere to the views expressed in our despatch No. 28 Railway, dated 15th May 1895, that the construction of a branch railway from Vizianagram to Bimlipatam is not required in the interests of trade and is open to many serious objections. Having regard also to the Collector's assurances that he could raise a local guarantee for the funds necessary for the construction of Mr. Thorowgood's smaller harbour at Vizagapatam, we would recommend that nothing should be done which would endanger the provision in the manner proposed of an improved harbour on this part of the coast.

4. With regard to paragraph 2 of despatch under reply, we would observe that we are of opinion that the branch of the East Coast State Railway to Parvatipur should, under any circumstances, start from Vizianagram which is the largest place in the district and the most important trade centre, and it was for this reason amongst others that it was looked upon as a suitable point for the junction between the railways leading to Calcutta and Madras respectively.

The question as to the precise point of division between the Calcutta and Madras railway interests will now however be further considered in view of the arguments advanced in favour of changing this to Vizagapatam.

5. We would recommend that Sir Bradford Leslie and Mr. Turner be asked to make the line from Vizianagram to Parvatipur with a branch to Salur on the standard gauge, in which case the terms for the construction by private agency of branch lines notified under Resolution No. 514 R. C., dated 17th April 1896, might be conceded in full, the working expenses being fixed at 50 per cent. of the gross earnings and the rebate being promised from the Government line, and also, with the consent of that company, from the section which it is proposed to hand over to the Bengal-Nagpur Railway Company. But if the promoters still wish to adhere to the 2½ feet gauge, arrangements should be made under which the masonry for the bridges should be built for a standard gauge line, and the alignment and grading which has been surveyed for a standard gauge line should be adopted. They should also be asked to fully stock their line with the necessary rolling stock and keep it in repair, after which the East Coast Railway might undertake to work it for 60 per cent. of the gross earnings, the promoters agreeing to supply all money required for additional capital work.

6. In regard to the purchase of the branch line if it is made on the standard gauge, the terms noted in Resolution No. 514 R. C. of 17th April 1896 would stand good, but if it is constructed on the 2½ ft. gauge, the Government should have the right at any time after five years from its being opened for traffic to take it over at six months' notice for the purpose of converting it into a standard gauge line on paying 25 times the average actual return to the shareholders for the three years immediately preceding the notice, such purchase money not to be less than par and not to exceed 120 per cent. of the capital expended on the construction of the branch line. We would prefer that the branch should be constructed by Government officers at the cost of the company, but this need not be insisted upon, provided full control of the construction and audit is reserved to Government.

7. We therefore request that Your Lordship will be good enough to cause Sir Bradford Leslie and Mr. Turner to be addressed in the foregoing terms, and that we may be informed of the result at an early date.

Under the new proposals now put forward, we consider any report upon the terms which should be granted under the present concession unnecessary.

We have the honour to be,

MY LORD,

Your Lordship's most obedient and humble Servants,

(Signed) ELGIN.

" GEO. S. WHITE.

" J. WESTLAND.

" J. WOODBURN.

" M. D. CHALMERS.

" E. H. H. COLLEN.

" A. C. TREVOR.

Documents accompanying.

Enclosure No. 1.—Letter from Government of Madras, No. 782 R., dated 19th November 1895.

Enclosure No. 2.—Memo. from Director General of Railways, No. 109 C., dated 30th January 1896.

Annexure No. 1.—Letter from Manager, East Coast State Railway, No. 613, dated 21st January 1896.

Annexure No. 2.—Note by Mr. W. A. Willock, Collector, Vizagapatam District.

Annexure No. 3.—Note by Manager, East Coast State Railway, dated 21st January 1896.

384

Enclosure No. 1 of Railway Despatch No. 41 of 1896.

No. 782 R., dated Madras, the 19th November 1895.

From—The Joint Secretary to the Government of Madras, Public Works Department, Railway Branch,

To—The Secretary to the Government of India, Public Works Department.

I am directed to say in reply to your letter No. 1297-R.C., dated 22nd October 1895, that it is the opinion of the Government of Madras that the extension of the tramway from Vizianagram to the port of Bimlipatam will undoubtedly interfere with the main line of the East Coast Railway, in drawing away traffic which would otherwise pass over that line, and will also greatly militate against the grant of funds for the improvement of the harbour of Vizagapatam seeing that there will be two rival ports only 16 miles apart.

2. The other serious objection was that any line of other than the standard gauge between Parvatipur and Vizianagram (for which it is noted a concession for a tramway has been granted) might very probably hinder the obviously needed line between Raipur and the East Coast Railway.

3. But it appears to His Excellency the Governor in Council that the offer to construct the branch of 16 miles without any aid from the State except the grant of land should be accepted in view of the great benefits the tramway may be expected to confer on the inhabitants of the district through which it passes and the port of Bimlipatam.

4. The concession I am to suggest should be limited to a short period and a special clause should be added as contemplated in paragraph 4 of Government of India's letter No. 23, dated 27th March 1895, to the Secretary of State.

5. Seeing that this tramway will not be a feeder to the main line there appears to this Government no grounds for granting the promoters any rebate on the interchanged traffic.

Enclosure No. 2 of Railway Despatch No. 41 of 1896.

No. 109-C., dated Calcutta, the 30th January 1896.

From—The Director-General of Railways,

To—The Secretary to the Government of India, Public Works Department.

