

Public Works (1896) Department.

G.O., No. 182 R

DATED 28th Feb

[Despatch Abstract.]

Division of the E. C. Ry at Vizianagaram

Letter to the Govt of India forwarding
Copy of letter from the Collector of Vizianagaram
reporting on the effect which the
— will have on local enterprise
in the development of his district.

523 Pub.

[V. C. P.-1-11-94.-300.]

Current
Re. C. No. 366 of 1896.
Dis.

VIZAGAPATAM COLLECTOR'S OFFICE,
Dated 4 February 1896

From *W. A. Wilcock Esq.*
~~F. D'A. O. Wolfe Murray Esq^r,~~
Collector,
Vizagapatam District.

To *S. S. P.*

THE HONORABLE *J. F. Price*
CHIEF SECRETARY TO GOVERNMENT,
Public — DEPARTMENT,
MADRAS.

Sir,

I have the honor to call the attention of Government to the effect - which the selection of Visiavagram as the dividing point - between the portion of the East Coast Railway to be managed by the Madras and the Bengal - Nagpur lines, will have on local enterprise in the development of this District, in view of the Government of India being addressed should His Excellency the Governor in Council agree with me.

2 The present position of affairs so far as I can ascertain is as follows.

Mr. Turner has accepted a provisional concession for constructing a light-line of railway from Parvatipur to Visianagaram with a branch to Salur and is pressing for a further concession on to Bimpilapalam which is strongly opposed locally except by the Bimpilapalam

[illegible]

DEPARTMENT.

FROM

THE COLLECTOR OF VIZAGAPATAM.

TO

THE CHIEF SECRETARY TO GOVERNMENT,

DEPARTMENT,

MADRAS.

Dated

Received

189

Re. C. No.
Dis.

ENCLOSURES.

Subject.

merchants. I believe he contemplates altering his proposals to a line from Chhipurupalli to Parvatipur and another from Mannanda to Simlipalam these being the two points on the East Coast Rail way most advantageously situated in point of distance bridging the for junctions for Parvatipur and Simlipalam respectively. I do not know where the money is to come from, but I am certain that none will be forthcoming locally unless the two projects are dissociated, in which case the Chhipurupalli-Parvatipur line will be strongly supported in the district provided details regarding the constitution of the company are satisfactory. I do not think however that any of the zemindars will invest in Mr. Turner's Company without my advice and, so far as I can see, I shall be obliged to give an adverse opinion unless the dividing point between the two rival systems of management is altered.

3 The line from Chhipurupalli to Parvatipur

Parvatipur, if made, will I understand be a feeder under the favorable conditions allowed for such projects by the Government of India. It will have to be worked by the Bengal-Nagpur Company and will strike the East Coast Railway 20 miles north of the companies' southern limit. I understand that the company will be allowed very full discretion as to the rates it can charge on different sections of the line. Its interest will be to secure to itself longer leads on produce by diverting the stream of trade now flowing towards Visianagram to the north and to thwart in every possible way the improvement of Visagapalam as a port, as every ton of produce going there would mean a considerable loss to it. If it has the power of manipulating the rates so as to favor certain ports that power will undoubtedly be used to keep traffic away from either Visagapalam or Simlipalam. The feeder project would therefore affect the general prosperity of the district very adversely and I would certainly advise local capitalists to have nothing whatever to do with it but to leave produce to find its way to Visianagram by cart as at present. The difficulty might be got over by making the feeder line meet the East Coast Railway at Visianagram and have it worked by the Madras Railway Company, but this would involve about 7

miles more of line and two considerable bridges. This would I am sure be the right line to make if sufficient funds were available but if the railway has to be constructed by local capital the total sum required must be kept as low as possible and the cost of the extra 7 miles would be a very serious consideration.

4. One solution of the difficulty would be to make Visagapalam the dividing point instead of Visianagaram. The Bengal-Nagpur Company would then have a keen interest in the development of the port of Visagapalam and would be in harmony with local interests instead of the reverse. A still better and fairer course would be to select some point half way between Cocanada and Visagapalam for the purpose and so avoid conflicting interests in the area naturally falling under the influence of each port, but there may be reasons connected with railway administration which would render it undesirable to have the break at a small out-of-the-way station.

