Sectt. II-48—25,005—16-3-14.

Public Works (~~191~~ 1897.) Department.

Railway SERIES.

G.O. No. 20 Ry

DATED 9th January 97

[Despatch Abstract.]

BACK PAPERS.

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

FURTHER PAPERS.

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

---

5 4 P

All communications should be addressed to the Secretary.

No. 491 R.T.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

Railway Traffic.

To

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

Simla, the 27th June 1896.

Sir,

I am directed to acknowledge the receipt of your letter No.182 R., dated 28th February 1896, forwarding a copy of a letter from the Collector of Vizagapatam reporting on the effect which the division of the East Coast Railway at Vizianagram will have on local enterprise in his district.

2. In reply I am to enquire with reference to paragraph 5 of the Collector's letter above quoted, and paragraph 1 of your letter No.782 R., dated 19th November 1895, what prospect there is of the facilities at the port and harbour of Vizagapatam being improved, and to say that the Government of India will be glad to learn the views of the Government of Madras as to the extent to which improvements are at present contemplated and also to have some account of the capabilities of the harbour when these improvements have been effected.

[illegible] Vizagapatam [illegible]

Ask W for report then after considering [illegible]

I have the honour to be,
Sir,
Your most obedient servant,

E A Ankerson

Offg. Under Secretary.

Documents accompanying:-
Nil.

Rd 27.6.96.

6017

Recd 4.7.96

OL 5303

Public Works (1896) Department.

CURRENT No. 7888

5 5 P

Order

No. 1323 D., d 16 Septr 1896

Copy forwarded to W. with reference to his Office Note No. 809 D of 18 July 1896.

1/9

Despd 26/9/96

From

The Govt of India

No. 675 Rt.

Dated 27.8.96.

Received 2.9.96

Enclosures

Spare copies

SUBJECT.

Vizagapatam Port and Harbour

Requesting to be favoured with the views of the Madras Govt on certain points raised in connection with the improvement of ——

BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.

HF. 212

No. 675 R.T.

All communications should be addressed to the Secretary.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

Railway Traffic.

~~Print~~

Not to print

56 P

To

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

Simla, the 27th August 1896.

Sir,

I am directed to invite your attention to Government of India letter No.491 R.T., dated the 27th June 1896, enquiring what prospect there is of the facilities at the port and harbour of Vizagapatam being improved, and requesting to be favoured with the views of the Government of Madras on certain other points mentioned therein, and to request that the reply may be expedited.

I have the honour to be,
Sir,
Your most obedient servant,

W Bonham Carter

Captain, R.E.,
Assistant Secretary.

Documents accompanying :-
Nil.

Public Works (1896) Department.

CURRENT No. 9150

Order

From
The Govt of India

No. 774 R.T.

Dated 6. 10. 96
Received 12. 10. 96
Enclosures
Spare copies

SUBJECT.

Vizagapatam harbour

Enquiring when a reply may be expected to its No. 491 RT d/ 27. 6. 96 re: the facilities at the port and harbour of Vizagapatam being improved.

[P. W. 25. 1,000—4-9-96.]

BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.

6

[illegible]

All communications should be addressed to the Secretary.

No. 774 R.T.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

578

To

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

Simla, the 6th October 1896.

Sir,

I am directed to invite your attention to Government of India letter No.491 R.T., dated the 27th June 1896, and subsequent reminder, No. 675 R.T., dated the 27th August 1896, regarding the facilities at the port and harbour of Vizagapatam being improved and requesting to be favoured with the views of the Government of Madras on certain other points mentioned in the letter, and to enquire when a reply may be expected.

I have the honour to be,
Sir,
Your most obedient servant.

W Bonham Carter

Captain, R.E.,
Assistant Secretary.

Documents accompanying:-
Nil.

S.s.S.

10

(1)

16 Ph

20 R

His Excellency the Governor.
Honourable Mr: Bliss. C.I.E
Honourable Mr: Grose. C.I.E

× Flag D

× Flag E

I should be glad if these papers were sent to my Hon. Colleagues & then returned to me.

ASH
25.8.96

It is evident (and reasonable) that no one will (or can be expected) to make ~~the~~ even a move towards the construction of the smaller harbour at Vizm until it is settled over how much of the E.C.R. the B.N.R. will have control – The Ag. Ft. Secy makes out that if the divn between the jurisdictions of the B.N. & M. Rys is at Vizianagram, the fact will not lead the ~~the~~ B.N.R. to act prejudicially towards the port of Vm (vide paras 27 & 28 of the note). But I don't think that, in confining his comparison to goods consigned from Chipurupalle to Calcutta & Vm respectively, he has gone far enough –

I will here state that in my opinion the junction of the Parvatipur line shd be at Vizianagram, not at Chipurupalle – If the branch starts from the latter place, it will no doubt be shorter. But

JG

24.7.96

289

Vizagapatam Harbour and proposed branch lines to Parvatipur and Salur.

Papers on the division of the East-Coast Railway for working purposes and on branch line proposals are resubmitted with reference to Honourable Mr: Bliss' note of 14th July 1896 in the former case, and Government of India letter No. 675 R.T of 27th August 1896 in the latter.

2. The Vizagapatam harbour scheme. is intimately connected with the following railway questions:-

1. The line from Raipur to Vazagapatam.
2. The connection of Parvatipur and Salur with the East-Coast Railway by a branch line~~s~~.
3. The connection of the port of Bimlipatam with the East-Coast Railway.
4. The dividing point for working purposes of the East-Coast Ry:-

3. All that is known in this Dept: of the harbour scheme is that after various projects had been submitted by different Government Engineers Mr: Thorougood was brought out from England to report.

He

He drew up two projects:-

1. for a small (boat) harbour
2. for a large harbour to accommodate steamers.

The estimate for the two schemes - were :-

1. Rs.6,11,271
2. Rs.4327,272

4. It was decided that the scheme - was too expensive. The harbour has - been frequently referred to in the - papers put up but it nowhere appears that Government has any intention of making it in the near future.

5. Raipur-Vizagapatam line

a reconnoissance was made of this - line in 1881 by the Madras Government. In December 1882 Mr. Cregeen was -- ordered by Government of India to make a survey. The route selected was from Vizagapatam via Parvatipur.

6. The cost of the whole line 350 miles on the 5'-6" gauge was estimated at Rs.318,58,632 or at a rate of Rs. 91,000/ per mile exclusive of rolling stock. There are considerable engineering difficulties and from Parvatipur to Raipur the country is for the most part jungle. The project was not considered favourably by the Government of India: the main object of the line (as stated by Mr.Cregeen) is to connect the Madras Presidency with - the Central Provinces, and we may now add Upper India. In the absence of a good port at Vizagapatam there -- was not much inducement to make the line.

7. Assuming that a harbour were -- built at Vizagapatam capable of accommodating the largest steamers in -- any weather, and that the Raipur -- Vizag line were built, we may arrive at some idea of what traffic it -- would get by the distances from -- Vizagapatam to different traffic -- centres, as compared with the distances from Bombay and Calcutta. (See margin)

8. It appears from this table of - distances and Railway administrations that Vizagapatam will take all the Bengal. Nagpur Railway traffic up to Nagpur in the Bombay direction; ~~to the~~ Katni on the Katni-Bilaspur branch, and to Baradwar, and probably a good deal - further, in the Calcutta direction. It might also get some of the I.M.Ry. traffic as far as Saugor, and might even compete with the East-Indian - Railway at Tundla for some of the - Delhi traffic. It would also get -- traffic as far as Khurda Road on -- the East-Coast Railway. to the north and probably would let some of the Cocanada trade to the South

9. The Bengal-Nagpur Railway is -- cut off from a direct entry into -- Calcutta by the distance between -- Asansal and Hourah 132 miles: it is

probable

the direct distance is not the only thing to be considered — If the branch starts from Vizianagram, it will ~~[illegible]~~ to will pass through Bobbili a considerable place; the sub-branch to Salur will be shorter; and the traffic prospects will be better, Vizianagram being a more flourishing & populous place than Chipurupalle -