The following papers are forwarded to the Secretary to the Government of India Public Works Department, for consideration, with reference to correspondence ending with Government of India letter No. 1586-R.C., dated the 19th December 1895. Special attention is invited to the note by W. A. Willock Esq., Collector of the Vizagapatam District.

Annexure No. 1 of Enclosure No. 2.

No. 613, dated Waltair, the 21st January 1896.

From—The Manager, East Coast State Railway,

To—The Director-General of Railways.

With reference to your No. 942-C. of 6th November 1895, and telegram No. 1062-C. of 19th December 1895, and in continuation of my No. 9494 of 26th November 1895, I have the honour to forward herewith in original a report by Mr. Willock, Collector of this District, on Mr. Turner's and Sir Bradford Leslie's proposals to connect Parvatipur and Bimlipatam by rail.

2. My own opinion on the proposal put forward to extend the concession already given by a further concession for a continuation to Bimlipatam is contained in the accompanying note. Since writing which I have had the opportunity of discussing the matter with Mr. Turner and find he has no objection to accept concessions for connecting Parvatipur and Bimlipatam with the main East Coast Railway line by separate branches on the standard gauge in lieu of the concession given to him for a narrow gauge line from Parvatipur to Vizianagram, and the concession he has applied for to extend this narrow gauge to Bimlipatam. He has written to me to confirm this as follows:—

"I quite agree with you that the interests of the district will be best served by the connection of Bimlipatam with the main line by a Standard branch and by the Parvatipur branch being also constructed at once on the standard gauge. If you can induce the authorities to adopt this view I shall be quite content to accept a concession to construct these branches on the branch line terms in lieu of the concession given Leslie and myself to construct the Parvatipur branch on the 2-6" gauge."

3. Now that Mr. Turner has so fully agreed to the principle for which I have been contending that the two lines if constructed should be branch feeder lines and not connected to form a competing line, I have no further objection to offer to his being allowed to construct them if he can undertake it within a reasonable time. I think, however, that if the concession for standard gauge branches is granted it should be clearly stipulated that the concession is for a fixed period, and that the points of junction with the main line are settled subject to the approval of the Government of India.

4. If constructed on the standard gauge the terms for construction and working would it is presumed be those laid down in Government of India Circular No. 924-R. C., dated Simla, 15th September 1893, as modified by the Resolution published in the *Gazette of India* Part I, page 273, dated Calcutta, 29th March 1895.

5. I regret the delay in submitting this report which is due to my keeping it back until I was able to meet Mr. Turner.

Annexure No. 2 of Enclosure No. 2.

Note by W. A. Willock Esq., Collector, Vizagapatam District:

I regret to say that I find Mr. Turner's note and letter contain some grave inaccuracies which I think should be brought to the notice of the Government of India, in connection with the question of granting a further concession for a light line of railway from Vizianagram to Bimlipatam.

2. Before dealing with this I would point out that my acquaintance with the Vizagapatam District is much more intimate than Mr. Turner's. He spent a few years of his early service in the Jeypore Agency, a country which then had practically no intercourse with the plains, and was Collector from 1881 to 1889. I spent the first nine years of my service as Assistant and Senior Assistant Collector and had charge of the area through which almost all of his proposed railway passes for 7 years of that period. I have been Collector of the District since the beginning of 1889. For 6 years of the interval I was Salt Deputy Commissioner with my head-quarters at Waltair and had the traffic questions of the district constantly under my attention in connection with the heavy salt trade with the interior. I think I may consequently claim to speak of the interests of the district with more authority than Mr. Turner, specially as I have no interest in any commercial undertaking in it.

3. Mr. Turner is now a warm advocate of the advantages of Bimlipatam as a port as compared with Vizagapatam and bases his request for a further concession largely on the ground of its supposed superiority. I beg to call attention to the fact that this is a complete reversal of his former attitude. It was at his earnest solicitation that the Secretary of State sent out Mr. Thorowgood to survey

the Vizagapatam Harbour in 1891. It was then, according to Mr. Turner's views, to be the port of the Central Provinces. Nothing was heard of the greater advantages of Bimlipatam at this time and I would suggest that Mr. Turner should be asked to give a very clear explanation of the change in his views before his opinion as to the claim of Bimlipatam to be considered by far the best port in the district be accepted.

4. In paragraph 5 of his and Sir Bradford Leslie's letter of the 8th September 1894, Mr. Turner states that the East Coast Railway was aligned to avoid Bimlipatam in order to concentrate the trade of the district at Vizagapatam. This is altogether incorrect. Bimlipatam was avoided simply because it was impossible to get through the mass of hills which separate it from Vizagapatam on a reasonable gradient except at immense cost. In the conclusion of the same letter he suggests, though he does not actually say so, that certain difficulties with regard to shipping and landing railway materials and ore at Vizagapatam would not have occurred at Bimlipatam. I do not know what the difficulties referred to were, but I am surprised that Mr. Turner should even indirectly suggest that Bimlipatam could ever have landed any heavy railway material at all. In May 1892 nine of the large locomotives of the East Coast Railway were landed at Vizagapatam. This is the month of the whole year in which the surf is most continuously heavy. Each engine involved 3 packages weighing from 12 to 14 tons and they were all got ashore without the slightest mishap.