5. I may as well add that I have been promised locally the means of raising the greater part of the capital for constructing the smaller Visagapalam Harbour as proposed by Mr. Thoroughgood but am unable to submit any proposals at present in view

of the adverse effect which the present position of the dividing point may have on the port. I also believe that capital will be forthcoming locally for the Chipurupalli Parvatipur feeder railway if Mr. Turner does not go on with his projected line.

I have the honor to be
Sir,

Your most obedient servant

Collector.

Letter submitted to His
Excellency the Governor in
Council -

In view of the recent despatch
No 1 R dated 1 Jan'y 96 from
the Govt. of India to the Secy-
tary of State, no action can
I think be taken on the Col-
lector's letter -

A copy of the despatch might
be sent to him for information

7 Feb 1896

I fancy that the arrangement with the
Bengal Nagpur line is so definitely
fixed - and has been for some time - that
nothing that anybody can say, nor any
arguments which can be adduced will
now be of any avail to alter it.
I wd. send Mr. Willock a copy of the
despatch, and tell him that his
letter will not be forwarded, in the
face of this despatch.

As regards his fears as to the traffic
from up country, I do not well see
how the Bengal Nagpur can afford
to give such rates from Chipurupalli
to Calcutta (I suppose some 400 miles)
that they will get the traffic over
this long distance, in preference to its
being down to Visagapalam (under 50
miles)

Should also I think send
Mr. W.'s letter on to India.
He knows a great deal
about local conditions in the
Vizag district & India Rd.
I must be so.

MS 18/2/96 JG 18/2/96

P.W. CURRENT No. 1535

From
The Collector of
Vizagapatam
To
The Chief Secretary to Government
Public Department
Madras

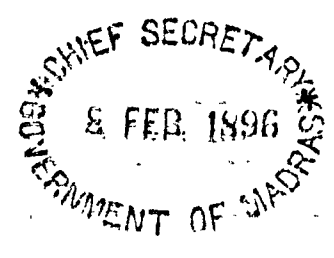
Recd No 349
Transferred to the
Public Works Dept
(Railway Branch)

[Signature]
for Chief Secretary

75B
11/2/96
O.C.: 15.2.96

John L. Cross
14 February 1896

Dated 4 February 1896
C no 366



Subject-

Suggesting that for reasons stated
Vizagapatam be made the dividing
point instead of Visianagaram
between the portion of the East Coast
Railway to be managed by the Madras
and the Bengal Nagpur Railway
companies.

Transferred

I do not think any good
will be done by sending
up Mr. Willock's letter -
but as my hon. colleagues
have agreed that it ought
to go - I will not offer
any objection.

W
21 Feb

His Excellency's attention
is drawn to the hon. member's
remark re Mr. Willock's letter

File 22/96

Order

Send Mr. Willock copy of
despatch informing him
that his letter will be
forwarded.

Forward Mr. Willock's
letter to Works in con-
tinuation of our last
communication (C of
C. of Madras?)

File 22/96

HC D. 14

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To
THE W. A. Willock Esq
Collector
Vizianagaram.

28 February 1896.

SIR,

East Coast Ry. —

Division for working
purposes between the
Madras and Bengal
Nagpur Railway Companies

ER

Sanctioned
Instructions

With reference to
your letter no. 366 of 4th
February 1896, I am directed
to forward herewith for in-
formation copy of Govt.
order no. 1 (Railway) of the
1st February 1896 and enclosing
from the Govt. of India to
the Secretary of State & to
inform you that your
letter under reply will be
forwarded to the Govt. of
India.

Yours
W. A. Willock

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B

- (1) His Excellency the Governor
- (2) Mr. Hamilton Esq. B. Esq. C. Esq.
- (3) Mr. Hamilton Esq. B. Esq. C. Esq.

Division of the East Coast
Railway at Vizianagaram
for working purposes between
the Madras and Bengal-
Nagpur Railway Companies

Copy to
12/2/96

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To

THE SECY. TO THE GOVT. OF INDIA,

P. W. DEPARTMENT.

Calcutta

28 February 1896

SIR,

In continuation
of my letter No. 767 R,
dated 14th November 1895,
I am directed to forward
herewith a copy of letter
No. 366 of 4th February 1896
from the Collector of
Vizagapatam reporting on
the effect which the division
of the East Coast Railway
at Vizianagaram may have
on local enterprise in the
development of his district.

Despatch from Office

28/2/96

Documents accompanying
Copy of letter referred to.

Fm

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No. 1162 Cal 28 Feb 1896

23/3

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no: 182 R a/28.2.96.

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204/3.