Assuming, then, that Vizianagram is fixed on for the junction & remembering that Parvatipur is ~~40~~ 50 miles from Vizianagram, how will freight to Calcutta & Vizagapatam compare at the rates given in the note? The distances will be

	Miles
Parvatipur to Calcutta	420
" Vizgm	90

and the freights

$$\text{Class S, } 420 \times \tfrac{1}{10} = \overset{a}{3}\ \overset{p}{6} \text{ to Calcutta}$$

$$90 \times \tfrac{1}{3} = 2\ 6 \text{ " Vizgm}$$

$$\text{Class I, } 420 \times \tfrac{1}{6} = 5\ 10 \text{ " Calcutta}$$

$$90 \times \tfrac{1}{3} = 2\ 6 \text{ " Vizgm}$$

The disproportion of freights will not, that is, be by any means as great as is shown in the note, if the calculation is made from Parvatipur whence a large part of the traffic will start. For special class goods (such as seeds and hides, which are principal items of export, I believe, from the Vizm district) the difference will not, I imagine, be enough to outweigh the superior claims of ~~Vizgm~~ Calcutta as a port. But go a little further north, say to Berhampore where the heavy traffic from the direction of Aska & Gumsur would come on the E.C.R.) the freights thence would be as under:—

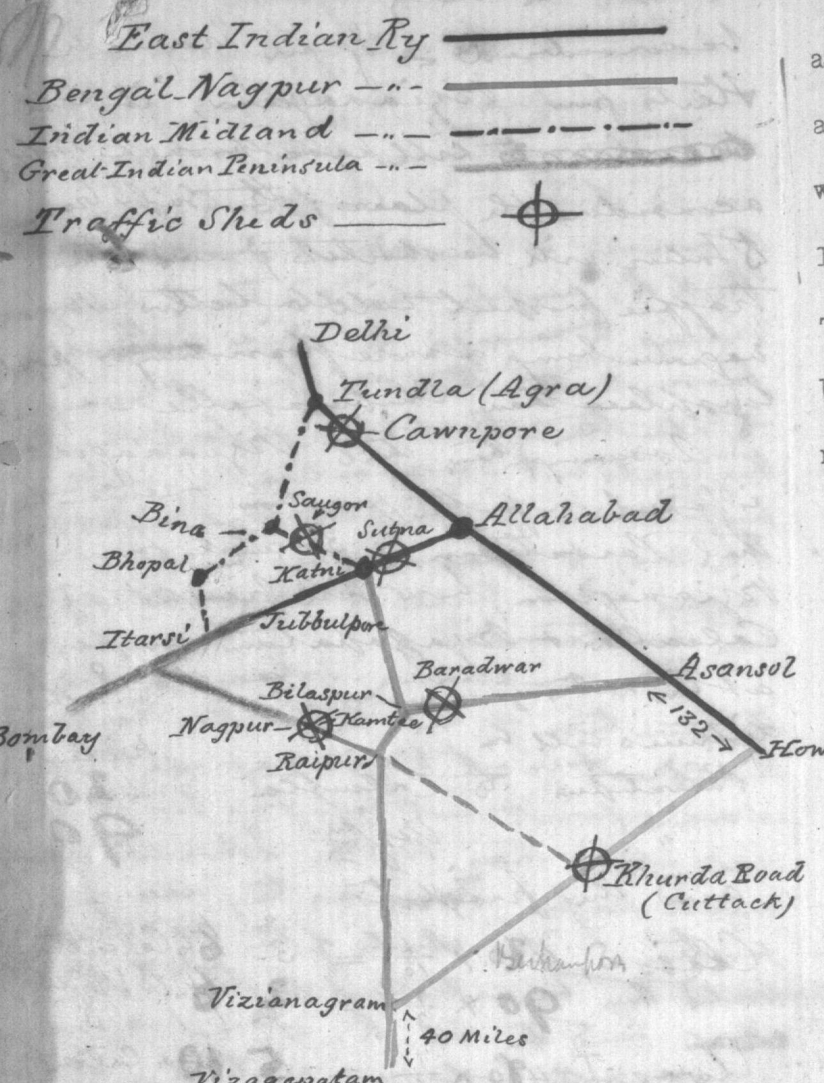
$$\text{Class S, } 250 \times \tfrac{1}{10} = \overset{a}{2}\ \overset{p}{1} \text{ to Calcutta}$$

$$160 \times \tfrac{1}{3} = 4\ 5\tfrac{1}{3} \text{ " Vizgm}$$

$$\text{Class I, } 250 \times \tfrac{1}{6} = 3\ 5\tfrac{2}{3} \text{ " Calcutta}$$

$$160 \times \tfrac{1}{3} = 4\ 5\tfrac{1}{3} \text{ " Vizgm}$$

That is, the B.N.R. would have it in its power to divert to Calcutta probably the major part of the trade of Ganjam, a Madras District. I confess I should be sorry to see it. As we come southward the power in this respect of the B.N.R. would decrease, but I fear



	Miles	Railway Companies
Katni to Bombay	673	G.I.P & E.I.R.
" " Calcutta	727	E.I.R
" " Vizagapatam	616	B.N.R.
Nagpur to Bombay	520	G.I.P
" " Calcutta	759	B.N.R & E.I.R.
" " Vizagapatam	538	B.N.R.
Bilaspur to Calcutta	503	B.N.R & E.I.R.
" " Vizagapatam	418	B.N.R
Raipur to Calcutta via Asansol	571	B.N.R & E.I.R.
" " " proposed dotted line	550	B.N.R
" " Vizagapatam	350	B.N.R.
Tundla to Calcutta	827	E.I.R.
" " Bombay	803	I.M.R & G.I.P.
" " Vizagapatam	922	B.N.R & I.M.R.
Khurda Road to Calcutta	262	B.N.R.
" " Vizagapatam	266	B.N.R

Traffic Sheds

Vizagapatam & Calcutta	Cawnpore Sutna Baradwar Khurda Road
Vizagapatam & Bombay	Kamtee Saugor

probable therefore that nearly the whole of the~~ir~~ B.N.R traffic would find its way to Vizag (if it has the working up to Vizag).

10. It is this being cut off from Calcutta that will make the B.N.Ry: press for the dotted line: but if they were given the working of the proposed Raipur-Vizagapatam line up to Vizag they might accept it as an exchange.

11. Branch lines to Parvatipur and Salur and Bimlipatam.

In 1893 Mr. Turner, submitted proposals for a branch railway on the 2'-6" gauge from Chipurapalli to Parvatipur and Salur (shewn in blue chalk on the sketch plan).

12. This proposal was objected to by the Government of India, and Mr: Turner then addressed the Secretary of State, and said he was prepared to extend his line to Bimlipatam. He expressed in this letter his belief that the real reason why Govt: would neither allow a company to construct, nor build themselves, a line to Bimlipatam was, that hopes were entertained of making a good harbour at Vizagapatam and concentrating traffic there, of which Mr. Turner thought there was little prospect.

13. The Government of India having

asked

*: that it would be formed, wherever the ~~ra~~ rates of freight were not considerably in favour of Vizgm, that the influence of the railway people would divert the traffic to Calcutta. Of course it shouldn't do so: The B.N.R. people should treat persons wishing to consign to Vizgm ~~with~~ equal favour with those wishing to consign to Calcutta – But it is safe to say that they wouldn't do so actually, whatever professions of fair play they might make. It is easy to imagine ways in which the traffic wd. be turned Northwards rather than Southwards.

The conclusion I draw is that the junction of the B.N. & M. Railways shouldn't be at Vizianagram, but at some point not less far South of that place than Vizgm. I should myself much prefer Tuni as the place of junction – The whole of the Vizgm district would then be controlled by the B.N.R. and the M.R. wd not come ~~[illegible]~~ north of the Godavari district – It is always an inconvenience ~~when~~ that the areas dealt with by different Depts should so far as possible coincide with the established civil districts.