A case weighing a ton could not have been landed in the open roadstead of Bimlipatam at the time and with light articles these two ports are as nearly as possible on an equality. As regards the ore referred to, Mr. Turner is himself the shipper, but he sends it to Vizagapatam in preference to Bimlipatam all the same, though cart hire from Vizianagram to Bimlipatam would not cost much, if anything, more than the railway charges to Vizagapatam.

5. Turning now to his letter of the 11th March 1895, I find a glowing picture of the prosperity of Bimlipatam with its "factories, banks, warehouses and commercial agencies." There is an excellent gunny factory at Chittivalsa but that is 4 miles out. I am not aware of any other factories. The only bank there is a branch of the Bank of Madras, a relic of the time when Bimlipatam was a really prosperous mercantile town, some 20 years ago. As for warehouses I presume that Mr. Turner means what are locally called godowns in which produce awaiting shipment is stored which are to be found everywhere. Commercial agencies is a vague term. Mr. Turner probably refers to Messrs. Arbuthnot & Co. and Messrs. Stuart, Hall & Co., the latter of whom have a place of business in Vizagapatam also, and being consequently unprejudiced are altogether in favour of the merits of Vizagapatam as the commercial centre of the District. The income tax returns are probably the best guide to the prosperity of the town. Messrs. Arbuthnot & Co., and the Bank of Madras are assessed in Madras. The total profits derived from trade on which the remaining merchants pay income tax do not, so far as I can see, exceed Rs. 50,000, if abkari, salt and money-lending be excluded as they, of course, should be in considering the trade of the port. The total tonnage of the chief articles exported during the past 5 years has been as follows:—

Years.	Tons.	Years	Tons.
1890-91	18,062	1893-94	18,028
1891-92	21,222	1894-95	15,974
1892-93	10,713		

Corresponding information about imports is not easily available, but they would affect railway receipts but little. I trust that the above information will show that Mr. Turner's description of the flourishing condition and importance of Bimlipatam is, to say the least of it, a trifle overcoloured.

6. In the concluding section of the same paragraph Mr. Turner says that the parties at issue on the question of a railway to Bimlipatam are the officials on the one hand and the public—that is "the producers, landlords and merchants" on the other. I regret that I must contradict this statement most emphatically. I have discussed the question with most of the leading men in the district and have

not found a single person outside Bimlipatam who agrees with Mr. Turner, except (to a certain extent) the Maharaja of Vizianagram. He would like to see a railway made to Bimlipatam as an act of charity to its inhabitants—not because it would have any prospect of success or benefit the district generally in his opinion. I think I am right in saying that notwithstanding his natural influence as a former Collector of the district Mr. Turner has not been promised one rupee towards the project locally. I at least have not heard of a single promise. In the same paragraph Mr. Turner speaks of the merchants (producers?) of the district losing the difference in freight between Bimlipatam and Vizagapatam. He altogether overlooks the fact that when the reclamation work now going on at Vizagapatam is finished it will be a far cheaper port to ship at than Bimlipatam, and that it is capable of indefinite improvement, while nothing short of a harbour like that of Madras could improve Bimlipatam, where boats have to be beached through the surf during the greater part of the year.

7. With regard to paragraph 3 of this letter Mr. Turner asserts that to construct a boat harbour at Vizagapatam would not make that port "one whit better than the Bimlipatam port." I beg to call attention to the rashness with which this statement is made. According to the best evidence there is very little to choose between the two ports at present, except when heavy articles have to be landed, which is impossible at Bimlipatam. The experience of the contractors for landing the East Coast Railway material at Vizagapatam when the state of the bar allowed of their using a steam launch showed that shipping charges could be reduced to a mere fraction of what they now are if a boat harbour were constructed. If it is desired, I have no doubt but that Messrs. Stuart, Hall & Co., will furnish figures privately known to me in support of this statement. I regret to be obliged to point out these inaccuracies in the grounds on which my predecessor in the charge of this district bases his arguments in favour of a line to Bimlipatam, but I have no other course. The important part of my note is that which follows, but to have passed over the points dealt with above unchallenged would have been tantamount to accepting Mr. Turner's statements as correct.

8. It may be asked why Mr. Turner should not be allowed to make his railway to Bimlipatam and take the consequence of its being a failure; in other words why Bimlipatam, notwithstanding its decaying condition, should not be allowed a fair chance against Vizagapatam. My answer to that is that the extension of railway communication into the interior is one which Mr. Turner's light line to Parvatipur deals with only very partially. If the line is a success, I have not the faintest doubt, but that it will rapidly be pushed up into the Central Provinces. If it is a failure, it will block the advance of railway communication with the interior for half a century. It will give the line a bad name and the money wasted on it will have to be found before any other project can be undertaken. The traffic which will be attracted by it between Vizianagram and the two terminals at Salur and Parvatipur is most promising. A toll bar just outside Salur produced Rs. 7,110 last year when sold by auction. Another on the Parvatipur road above the junction fetched Rs. 4,980. These results were confirmed by the sale of another near Vizianagram on the joint streams of traffic which fetched Rs. 10,640. The tolls levied at these bars were at the rate of two annas per laden cart. The Bimlipatam Municipal tolls fetched a little short of Rs. 5,000 six years ago and have been steadily declining since (before as well as after the railway was opened). The rate there is 4 annas per cart, and as there is absolutely nowhere between Vizianagram and Bimlipatam where goods would leave Mr. Turner's railway, this shows that the stream of traffic between Bimlipatam and Vizianagram would not be more than a quarter or a fifth of that north of Vizianagram. To make matters worse the passenger traffic between Bimlipatam and Vizianagram would be almost nil while north of Vizianagram it would be very heavy. The above facts indicate that the total traffic on the Vizianagram-Bimlipatam section of the line would be only one-sixth or one-seventh of that on the other side of Vizianagram. The sanction of the disputed section would therefore saddle an otherwise very promising undertaking with one-third of its length of non-paying line. If it were merely a case of Mr. Turner's losing his own or his friends' money, I would have no objection to raise, but I beg to protest most emphatically against his being allowed a concession which, if not limited by the Vizianagram-Bimlipatam section being finally negatived may, and most probably will, in the opinion of all who