If this arrangement is made, it will matter little who constructs the Parvatipur branch – Mr. Turner or any one else – for in any case the B.N.R. will work it. I should press for this arrangement as a necessary preliminary to action in the direction of making even the smaller harbour at Vizgm; and I should urge the prolongation of this branch to Raipur on the grounds given in para 33 of the note.

As to any branch to Bimli,* I should oppose it – To any one who knows Bimli, it is absurd to talk of making it a Ry terminus or a port. It is a mere open beach and there is no room between the hill & the beach for a Ry Station. A more cramped little place couldn't be imagined –

HS

It seems to me clear that Vizagapatam shd be under the B.N. Railway & it wd be convenient if the railway arrangements for the whole district were under the same management, so that the junction shd be at Tuni; & that as the public interests require that there shd be a good harbour at Vizagapatam, the proposed branch to the open roadstead at Bimlipatam where goods could not be shipped from wharves or without great expense, shd be disallowed.

17/8/96

JG
1.10.96

1. As far as my limited information on the merits of the Vizagapatam Harbour scheme goes, it seems to me that that scheme is costly in a prohibitive degree. I should say to the Govt. of India, ~~that~~ in reply to their letter of the 27th June last, that there is no prospect of this Government being able to undertake the work of improving that port. I understand my Hon. Colleagues to be of this opinion.

we may say no possibility
HS
5/12/96
Turn

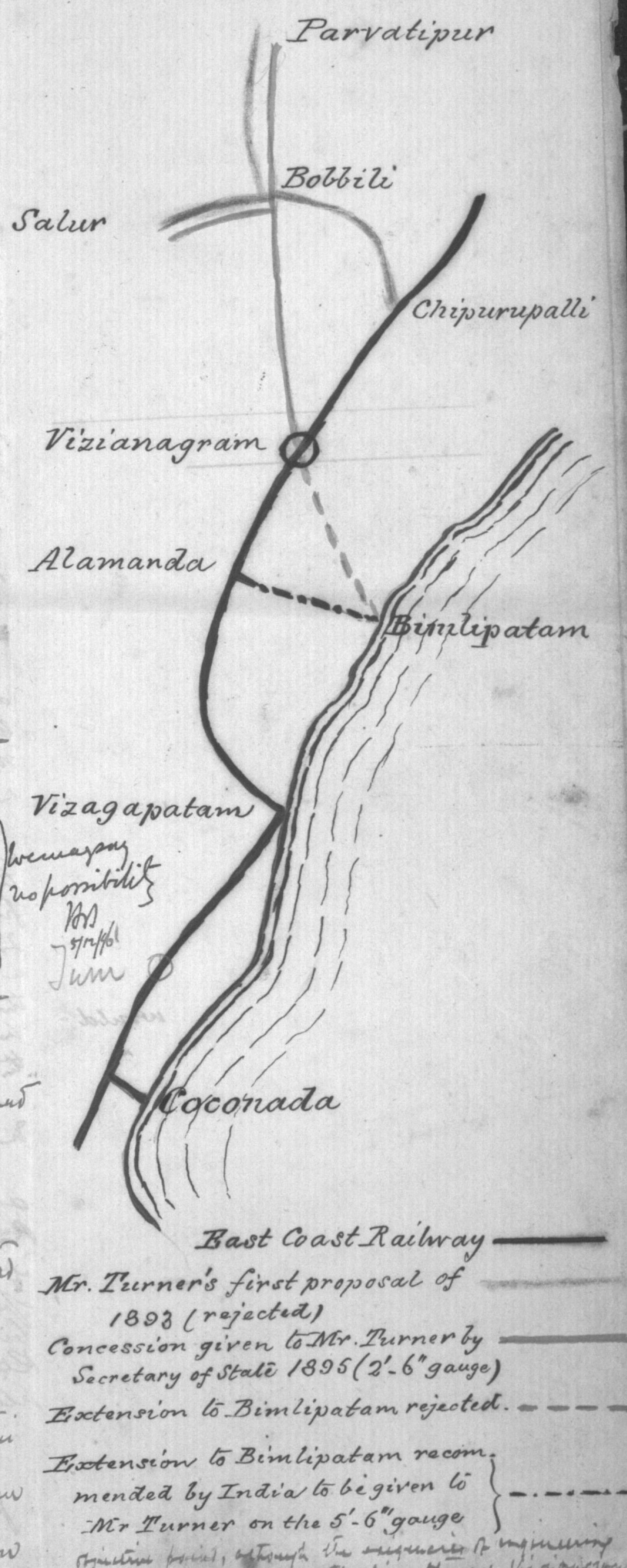
~~2~~. As to the direction which a line from Raipur to join the East Coast Railway should take, it seems to me that this is an Imperial and not a Provincial or local question. The special interests of Madras and Calcutta and of any other places, should be subordinated to general interests. The map would lead one to suppose that a line from Raipur through Sambalpur to Cuttack, would best serve this ~~purpose~~ end. Some day, perhaps a line from Raipur to Coconada may be made.

See their note
HS

? Vizagpm – A direct line from Raipur to Coconada wd hardly be possible HS

3. I see no vital objection to Vizianagaram. I think Coconada should be as the objective point, although the exigencies of engineering may make it necessary to take line through Vizianagram. [illegible]

Sketch plan showing places and projects noted in the Memorandum.


Parvatipur
Bobbili
Salur
Chipurupalli
Vizianagram
Alamanda
Bimlipatam
Vizagapatam
Coconada
East Coast Railway
Mr. Turner's first proposal of 1893 (rejected)
Concession given to Mr. Turner by Secretary of State 1895 (2'-6" gauge)
Extension to Bimlipatam rejected.
Extension to Bimlipatam recommended by India to be given to Mr Turner on the 5'-6" gauge

Sarvothaman

as the dividing point of the working of the East Coast Railway. Perhaps if the line from Raipur is to go to Cuttack, the last named place would be a more convenient point, and I would suggest this to the Govt. of India.

J.S.H
21.11-96

18Pz (6)

asked that of Madras for an expression of opinion, a letter was sent stating that the main objection to a 2'-6" line to Parvatipur and Salur is that its construction would delay for -- years the connection with Raipur, -- which line would be of immense advantage to the districts through which it passed, and also to the East-Coast Railway, and if built would justify the expenditure on a ship harbour at Vizagapatam. But that if there was no prospect of this line being made there would be no objection to a -- 2'-6" line from a station on the E.C. Railway, or to the Bimlipatam extension.

14. Remonstrances were then received from Messrs: Stuart Hall and other merchants of Vizagapatam protesting against the Bimlipatam extension on the grounds that:-

1. It would damage the E.C. Railway (since traffic would cross it and not go to Vizagapatam)
2. Owing to the Coromandal Coast possessing only small ports, it was difficult to compete with Calcutta, and that the extension to Bimlipatam would perpetuate this disability; whereas if all the trade went to Vizagapatam it would eventually pay to build a harbour there
3. If the Raipur line were made it

it would be a further argument for a harbour.

15. In consequence of these remonstrances a letter was then sent to Government of India, qualifying its approval previously given to Mr: Turner's scheme, as far as the Bimlipatam extension is concerned; and -- stating that disabilities would accrue to shipping interests unless - the trade was concentrated at Vizag.

16. A provisional concession was - then given to Mr. Turner for the Parvatipur Salur portion of the scheme, and Madras was asked for further opinions as to the extension to Bimlipatam.

How has this provisional concession resulted? A.GH 20.11.96

17. The Madras Government replied - that the objections previously urged still exist, viz,

1. Damage to East-Coast Railway.
2. Postponement of Vizagapatam harbour improvements.
3. The construction of the line on any other gauge than the - 5'-6" would hinder the construction of the Raipur line,

but in view of the offer to construct the line wihhout any guarantee, and - the benefit it would confer on the - ryot, the proposal should be accepted.

18. The Government of India having referred the matter to the Manager

East

East-Coast Railway (through the Director General of Railways) that officer had an interview with Mr. Turner. Mr. Turner wrote to him after the interview that he would be willing to accept a concession to build the branch to Parvatipur, and also to to connect Bimlipatam with the main line (both lines on the standard 5'-6" gauge) - on "Branch line" terms, in lieu of - the original concession given to him for a 2'-6" line to Parvatipur and - Salur.

19. The Manager East-Coast Railway in reporting to India withdrew his - objection to Mr. Turner's scheme, provided that the concession should be for a short period, and that the points of junction with the East-Coast Ry: are settled with the approval of -- Government of India.

20. The Manager also forwarded a - letter from Mr. Willock, Collector -- Vizagapatam District, in which he -- traverses Mr. Turner's statements as- to the importance of Bimlipatam, and its superiority as a port to Vizag: and states that the construction of the Bimlipatam line will infallibly delay the extension of the Parvatipur line to the north. He also recommended that the point of division of the East-Coast Railway for working - by the Madras and B.N. Railways should

be

(9) Becken

be Vizagapatam instead of Vizianagaram.

21. On receipt of this information, the Government of India in No. 41 of 1896, - advised the Secretary of State to ask Mr. Turner to construct a Broad gauge line from Vizianagaram to Parvatipur and Salur on branch line terms, working expenses being fixed at 50% on gross earnings, and a rebate from the Govt: line; or if worked by the Bengal-Nagpur line from that railway. They also remarked that the precise point of division between the Calcutta and Madras interests will be further considered in view of the arguments advanced in favour of - changing this to Vizagapatam.

22. An alternative proposal was made that the promoters should be allowed to construct a 2'-6" line with the masonry of bridges and the alignment and -- grading suited for a broad -- gauge line; but it is not likely that such an offer would be seriously considered.

23. The Government of India have also stated in Despatch No. 1 to the Secy: of State that the point of division - between the two railways should be at or near Vizianagaram.

24. It is to be noticed in passing that the Government of India appear to have acted on Mr. Willocks recommendation which has not passed through this Govt:.

25. Since the date of Mr. Willocks -- memorandum forwarded to the Secy: of State with

20 Pr (10)

with their letter No. 41 of 1896, another letter has been received from him addressed to this Government, in which he says that Mr. Turner's revised proposals (which he believes to be -- for 5'-6" branch lines from Chipurupalli to Parvatipur and Salur, and -- from Alamandu to Bimlipatam) will not receive local support unless the two projects are disassociated, in which case the first would be strongly supported; but that no money for either project will be forthcoming locally without his advice, and that he cannot give unless the dividing point is altered from Vizianagaram.

26. He contends that the dividing point being Vizianagaram the line -- north of it will be worked by the - Bengal-Nagpur Railway, whose object will be to secure the long haul to - Calcutta. and divert traffic from the local ports

27. It will be as well to consider how far this fear is justified. The - maximum and minimum rates sanctioned by the Government of India for the - carriage of goods for the public are as under:-

Rates (in pies per maund per mile)

	Class	Maximum	Minimum
2	5	1	
1 1/3	4	5/6	
8/9	3	2/3	1/6
2/3	2	1/2	
4/9	1	1/3	
4/9	Special	1/3	1/10

all

I don't quite understand Mr. Willock's attitude in this matter. I do not think it comes within the scope of a Collector's duty to give advice as to the way in which persons in his district are to invest their money. He should be told so.

A.E.H
20.11.96

But to whom can the people of a district better ~~the~~ go for advice in a most important matter of public improvement than to the Colr.? I think we may look on it as a very fortunate circe. when the people thus show their confidence in the Colr. - I wish there were more Colrs. who were in such relations to the people of their districts

B.S
5/12/96

I am sorry to say I cannot agree with my Hon. Colleague, ~~Such a course might [illegible] be of benefit. But~~, if he intends to maintain in his Note above, that the attitude of Mr. Willock as described in the passage underlined is a right one for a public Officer holding the position of Collector, to take up.

A.E.H
11.12.96

These rates do not agree with those given in the Mad. Rly Book over the signature of the late Major Sidney Smith, d/ 23/6/90 - I have entered the rates I find there in red ink.

B.S

The case of the Mad. Rly. is exceptional: it is a question whether they are bound by the Govt. maxm. & minm. fares. The S.I.R goods classification put up contains the Govt. rates as entered in para 27 F.H.F 5/10 all goods are classified under one or other of these classes, the more valuable goods being placed under the higher classes. This classification is sanctioned by Govt: and no railway has the power of changing any article from one class to another without sanction; they can only manipulate the rates between the maximum and minimum sanctioned by Government. The bulk of railway traffic being either special or 1st class goods we will consider these only, assuming the minimum to Calcutta and the maximum to Vizagapatam.

Chipurupalli to Calcutta 350 miles about
" Vizag 60 "

a--p
Class S, 350×1/10 = 2.11 to Calcutta
60×1/3 = 1. 8 " Vizag

a-p
Class I, 350×1/6 = 4.10 1/3 Calcutta
60×1/3 = 1. 8 Vizag

Now take Vizianagaram as the junction

distances	Miles
Vizianagaram to Calcutta	370
" Vizag	40

a-p
Class S, 370×1/10 = 3.1 Calcutta
40×1/3 = 1.1⅓ Vizag

a-p
Class I, 370×1/6 = 5.1⅔ Calcutta
40×1/3 = 1.1⅓ Vizag

28. It appears from these figures that whether the dividing point be fixed at Vizag, Vizianagaram or Chipurupalli it will be impossible for goods

goods

goods to be carried to Calcutta as cheaply as to Vizag: there is of course the question to consider of harbour dues and commercial facilities, but, unless there is an enormous disproportion, it would seem impossible for Calcutta to compete with Vizagapatam. It would of course be better (from the competition point of view) to choose Vizianagaram in preference to Chipurupalli the disproportion being greater.

29. The Collector then goes on to suggest making Vizag the dividing point, or better still a point between Coconada and Vizag: the idea being that the B.N.Ry: would then have an interest in fostering the trade of Vizag, and he recommends making the junction with the feeder line at Vizianagaram instead of Chipurupalli in spite of the greater length. He concludes by saying that he has been promised locally the money for the smaller (boat) harbour at Vizagapatam, and that he believes money would be forthcoming locally for the Chipurupalli-Parvatipur branch if Mr. Turner's scheme falls through, but, that he is unable to submit proposals for either project because of the adverse effect which the dividing point would have on the port.

30.

N. Balasundaram

30. Bearing in mind a somewhat similar case (the Dhone-Kurnool branch) where the Collector relying on similar promises got a survey made and then found himself "left", I think Mr. Willocks conviction of being able ~~to~~ to get the money for the harbour and the branch line, should be received with caution: and if the view expressed in para 28 is accepted, viz:- ~~(in~~ that no "juggling" of rates can prejudice -- Vizag if the dividing point is at Vizianagaram) he might be advised not to use his influence to the prejudice of Mr: Turner's scheme, the more so -- as his two letters would seem to suggest some amount of animus against his -- predecessor.

31. It will be seen from the foregoing abstract of correspondence and remarks that the three questions:-

1. Construction of harbour at Vizag.
2. Dividing point for working of East-Coast Railway.
3. Points of junction of Parvatipur and Bimlipatam branches - with the East-Coast Railway,

are all more or less "in the air" and as all three are connected it would be well to decide on some settled line - of policy regarding them in order that India may be addressed.

32. Is there a case for the construction of (1) a boat harbour? or (2) a ship harbour at Vizag?. If the Raipur

Vizag

The cases of Kurnool & Vzm are absolutely different – In the former there are no wealthy men; in the latter there are plenty; also would, unless I am much mistaken, implicitly follow Mr. Willock's advice in matters of this kind – I should say he could almost certainly raise a large sum of money for this harbour project or for the Parvatipur line, if Mr. Turner does not take it up.