know the country best with the exception of Mr. Turner himself, delay the development of the magnificent agency tracts in the interior of the district and the country beyond indefinitely. Had Mr. Turner been always of the same mind I should regard his opinions with more respect, but as I have already pointed out they are, in their present form, of very recent origin, and have been arrived at since his official connection with this district terminated.

9. I would suggest that a very early date be fixed for the commencement of work on the present concession and for its speedy execution as, should any hitch occur, I hope to be able to submit proposals for the construction of a broad gauge feeder line from Chipurupalli, 20 miles north of Vizianagram, up to the point where the Salur branch diverges from the main line guaranteed by the District Board and the Zemindars interested, and to be worked by the East Coast line, a much more advantageous scheme than Mr. Turner's. Chipurupalli would probably be the junction as it is the nearest point to Parvatipur. There seems to be but little doubt but that such a line would pay from the commencement; and if so, it would be easy to extend it in the same way into the interior as soon as the success of the first section is established.

I take this opportunity of calling attention to the injurious effect which fixing Vizianagram as the dividing point between the Bengal-Nagpur and the Madras Railway Companies sphere of action (under the arrangements which I understand are being made for working the line when completed) is likely to exercise on any local project for feeders to the East Coast railway. The most economical point from which to run a line into the interior is Chipurupalli (20 miles north of Vizianagram) and the cheapest and possibly the only way of making a short line pay would be to construct it on the broad gauge and have it worked by the Company which worked the main line, i.e., the Bengal-Nagpur Company. If, however, the interests of that Company cease 20 miles south of the junction, it would naturally do all it could to turn the traffic off to the north, i.e., to the Ganjam ports, or possibly to Calcutta. This would have a most injurious effect on the prosperity of the district generally and also on trade with the interior which would be prevented from seeking an outlet at the nearest port and saddled with unnecessary charges. The difficulty could be got over by making the feeder line start from Vizianagram and have it worked by the Madras Railway Company, but that would require 10 more miles of line and one large bridge to reach the same distance inland. This difficulty could be got over by placing the dividing point at Vizagapatam instead of Vizianagram or, still better, by selecting a point half way between Vizagapatam and Cocanada, say Yellamanchili. The question is a very important one as I have been offered locally a guarantee for the funds necessary for the construction of Mr. Thorowgood's smaller harbour at Vizagapatam and can, I believe, raise funds for the first section of the Parvatipur feeder if Mr. Turner does not go on with his project, but I could not take action in either direction unless the arrangements with regard to the Madras and Bengal-Nagpur Companies are such as to promise that the two undertakings will be successful financially and will add to the general prosperity of the district. The arrangement at present proposed will, I fear, have the reverse effect.

Annexure No. 3 of Enclosure No. 2.

Note, dated 21st January 1896, by A. Brereton Esq., Manager, East Coast State Railway, on Mr. Turner's proposal to construct a narrow gauge line from Parvatipur to Vizianagram with an extension to Bimlipatam.

The promoters claim that the line they propose to construct comes within the definition of a "Feeder Line" as laid down in Government of India Circular No. 924-R.C., dated 15th September 1893.

2. This would be correct if the two proposals, viz.—

(a) A line from Vizianagram to Parvatipur and Salur.

(b) A line from Vizianagram to Bimlipatam

are kept quite distinct and that each line has its own separate terminal junction with the main line.

3. If this condition can be adhered to, then there is no occasion to oppose the construction of either or both branches.

4. It is, however, quite clear from the correspondence that the promoters' scheme is to obtain the carriage of a very large and valuable traffic, which is now beginning to find its way to the Railway, and divert it to the port of Bimlipatam; and that the proposed line if carried on to the port, will not be, and is not intended to be, a feeder to the East Coast Railway.

5. If the principle is admitted that any private firm can obtain concessions to construct cheap competing tram lines wherever sufficient traffic can be secured, the East Coast Railway offers peculiar advantages for the development of this method of diverting all its traffic to the numerous ports along this Coast.

6. It is essential that the two branches be dealt with as distinct and separate projects. If this is done, the promoters are not likely to press for the line to Bimlipatam. If they do, I would suggest that it be carried out by the agency of the East Coast Railway or the Company that is to take over that portion of the line, and that it be constructed on the standard gauge. The distance from Vizianagram is only 13 miles, over comparatively easy country, and by using second hand permanent way from the surplus stock of other Railways, it could be constructed at a very small cash outlay. The estimate of one lakh per mile quoted by Mr. Turner is for the alignment through the hills connecting Bimlipatam with Vizagapatam.

7. I think, however, the accompanying letter from the Collector shows conclusively that the importance of connecting Bimlipatam by rail has been greatly exaggerated, that the public agitation has been got up entirely by the promoters of the tramway, and that as a separate project it will obtain no support whatever.