HS

Yes. A.G.H

Mr. Fowler is apparently not acquainted with the way in which Mr. Turner has gone on in the Vzm district

HS

Nor am I acquainted with it. But, I think Mr. Willock has gone ~~beyond~~ outside his powers as a Govt. Official.

A.G.H 20.11.96

I cannot agree

HS 5/12/96

22P

promised, it would no doubt worth

Vizagapatam line were ~~made there~~ -- building if funds could be provided ~~could I think be but one answer~~, but unfortunately India in addressing the Secy: of State in 1895 said -- there was no prospect of ~~its~~ this line being constructed at an early date. If Mr. Wynne's Raipur, - Sonpur - Cuttack line is constructed first, it will mean - that the Central Province trade is lost to this presidency, if not for all time, for many years. The Raipur Cuttack line has been surveyed and the Bengal-Nagpur Railway appears - to be in great favour, it will be - as well therefore to be beforehand - with the Bengal-Nagpur Railway, for if the dotted red line is once built there is little chance for the Vizag harbour or the Raipur line.

33. It would, as it seems to me, be worth a large ~~sanction~~ sacrifice of provincial funds to get this line and the harbour at Vizagapatam made, and I -- would suggest that India may be addressed : the points to be dwelt on would be

(i) the great importance of the Raipur-Vizag line to this - presidency, and the great probability (almost certainty) that the traffic which would come to Vizag would justify the expenditure of funds on the ~~Vizagapatam~~ big harbour.

HS

JG

The railway shd. be made along the line best suited to promote general interests, and quite apart from the local interests of any particular presidency.

A.G.H 20.11.96

There are no provincial funds, in the sense in which one talks of funds in connection with the construction of such a railway as this or of a harbour. I dare say, if the N.E. monsoon is not a failure — as it seems to be feared it may be, we may have a disposable balance of some 10 lakhs at the end of the offl. year. But the strong probability is that every anna of that sum — or whatever the balance may turn out to be — will be practically annexed by the S. of S. in the formation of the new "Contract", although nominally left at our disposal. Of course, if the N.E. monsoon is a failure we shall have no balance but shall be in debt at the end of the year.

HS

Another very important point is this:— Vizm is the only place between Trincomallee & Diamond Harbour where, in case of a maritime war, a British ship could find shelter under the protection of British guns.

HS

And it could easily be made impregnable.

JG

(2) a suggestion that if the -- Govt: of India will make the line, Madras will make the -- ship harbour at Vizagapatam.

(3) or an alternative suggestion that Madras should make the - harbour + the line as far as Parvatipur, or Madras limits, if India (or the B.N.Ry) will make the balance.

(4) a request that the Raipur-Sanpur-Cuttack line may not be -- sanctioned ~~settled~~ till these points -- have been taken into consideration.

I do not think this enters into any defence scheme that has yet been put forth. It is to be hoped that British ships will not need protection of this kind. I do not

Quite impossible — we have no money & no credit, apart from the Govt. of India

BS

We could not undertake to make it from provincial funds

JG

Do

BS

JG

Quite so.

A.S.H.
20.11.96

think that either Trincomalee or Diamond Harbour are intended to serve such a purpose.

A.S.H. 20.11.96

Yes — certainly

BS JG

34. If these suggestions are not entertained, on account of the great cost of the ship harbour, or if India refuses to consider them, there remains for consideration the smaller project (the boat harbour).

35. If, or when, the Parvatipur-Salur branch is constructed, there will ~~be~~ no doubt be a large increase of traffic to the port of Vizag, which would -- doubtless be further encouraged by the construction of the boat harbour: and with an improved harbour, the promoters (assuming Mr. Turner to accept the Secy: of State's terms) would be encouraged to extend their line beyond Parvatipur to the north. If Mr. Turner wished to go on with his branch from Alamandu to Bimlipatam there would - seem

---

23Pb

This is rather putting the cart before the horse. What we are told on good authority is that, if the Bimli branch is sanctioned, no one will take up the Vizagm 'boat harbour' project —

BS

The Bimlipatam branch shd be disallowed

JG

From Vizianagaram — See above

BS JG

It shd be disallowed

JG

I am inclined to think so too. My impression is that we should concentrate our efforts on the improvement of Cocanada.

Not Cocanada, I think, but Vizagm

BS
5/12/96

A.S.H. [illegible] 96

But, if private enterprise will undertake without guarantee the Parvatipur and Bimlipatam branches, I do not think it should be opposed. A.S.H. 20.11.96

seem no reason to oppose it: the - superiority of Vizag (with a boat - harbour) would attract the bulk of the traffic, and Bimlipatam would get -- what it could. But it is probable that if the boat harbour were sanctioned the Bimlipatam extension from Alamandu would be dropped.

36. There is next to be considered whether the Parvatipur branch should start from Vizianagaram or Chipurupalli. It would be 7 miles longer if it started from Vizianagaram, but it would be on the direct route to - Raipur and Vizianagaram is a more - important place.

On the whole we should I think recommend Vizianagaram as the junction, but if Mr. Turner is strongly in favour of Chipurupalli (as he may be in view of the extra capital required) I think we should not oppose.

The Bimlipatam branch should -- start from Alamandu and not from - Vizianagaram: otherwise the money spent on the harbour would be wasted and traffic would be lost to the -- East-Coast Railway for goods would go straight to Bimlipatam.

As regards the dividing point for working there appears no objection to Vizianagaram as far as the Calcutta competition is concerned - and

and it is an important place. But if it is decided to make the Raipur-Vizag line, it should be worked by the B.N. Railway, in order that their interests may be entirely bound upon Vizagapatam harbour and therefore Vizagapatam should be the dividing point; but if India definitely refuses to make the line it is of little moment whether it is Vizianagaram or Vizagapatam, on the whole perhaps Vizianagaram would be best.

Certainly, or some place farther South – see above –
29/9/96

1/10/96

Orders are solicited as to whether a letter on the lines indicated in para 33 (4) should issue early.

I think not, for the reasons I have stated in the margin of this Note.

A.E.H.
20.11.96

F.D.H. 28/9

R.

~~[illegible]~~ I regret to find that H.E. does not agree with the opinion expressed by the Hon'ble Mr. Grose and myself on para 33(4) of the note. As, however, the majority had expressed that opinion it should at once have been acted on. As it is, more than a fortnight has been lost.

5/12/96

23½ b

Special ~~[illegible]~~

Flag L

11P

Govt. of India letter No. 774 R.T.
of 6/10/96.

The papers are re-circulated with ref. to notes by H.E. the Governor and Hon. Members.

In the letter quoted above the Govt. of India has asked when a reply may be expected to its No. 491. R.T. of 27/6/96.

That letter refers to para 1 of Madras Govt. letter No. 782R and to para 5 of Collector's letter No. 366 of 4/2/96

It appears from these references that the views of the Govt. of Madras are required on the following points.

(1) Vizagapatam Harbour

a. What prospects of its being improved

+ b. extent of proposed improvements

+ c. Capacity of harbour when these are effected.

(2) a. Location of dividing point for working E.C.R. and

b. its effect on the prospects of (1) the harbour

(2) Railway extensions to Parbatipur, Salur & Bimlipatam.

As regards (1) I understand ~~that~~ from the notes of H.E. the Governor and Hon. Members

That there is no intention on the part of this Govt. to devote

~~Pe~~ [illegible] Pending a settlement of the terms in which a reply shd. be sent to the Govt. of India, a letter should have issued in accordance with the suggestion in para 33(4) of the note of 23/9/96 — See my note at the end of that note — R.S.

(1) H.E. the Governor.
(2) The Hon'ble Mr. Bliss. C.I.E.
(3) The Hon'ble Mr. Grose C.I.E.