8. Apparently the concession has been given for the construction of a 2½ feet tramway from Vizianagram to Parvatipur and does not include the Vizianagram-Bimlipatam extension. With this curtailment of their scheme there is every probability that the promoters will fail to raise the required capital.

9. The concession should therefore be cancelled if work has not been commenced in 12 months, as within that time there is every probability that Government will receive offers for the construction of a broad gauge line under the guarantee of the several Native States interested.

O.L.C. 1
5452/56

No. 829 R.C.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY CONSTRUCTION.

Simla, the 10th June 1896.

The under-mentioned papers are forwarded to the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, for information, in continuation of Public Works Department No. 62 R.C. dated 17th January 1895.

By Order,

G. Anderson

Offg. Under Secretary.

Documents referred to :-

Copy of despatch No. 41 Railway dated 19th May 1895 and enclosures to Secretary of State.

Vizianagram Parvatipur Railway

Construction by private enterprise.

Revised proposals.

many ports along the coast that
we can afford to pick a place
like Bimili -
This is the view I took when I was
Collector of Nagasaland. For reason
- according to East Coast Railway
to the Hon'ble Government, I suggested
that a branch line to Bimili between
should leave the main line at a
point somewhere between Nagaland
and Puzosagram - The authorities
who came after me took an opposite
view. They depressed the town of the
projected branch, and, as I say,
they set up the doctrine that as Nag
- agram ought be made into a
good harbour. The Bimili people
must be depressed if this be taken
into any consideration, in order
to enrich the lands of Nagaland
and to set up a case for a demand
for large sums of money. She
spent in a harbour at the latter

(11)

Bombay & Vys. anagram on the
2nd gauge -
The reason why this gauge has been given
up is a complicated one -
Sir B. Seal & I applied for ^{two} concessions
for a 2.6 gauge ~~from one~~ to ^{the other}
Bombay & Vys. anagram
from Vys. anagram to Parvatipur
The Govt of India rejected the
first project - though I know, the last
announcement of the Govt of India
was in its favour - but the Govt
overruled by the Sec of State, who held that
the complexity of the Bombay
terminus could not be set aside
but the Govt of India sanctioned the
second project - viz the railway from
Vys. anagram to Parvatipur - at the
same time saying that though it would
give us the concession on a 2.6 gauge
yet that they preferred a standard
gauge line - we felt ourselves
obliged to defer to the wishes of the Govt
of India in this respect & we are
shame the concession if we can
raise the money -

P. W. Current No. 5452

SERIAL
No. 38

I should think Indian pass. 5 would put an end to the promoters scheme for the Portstewart line: if they are to build the line B.R. it certainly would pay: Atty built it 2 1/2' with under suitable for B.R. as well as grading & alignment - I should doubt if it would pay either, for timbering was half the cost off for Birnibacken. I don't think there is the slightest chance of the Paisley Vozij being made because I know Weyburn wants to make either the Paisley-Sofins-Cutts or the Sutherland-Sofins-Cutts. The latter has been surveyed & estimated prices two years ago. We must now wait and see what Turner means to do.

I think it is a serious blot on railway system that
the vast figure A.K. near 600 miles and the secondary one
CD 400 miles should not have a single connecting
link starts off this Presiding most completely from
the North of India ~~and in India~~. The Raipur-Vijay line as I said is
~~a little further back~~. The Raipur-Vijay line as I said is
practically out of the question at my present idea extension, even
though a few county N. of Lucknow, but is about 800 miles
Raipur Lucknow line. Road line to Kumaon would help making
either as it does shorten the distance to the North.

The best line from Madras point of view would be either
Jubb-Sondia - Warangal or the two lines Jubb-Sondia and
Warangal - It would be an immense boon to the Co.
Capital Nagpur, and the province generally, to get to the North^{direct} line
stead of a days ride by the Marathas & I know they are very
keen on it. Further the Agricultural men who know every
end of the country was of opinion that the Jubb-Sondia line
up to the rich Warrangal valley would pay handsomely. I believe
the extension from Warangal to the Marathas would pay ~~at~~ but un-
fortunately after that we get into the Maratha dominions
for 150 miles, unless the Great Southern which would of
course be 75 miles or so. but involves another Indian bridge. The
whole distance ^{length of 24 to 25 miles} is at least 300 miles and more than half
of it would be a paying concern - At present the B.A.R. was

* I know the country
well for Warren & Wanda
and this my father & I
has heard that this son
of the land.

Swedish Mission. Ref. branch church across the river

Then would it come to off opposition from Wrenne
because it would cut off traffic from his Belasapur
Katin (which doesn't pay & should have had been
made) but that could be overruled by India:

20/6

OAH
 thanks for Mr. Upcott
 on return.
 Now that the committee
 is sitting at Simla to
 form a programme for 1930
 for the next five years it
 would be an opportune moment
 to bring it forward.

80 1/2

SERIAL
KINCHALAM
NO. 30

To
Mr. the Genl
Amos W Bliss
Amos W. Jones

Para 3 of India's Despatch to the CCR. The Govt of India has accepted the
 the last para of Mr. Willock's
 note bearing on that point the
 other day about the improve-
 ment of the Vizagm harbor, view a sketch of despatch No 41 R. 7 19 5/96
 should be considered in the
 of the Secy. of State a note in that
 Marine Dept.
 circulated for information of the Secretary

John

89.
14/7/9-

"7/4

Special ... 61 Govt. of India Letter No. 828 R.L. d. 10/6/56

828 R.L. d. 10/6/56

H.S. Government

Hon. Mr. Bliss. No letter to the

Hon. Mr. Jee. Govt. of India

noted at present.

95K
7/12/96

I think I have already expressed my views in the other file. I have nothing more to say. Indeed I know very little of the merits of the questions raised.

95K 3.12.96

File B

C

E

File
10/12/56
12/12/56

This letter and enclosures being sent for information, it may be considered necessary to address the Govt. of India, but as the matters dealt with are intimately connected with those contained in the proposed draft to India in the Viragapalan Harbour file it may be considered advisable that this Govt. should express its views.

The Govt. of India has been addressed three times on the subject of Sir Bradford Sechi and Mr. Turner projects: vide

39R d. 24/1/95

192R .. 21/3/55

782K - 19/11/55

In the first the Madras Govt. supported the proposed branch to Parthapur as well as its extension to Bimili.

In the second the approval of the Bimili branch is withdrawn.

In the third both lines are recommended.

I respectfully submit that a further expression of opinion addressed to the Bimili branch will

by his Govt. open to the charge of
a very vacillating railway
policy.

Further it appears that the
situation has somewhat altered.

^{still worse}
It appears from para 2 of enclosure ^{7 (a) F}
annex 1 & enclosure 2 that

Mr. Turner has proposed separate
branches for the E.R. to Paratapur
and Bimili, and that these
are to be laid on the standard 5-6
gauge, and that the lines are
to be constructed on branch
line terms; and if Mr. Willott
is correct (vide his No. 366 in

Harlow file) the junction for

Bimili is to be at Alamanda: &

and that for Paratapur ^{or placed at} Chisampur.

The Govt. of India however, while
supporting recommending the
Paratapur line, has selected
Virianagram as its junction with
the E.R. and has stated that
the branch from Virianagram
to Bimili is not required and open
to objection.

The objections to the Virianagram -
Bimili line were two fold:

(1) it would prevent the concen-
tration of traffic on Virij Harlow
and so postpone the improvement
of that port.

(2) The traffic from the Paratapur - Salu
branch would be lost to the E.R.
and being as should be straight
to Bimili.

Objection No. 2 is removed & the
new proposal for separate line
with junction at Alamanda

Flag #

July 5

& See sketch plan in Harlow case

10 P.T.
through one argument that has
been used in the support of this
branch is now removed viz
its construction without guarantee.

A draft is put up for approval
approving of the construction

of the Paratapur - Salu line

& Para to Bradford Leek &

Mr. Turner on the 5-6 gauge,

with a junction at Virianagram

on branch line terms; and

2 { and stating that the Govt. will
not oppose the construction of

a line from Alamanda to

(or some adjacent point) to

Bimili if built without

guarantee - or perhaps the

portion marked { might be

built altogether

1/12

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To

THE SECY. TO THE GOVT. OF INDIA,
P. W. DEPARTMENT.

189

Sir,

with ref. to your letter N^o.
828 Re. d 10/6/86 and
Enclosures, I am directed
to inform you that the Govt.
of Madras approves of
the proposal to construct
the line from Virumanagaram
to Paruthipatti and Salur
with a branch to Salur to
Messrs. Sir Bradford Leslie
and Mr. Turner, on the
terms contained in the
first part of para 5, of
your letter under reply.

2. This I am to say that H.E.
the Governor in Council will
not be prepared to approve
of a branch to Boimilipatti
(which is understood the pro-
posers are still anxious to
construct) if it has a separate

H.E.

?onish

function with the rest at
or near Alamanda and
the bitis constructed on the
5' 6" gauge (?) without
guarantee

[Signature]
1/12

[Signature]

[Signature]

Statement showing the value of the Sea-borne trade of the ports of Vizagapatnam and
Bimilipatnam, exclusive of Salt, Stone and Treasures for the ten years 1886/87 to 1895/96

Vizagapatnam										Bimilipatnam									
Imports					Exports					Imports					Exports				
Foreign		Coasting		Total	Foreign		Coasting		Total	Foreign		Coasting		Total	Foreign		Coasting		Total
(including re-exports)	(including re-exports)	(including re-exports)	(including re-exports)		(including re-exports)	(including re-exports)	(including re-exports)	(including re-exports)		(including re-exports)	(including re-exports)	(including re-exports)	(including re-exports)		(including re-exports)	(including re-exports)	(including re-exports)	(including re-exports)	
Rs.	P.	Rs.	P.	Rs.	Rs.	P.	Rs.	P.	Rs.	Rs.	P.	Rs.	P.	Rs.	Rs.	P.	Rs.	P.	Rs.
1886-87	75266	656819	732085	1124085	443094	1567179	2299264	139686	2270600	240206	178670	1773072	3560690	5170876					
1887-88	41767	680582	722349	961456	445727	1407181	2129530	366070	2209920	256590	1320699	271149	4231808	6597838					
1888-89	18036	797239	815275	1139660	525292	1664960	2480235	350018	1869542	2219560	1602984	1850959	3453993	5173503					
1889-90	18192	531073	549265	1372937	543536	1816473	2365738	115513	2198738	2310251	1487057	2272251	3759610	6073869					
1890-91	16075	614050	630125	880801	566669	1447470	2077595	175173	2675047	2850220	2046124	2451088	4497212	7347432					
1891-92	245057	1545441	1790498	1970417	649813	2620230	4410728	224687	3430147	3664834	2517856	3046962	5564818	9219652					
1892-93	212510	1524566	1737098	1261128	533912	1795035	3522133	182299	1984532	2118831	956114	3047847	4003961	6870792					
1893-94	61998	1364941	1426939	117036	560480	1677516	3104455	102542	212243	2224835	2490940	2905329	5396269	7621104					
1894-95	625435	553347	1478702	1263786	451659	1715445	3194227	62778	2416223	2479001	1055047	2378900	3034947	5913908					
1895-96	32785	946735	977510	250091	474610	2984701	3962221	62570	2513396	2575966	1038051	2865994	3904045	6480011					