Before circulating to Hon. Members your Excellency's orders are requested as to whether a reply should issue at once to India's 774 stating that the views of this Govt. will be communicated shortly. This might perhaps be sent by deferred telegram

J.D.P. 2/12

× Flag M

× Flag E

× Flag H

I cannot find flag E.

A.S.H.

already marked on back of file

J.D.P. 2/12

20R

H.E. 2.12.

R 4.12
4.35 pm

Recd 5.12.

R 8/12

any of its funds towards improving the port.

That it is desirable that a harbour should be built capable of accommodating large vessels and that the construction of such a harbour might be ~~built~~ justifiable in the event of the line from Raipur to Vizag being built, but that such a proposal cannot be recommended to the Govt. of India at present on account of its excessive cost.

a. That it is believed that a number of wealthy landowners are prepared to invest their money in the smaller scheme proposed by Mr. Thorowgood if they are satisfied that the dividing point for working the E.C.R. will be so fixed ~~that~~ that the port will obtain the traffic originating from the proposed branch to Parlakimedi & Salur as well as a fair share of the local traffic of the main line.

b. and c. will be replied to in the ~~Public Works~~ Marine Dept.

As regards (2) A. I understand that H.E. the Governor has no strong objection to Vizianagram but would prefer Cuttack while both Hon. Members favour Tuni. The question has been under correspondence between this Govt. India and the Sec State. Govt. of India recommended Vizianagram in paras 14. 15 of despatch No. 16 to the Sec. State

It is not a question of intention, but of possibility BS

C

BS

(stated) BS

BS

No objection AEH

or rather Khoordah. For my part, I wd not say anything about the divn being at Khoordah. I quite agree that it wd be a most excellent thing if this could be arranged; but (1) I consider Khurda objectionable in the general interests as the terminus of a line from Raipur towards the E. Coast because it wouldn't be a natural terminus, not being a port. I wd therefore not say anything which might be construed to favour the Raipur–Khoorda project. (2) As I understand the matter, the B.N.R. has already been promised the working of the E.C.R. down to Vizianagram + the G. of I. wont reopen that

Flag N

question. This being so, I consider it useless to suggest Khoorda as the point of ~~[illegible]~~ division. On the other hand, the B.N.R. is not likely to object to its jurisdiction being extended & therefore I suggest Tuni. The Sec. makes out that Vizianagram would be another better point of division for Vizagm than Tuni. But this is rather assumption (wholly a groundless one, so far as I can see) that if the B.N.R. work the whole line down to Tuni they will desire to favour Calcutta at the expense of Vizagm. I adhere to Tuni as the best point of division, if we can't get ~~[illegible]~~ Cuttack, which no doubt would be the best place. Failing Tuni, I should prefer Vizagm

BS

Flag O

I agree

JS 7/12/96

Flag N

Flag P

The BNR cd hardly object to an extension southwards, I should say

BS

Flag Q

12 D

The Govt. Madras wired to the Sec State protesting against the action of the Govt. of India in ignoring this Govt. in its reference to the Sec State.

The Govt. of India in writing to the Sec State with ref. to this telegram recommends that the dividing point be "at or near" Vizianagram.

No reply has been recd. from Sec State.

It is questionable how far the expression "at or near" may be stretched. It would seem from para 15(2) of India's letter quoted above that the principle is recognised that local interests are to be considered in fixing the dividing point, on the other hand the Viceroy's speech seems to indicate that Vizianagram has been definitely fixed upon. If however the same elasticity of interpretation be permissible with the words "at or near" as is used by the Sec. State in his reading of the phrase "about or upon" (which in certain agreements may mean 1s or 1.1s) the division point might well be placed as far north as Cuttack.

Assuming that local interests are only in question at present, the effect on the harbour project of placing the dividing point at the different places which have been suggested ~~may on the harbour scheme~~ will be considered.

It is probable that the superiority of Calcutta as a port will induce merchants to consign goods to that port but since this consideration applies equally to all three proposals it ~~[illegible]~~ may be neglected in making comparison.

It appears from para 27 of my previous note that wherever the dividing point is placed the traffic from the Vizianagram Parbatipur Salur branch must come to Viziag. ※

There remains for consideration the main line traffic.

(1) Vizianagram as dividing point

The B.N.R. will probably quote their lowest rate to Calcutta & their highest to Vizianagram for local traffic between Vizianagram & Calcutta: while the M.R. will quote their lowest over their portion to get what traffic they can. Hence on this assumption Viziag will get main line traffic as far as 76 miles north of Vizianagram while the traffic between it and Cocanada will be equally divided since both ports being under one railway there is no reason to favour one more than another.

(2) Tuni as dividing point.

The ports Viziag and Calcutta being both worked by the B.N.R. they have complete control of the traffic.

But why should they? H.S [Assuming that they wish to favour Calcutta Viziag will get traffic up to 54 miles north of Vizianagram as against 76 miles in case 1.

The M.R. will quote their lowest to Cocanada
and the B.N.R. " " highest " "
lowest " Calcutta
and " "

and the traffic will be nearly evenly divided between the two ports.

(3) Khurda Road as dividing point

The M.R. will quote their lowest to Viziag and their highest to Calcutta while B.N.R. will quote lowest to Calcutta. Viziag should draw traffic up to 210 miles north of Vizianagram or to within 36 miles of Khurda Road.

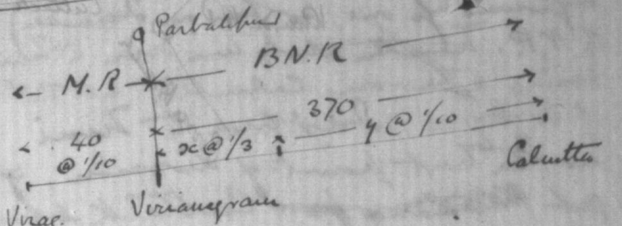
Mile pies a. p

※ $40 \times 1/3 = 1 . 1/3$ Viziag } From Vizianagram

$370 \times 1/10 = 3 . 1$ Calcutta

$420 \times 1/10 = 3 . 6$ Calcutta } From Parvatipur

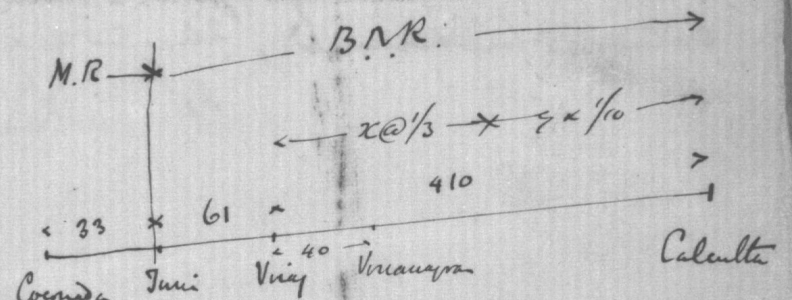
$90 \times 1/3 = 2 . 6$ Viziag



$x + y = 370$ — (i)

$\left(40 \times \frac{1}{10} + x \times 1/3\right) = y \times 1/10$ — (ii)

from i and ii $x = 76$, $y = 294$

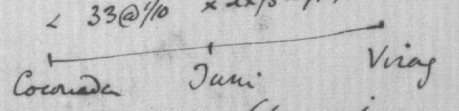


$x + y = 410$ — i

$\frac{x}{3} = \frac{y}{10}$ — ii

$x = 94$

$y = 316$

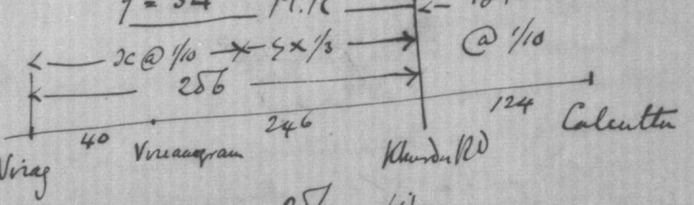


$x + y = 61$ — i

$\frac{33}{10} + \frac{x}{3} = \frac{y}{10}$ — ii

$x = 7$

$y = 54$



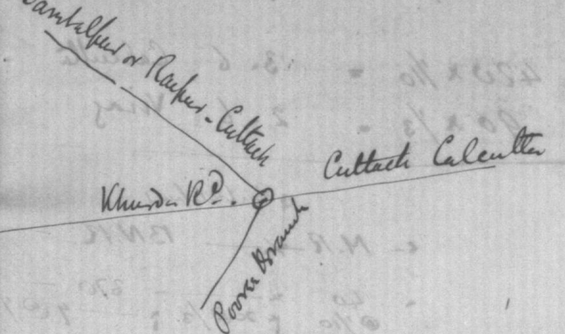
$x + y = 286$ — (i)

$\frac{x}{10} = \frac{y}{3} + \frac{124}{10}$ — (ii)

$x = 250.$

$y = 86.$

13 P



Of the three proposals Khurda Rd. best suits local interests, then Vizianagram, then Tuni, though the difference is not great between the two last.