Forwarded from the Private Secretary to His
Excellency the Governor of the
Madras Presidency

I still think that if a line were made from Rochester such a very large volume of traffic would come to Vero that Gov. would be tempted in expending large sums in making Vero into a really good harbor but failing such a line (and the sums in present disposition to make it) the improvement should be left to private enterprise: and that being so it is not fair that the interests of Vero should be shifted in favor of others.

MAORAS,

Dec 18th 1906.

(11) I see no objection and being
advantage in making the British
branch to the Foreign
Admiral's branch for the Admiralty (56)
(21) There is I think already pro-
posed to address British Vice
Consuls and Agents in the United
Kingdom with a view to the
harbour case.

1117. Turner must be alluding
to some correspondence which
we have not yet when he says?

GOVERNMENT OF MADRAS,
Public Works Department,
RAILWAY BRANCH,
MADRAS,
186

of Viny. 151
Mr. M. B. Blair says in his letter on
the 11th that there is no room
for Station Jan. at Bunk.
Whether he is supported in
his view of expert railway
opinion I don't know for
there is nothing in our files
about it: but I will require
about it on inspection in
Jan. and if I can manage
it will make a journey to
Bunk. and see it: but with
of Scovell and self to do the
work. When our time is out
rather fine at inspection time.
Both Mr. McComb and Mr. Blair
always fought against the

on the Western
Endless Mountains



GOVERNMENT HOUSE,

Madras, 6th January 1897.

SERIAL
No. 42

My dear Fowler,

I return you the two files about the East Coast Railway dividing point and the Vizagapatam Harbour. His Excellency thinks that the letter to India might be sent at once.

I also send you H.G. Turner's D.O. to me. His Excellency thinks that the Government of India might be addressed as suggested by you in your letter of the 18th of December, which I enclose for reference. Further I

What I think should be done is
to recommend that Turner should
be given both branches on B.L.
terms and standard gauge, but
the Bristol branch right to start
from Alameda or some place
adjacent: for it starts from

all
Vianay is only ~~one~~ of the traffic
from Padatigum (and possibly Salamin
Kilwood) will go straight to
Mind: the E.C.R. will be able
and the Vianay harbor projects
quashed. Whereas if it starts from
Alamanda the E.C.R. will get a
share in any case and the two
ports can fight about on fair
terms: if Vianay is the better port
or can be improved at reasonable
cost it will beat out Mind:
but I expect the upshot will be
that the capitalistic had will look
relier on will beat the other
firm to invest (unless they are
backed up by whatever railway
is interested in developing Vianay)
and the two ports will remain
as they are.

St. Louis
Return Turner's letter.

H. A. Hunt-

Office of Consulting Engineer for Railways,
MADRAS.
7th January 1897.

My Dear Stuart,

I have just received your De-i-Offi-
cial with Vizagapata papers, thanks for
the statement which looks pretty conclusive.

I have also received by this morning's
post the letter enclosed which is appar-
ently meant for Brereton. It appears that Tur-
ner has instructed his Engineer to Survey
for a 2'-6" from Vizianagaram.

This is most unfortunate. It would
be a great pity to lose time and money in
surveying for a line before gauge and align-
ment are definitely accepted by this Govern-
ment and India.

Turner has of course acted on Secre-
tary of State's orders and the only course

is to

to the Secretary of State.
Now would he tell Mr

Beckett to survey for
a 5'-6" gauge from

Vizianagaram, or issue
any instructions to him

until the question is
settled. There would, how-

ever be no objection to
telling him what is
being done.

Urgent

- (1) H.B. the Governor
(1) Hon. Mr. Bliss, C.I.E.
(2) Hon. Mr. Croze, C.I.E.

Should not move in this
matter on Mr. Turner's D.O.
letter - we might let
ourselves in most seriously

11/1/97.

I think we should wait for
something more authentic.

11/1/97

Also, something should be done to bring
matter on Mr. Fowler might write
semi-officially to Col. Brereton, telling
him that we have heard from Mr. Turner,
and asking that, if our information is
correct, we may have it confirmed
officially at once.

11.1.97

Branch line to connect
Brindispatam with the
East Coast Rly.

SERIAL
No. 45

It was suggested in the note
below dated 1/12/96 that the
Govt of India should be ad-
dressed on this subject
with ref. to India's proposal
to the Sec State No. 41 R forwarded
to this Govt for information with
India's 829 R. of 10/6/96.
It was decided that the
Govt of India should not be
addressed at present.