There is a further point about Khurda Rd. viz that it will be a big junction: the main line to Calcutta, the Sambalpur or Raipur Cuttack and the Pooree branch all meeting there.

Draft for approval

30/11

R. Form No. 12.

9 pr

Not to print

14 Pr No.

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To

The Secy. to the Govt. of India,
P. W. Department.

This draft does not express the views of the Govt. ~~& must~~ ∴ be amended — See remarks below.
RS

_______ 189 .

Sir,

In reply to your letter No. 491 R.T. d. 27/6/96 and subsequent reminders I am directed to inform you that the question is one which affects several local ~~schemes or~~ projects. ~~and has demanded~~

× Flag M

2. It is understood from the references ~~quoted made~~ contained in the letter under reply ~~that~~ the views of this Govt. are required on the following points.

A.S.A. 3.12.96

(1.) Vizagapatam Harbour

(a) what prospects there are of its being improved

(b) The extent of the improvements projected

(c) The capacity of the harbour when such improvements are effected

(2) ~~(a)~~ The location of the dividing point for working the East Coast Ry. and

~~(b)~~ its effect on the prospects of construction of (a) the harbour
(b) the railway extension to Pakala?? and Salem

R, Perusamy

3. As regards (1) I am to say that there is no ~~intention on the part~~ possibility of this Govt.'s ~~to~~ devoting any of its funds towards the improvement of the port.

possibility This shd. be construed as shown HS

That it is desirable that a harbour should be built capable of ~~accomo~~ accommodating large vessels, ~~but~~ and that ~~such~~ the necessary expenditure would ~~might~~ perhaps be justified in the event of the Raipur – Vizagapatam line (a line which would be of great ~~imp~~ value to this presidency) being constructed: but that such a proposal cannot be recommended at present on account of its excessive cost.

4. As regards (1)(a) It is ~~believed~~ Stated that a number of wealthy zemindars are willing to invest their money in the smaller scheme proposed by Mr. Thorowgood, if they are given an assurance that the dividing point for working the East Coast Ry. will be so fixed that that port will obtain sufficient traffic from the main line and from the projected branch to Parbatipur & Salur to make the undertaking remunerative.

I shd. substitute the word "stated" for ~~the~~ "believed" AS 14 BS

5. As regards (b)

6. " " (c)

Marine Dept

Dr

7. As regards (2)(a) I am to say that the selection of Vizianagram as a dividing point will in the opinion of H.E. the Governor in Council be prejudicial to the interests alluded to in para. 4 because the port of Vizag will, in that event, secure but a small proportion of the main line traffic.

8. In order that the port should have fair prospect of financial success it is considered that the dividing point should be fixed as far north as Khurda Road which would it is believed be a convenient point for other reasons viz the fact of its being the junction of the projected Raipur or Sambalpur lines with the main line to Calcutta and the branch to Pooree. It is ~~under-stood~~ believed that it is also an advantageous site ~~from~~ on Engineering and hygienic grounds.

9. If it is considered undesirable for other reasons ~~to select~~ to fix on Khurda Road as the point of division this Govt. recommends that some point intermediate between Khurda Road and Vizianagram such as Rambha, Berhampur or Parla Kimedi should be selected for the reasons urged in the preceding para.

10. As regards (2)(b). The ~~prospects~~ interests of the feeder lines are identical with those of the harbour, for it is understood that the promoters propose to raise a proportion of the capital locally.

HJF
30/11

As I have said elsewhere, I don't see the use of naming the junction of Khoorda as the dividing point

BS

revised draft put up
HJF 9/12

This para is not in the least based on the instructions of the Hon. Mr. Grose & wrongly. The Secy was ~~perfectly~~ right in submitting a second ~~note~~ in which he pointed out the reasons which seemed to him to exist against the decision arrived at by the majority of the members of Govt. but he was equally in the wrong in drafting otherwise than in accordance with that decision.

BS
5/12/96

JG
7/12/96

Z

6

R. Form No. 12.

Not to print

9 Pr

No.

Government of Madras.

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

To

The Secy. to the Govt. of India,
P. W. Department.

________________189 .

Sir,

With ref. to correspondence ending with my letter No. 1016R d. 5/12/96 relating to the improvement of Vizag.m harbour and matters connected therewith, I am directed to request that sanction may not be given to the construction of a line from Raipur or Sambalpur to Khurd Road which it is understood to be under consideration pending receipt of the communication referred to in my letter quoted above

9/12

× Flag S

This should go out over, I think

10/12/96

10/12/96

Flags R & F

P. Kristnaswamy

Sent to [illegible]

7 P Vizag. harbour and matters connected therewith

With ref. to notes of Hon. Mr. Bliss at head of note d 30/11 and at end of note d 23/9 a draft to Govt. of India is put up for approval. and with reply to notes on previous proposed draft amended paras 8 and following are put up for approval.

The erroneous action pointed out by Hon. Mr. Bliss is much regretted.

HWS 9/12

(3) His Excellency the Governor
(1) The Hon'ble Mr. Bliss, C.I.E
(2) The Hon'ble Mr. Grose, C.I.E

The draft seems right now, but it should be made complete by the Marine Dept. furnishing draft of paras 5 & 6

HB 10/12/96

JG 10/12/96

I should like this to be circulated again, and if Hon. Members still differ from me, I should like to see the papers again before ~~the draft~~ letter is sent.

ASH 11.12.96

Drafts of paras 5 and 6 supplied by Marine Dept. are put up, and the papers are re-circulated as requested by H.E. the Governor. The draft (Flag Z) has not having been initialled by H.E. and is also re-circulated

HWS 15/12

approved

HB 16/12/96

JG 17/12/96

HWS 9.12 R/10.12 HG 10/12 R/12/12 HWS 15/12 R/17.12

8 to be substituted for paras 8 and following of proposed draft to India d. 30/11

For this reason Khurda Rd. (which in the opinion of this Govt. would best serve local interests and would be on other grounds a suitable point of division) is not put forward in the paras following as a possible

The Hon. Mr. Bliss advocates Tuni as the point of division, on the ~~[illegible]~~ assumption that the Parvatipur branch is to be worked by the B. N. Co., but this assumption is not ~~to [illegible]~~ to adopt, as it is in conflict with the recommendation made by the Govt. of India in their Despatch No. 23 Railway, 27th March 1895, namely, "that the "branches (~~Bim~~ Parvatipur and Bimlipatam) "should be worked by the administration of "the Vizianagram - Bezwada section of the East Coast Railway". This section will probably be worked by the Madras Railway. The traffic must therefore come to Vizagapatam or some other port south of Vizianagram. Nothing can be gained therefore by having the point of division north of Vizianagram.