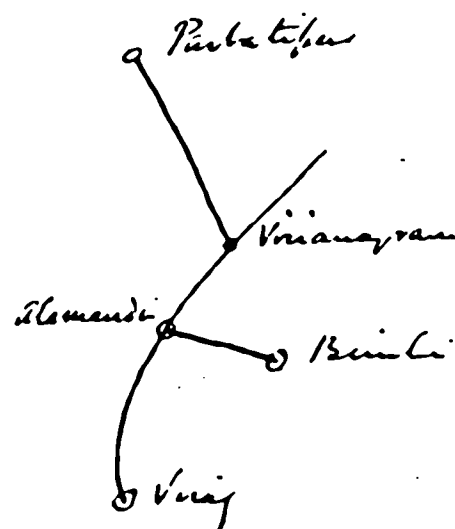
Since then a semi-official
letter from Mr. Turner has
been received stating that
the India Office has promised
a commission to him and B.
Leslie to construct a branch
line, ^{without permission} from Vizianagaram to
Brindis on the 2'-6" gauge.
Further in a letter from Mr.
Beckett to the Managers E.C.R.
(which was addressed in error
to the Consulting Engineer &
has been forwarded to the Managers)
that Beckett states that he
has been directed by Mr. Turner
to survey for a 2'-6" gauge
from Vizianagaram to Brindispatam.

11.1.97

11/10/1897

This concession has been given
in spite of the recommendation
of the Govt of India.

As pointed out by the Manager
E.C.R. it would be preferable
to connect Bimili with
the E.C.R. by a 5.6" line
having a junction at Ala-
mandu or some adjacent point.
and Mr. Turner apparently has
no objection to this proposal
since the cost of a 2.6" line
with rolling stock from Viria-
nagar would be as much
as a fourth more than a 5.6" with
second-hand material and
no rolling stock from Almandu.
This proposal has several ad-
vantages.



- (1) There would be no break of gauge.
- (2) The traffic from Parbatipur would
go partly to Bimili and partly to
Viraj, and so benefit the main
line: whereas if the junction is at
Virianagar, even with a break
of gauge, Viraj will be unduly
handicapped & traffic will be lost to
E.C.R.

- (3) The two ports will compete on
fairly equal terms and traffic
will favor the one which gives
the best facilities, this will be
a further inducement to
Capitulation to the British scheme
for the improvement of Virajapur.

Mr. Turner's engineers being on
the spot & ready to commence

work it is suggested that, if
the views put forward above
are approved, a telegram
should be addressed to the

Govt of India informing them
of the state of the case, and
requesting that the Secy. State
may be requested to wish to
alter this concession given
to Mr. Turner to 5.6" gauge
and junction at Almandu.

The distance being
small the survey
will take but a short
time and the work
be completed before
could be started in
course of construction.

D O.

171 Government of Madras
Public Works Department
Railway Branch
January 13th 1897

SERIAL
No. 46

Dear Col. Bissett

In Govt. of India Despatch

No. 41 of 19th May 1896 it was recommended that Mr. Turner and Sir Bradford Leslie should be asked to construct a line from Vizianagor to Parvatipur on the 5'-6" gauge but the line to Bhubaneswar was not recommended.

The Govt. of Madras (vide a copy of the same despatch) while receiving objections, considered that a grant might be given for a tramway without guarantee.

We have now heard from Mr. Turner that the Secretary sanctioned the construction by his

- (1) a line from Vizianagor to Parvatipur on the 2'-6" gauge (but with the remark that a 5'-6" gauge would be preferred) and
- (2) a line from Vizianagor to Bhubaneswar on the 2'-6" gauge.

18

I have also learned that Mr. Turner's
Engineer

as a
to
This
route
(1) the
(2) the line
So far
Vizianagor
line
Vizianagor
of 5
route
(3)

Engineer (Mr. Beckett) is ready to start work on the survey of the Vizianagram. Bimlipatan branch at once, and that he has been instructed to survey for a 2'-6" gauge: he is now at Vizianagram collecting information.

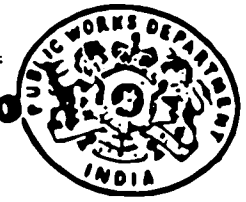
Now it appears from the enclures to Despatch No. 41 that the Manager East Coast Railway advocates a 5'-6" gauge from Almaranda or some other point intermediate between Vizianagram and Vizagapatam to Bimlipatan and from that despatch and from Mr. Turner's letter it seems that Mr. Turner has no objection and in fact would like a 5'-6" but is unable to press for it for fear of losing the concession.

- (1) The Engineer the Engineer agrees that
(2) the line would be to have both a 5'-6" gauge, and to have the junction at Vizianagram with the Bimlipatan branch at Almaranda or some adjacent point, and requires

It is not that if our information is correct it may be confirmed specially at once.

It seems very necessary that if the policy recommended above is adopted by the Govt. of India, Mr. Turner should be informed at once so otherwise his 2'-6" survey will be work thrown away.

Yours sincerely
F. D. Fowler.



Calcutta, the 22nd January 1907.

Dear Mr. Fowler

In reply to your demi-official of the 13th January I think the first matter to mention is that the Secretary of State has told Mr. Turner's Syndicate that the concession offered to them from Vizianagram to Parbatipur must be considered to have lapsed. The papers from Secretary of State have recently been received and will be transmitted to the Madras Government as soon as the draft (which contains various enquiries) can be agreed upon.

In regard to the proposed alternative to the concession granted to the Syndicate for a line from Vizianagram to Bimlipatan which has been proposed by the Syndicate and

accepted

13/1/07