I therefore deprecate Tuni being the point chosen. I would go further and say that it ~~[illegible]~~ ~~[illegible]~~ the

Has linked file

8. It is inferred from para 3 of despatch No. 1 R of 1896 to the Sec of State that the choice of a dividing point for working the ECR is restricted to the neighbourhood of Vizianagram, and that Khurda Road (which in the opinion of this Govt. would best serve local interests) need not be considered as a possible point of junction between the BN and Madras Rys.

9. Under these circumstances I am to say that Tuni (a station midway between Cocanada and Vizag.) is recommended as the point of junction.

10. This point is selected in preference to Vizianagram (1) because the port of Vizag and the proposed branch line to Parvatipur and Salur being then under the control of one Railway administration there would be less tendency for traffic to be drawn in the direction of Calcutta, and a greater inducement to the BNRy. to foster the trade of Vizag, and to capitalists to embark their money in schemes for the improvement of that port

(2) Tuni being the point of division between two districts

Viag and Godavri it would be convenient for administrative reasons if it were also the point of division between the two Railway administration

11. In the event of Tuni being considered unsuitable on other grounds I am to say that Viag^m would be preferred as an alternative

12 As regards (2)(b). The interests of the feeder lines are identical with those of the harbour, for it is understood that the promoters propose to raise a proportion of the capital locally.

JHT 9/12

If the Parvatipur branch is made to join the main line at Chipurupalli, and there are ten miles in the branch line, I would press for the working with the point of division to Chipurupalli at least. I still think Cuttack (Khurda) is the natural best point of division.

A. G. H.
11.12.96

There is a good deal in the above argument. I think we might put it in this way:- That if the branches leaving the main line at or near Vizianagram are settled to be worked by the same agency as works the railway extending southwards from the point of junction (wherever it may be) of those branches we accept the junction in question (Vizianagram or wherever it may be) as the point of division; but that, if not, we say Tuni should be the point of ~~junction~~ division. This is, of course, on the assumption that the point of div^n of management cannot be pushed Northwards to Cuttack or thereabouts, which I quite agree is better best arrangement, but which I fear is not an obtainable ideal

BS
16/12/96

JG 17/12/96

J. Scrutthwaite

E^o

Urgent

7

N^o 652 E of 15^th Dec^r 1896.

Office Note

To R

The accompanying paras are proposed for your draft letter to India on the subject of the Vizagapatam Harbour.

14/12/96
M

Noted pma

Marine Dept

10th

Proposed paras for R's draft on Vizagapatam Harbour.

5. As regards (b) it will be seen from the correspondence forwarded to the Govt of India with Mr Walch's letter No 3513 dated 22^d Dec^r 1892 that Mr Thorowgood's smaller scheme is estimated to cost R^s 6,11,271, and that it provides for

(1) dredging a channel with a minimum depth of 10 feet at low water from the two fathom line to about 600 feet west of the landing stage.

(2) constructing a groyne 1420 feet (preferably 1550 feet) long, north of the mouth of the Estuary.

(3) increasing the tidal capacity of the Estuary by excavation.

The larger scheme would cost Rs. 4,327,272 and provides for a total length of sea wall of 6,765 feet forming an outer harbour with 900 feet entrance in nearly nine-fathom water.

6. As regards (c) it is calculated that the present tidal capacity of the estuary at spring tides is 67 million cubic feet. By excavating the foreshore as proposed in Mr. Thorowgood's smaller scheme an addition of over 19 million cubic feet would be made. An inner harbour would thus be formed capable of accommodating boats and small craft. The larger scheme would give a magnificent outer harbour with safe anchorage for 20 ships, and the backwater would then be utilized for docks & quays.

14/12/96

R.S.

3

6P

H.E. the Governor

Paras 5 and 6 supplied by Marine Dept. have been approved by Hon. Members.

With reference to remarks by H.E. and Hon. Mr. Stokes on previous revised paras 8 to 12 a further revised paras 9 to 13 are submitted for approval. As they are drafted on the lines of the Hon. Members' note and as Mr. Stokes is absent it is presumed that if they meet with H.E.'s approval the letter may issue.

A slight modification of para 8 is suggested in pencil which is also more in accordance with the views of H.E. & Hon. Members. Should this be made?

18/12

As regards draft (2) it is presumed that it need not now issue: vide my note of 13/12 and Hon. Members of 15 and 17 which are subsequent to the initials on the draft 2 dated 10/12.

18/12

H.E. 18/12

9. Failing Khurda Road, the choice of a division point ~~for working the E.C.R.~~ in the neighbourhood of Vizianagram is largely dependent on the location of the junction of the proposed Parvatipur and Bimlipatam branches with the main line. Flag & linked file

10. In para 6 of despatch No. 23 R d 27/3/95 from the Govt. of India to the Secy. of State it is recommended that these branches should be worked by the administration to which the southern portion of the line is entrusted. If this policy is adhered to, I am to say that in the view of H.E. the Governor the point of division between the two administrations which will work the E.C.R. should be identical with the point of junction of the Parvatipur branch with the main line, whether that point is finally decided to be at Vizianagram or at Chipurupalli

11. Should it be decided however to entrust the working of the branch line to the administration which will work the northern portion of the main line I am to say that Tuni would be preferred to Vizianagram

(1) } as in previous draft
(2)

Paras 11 and 12 of previous draft to be numbered 12 and 13

18/12

13/

The numerous modifications that have been made in the draft having caused some confusion, I have caused this fresh draft to be made, which, I think, embodies the full substance of the previous draft and the amendments of J.

A.S.H. 6.1.97

AR

This can issue now vide D.O.

have it typed

H.W.F. 7.1.97

No. 20. R

Government of Madras
Public Works Department
Railway Branch

58 P

To

The Secretary to the Government of India
P. W. Department
Calcutta

Madras, the 9th January 1897

Sir,

In reply to your letter No. 491. R.T. dated 27th June 1896 and subsequent reminders, I am directed to inform you that the question is one which affects several local projects.

2. It is understood from the references contained in the letter under reply that the views of this Government are required on the following points.

(1) Vizagapatam Harbour

(a) What prospects there are of its being improved.

(b). The extent of the improvements projected

(c)

(c) The capacity of the harbour when such improvements are effected.

(2). The location of the dividing point for working the East Coast Railway and its effect on the prospects of construction of (a) the harbour
(b) the railway extension to Parvatipur and Salur.

3. As regards (1) I am to say that there is no possibility of this Government's devoting any of its funds towards the improvement of the port; that it is desirable that a harbour should be built capable of accommodating large vessels; and that the necessary expenditure would perhaps be justified in the event of the Raipur-Vizagapatam line (a line which would be of great value to this presidency) being constructed but that such a proposal cannot be recommended at present on account of its excessive cost.

4. As regards (1)(a)- It is stated that a number of wealthy Zemindars are willing to invest their money in the smaller scheme proposed by Mr. Thorowgood, if they are given an assurance

that ~~and~~

2P ✓

59P

that ~~and~~ the dividing point for working the East Coast Railway will be so fixed that that port will obtain sufficient traffic from the main line and from the projected branch to Parvatipur and Salur to make the undertaking remunerative.

5. As regards (b) it will be seen from the correspondence forwarded to the Government of India with Mr. Walch's letter No. 3513. W. dated 22nd December 1892 that Mr. Thorowgood's smaller scheme is estimated to cost Rs. 6,11,271/-, and that it provides for

(1) dredging a channel with a minimum depth of 10 feet at low water, from the two fathom line to about 600 feet west of the landing stage.

(2) Constructing a groyne 1420 feet (preferably 1550 feet) long, north of the mouth of the Estuary.

(3) increasing the tidal capacity of the Estuary by excavation.

The larger scheme would cost Rs. 4 327,272/- and provides for a total length of sea wall of 6,765 feet forming an outer

harbour

harbour with 900 feet entrance in nearly nine-fathom water.

6. As regards (c) it is calculated that the present tidal capacity of the Estuary at Spring tides is 67 million cubic feet. By excavating the foreshore as proposed in Mr. Throwgood's smaller scheme an addition of over 19 million cubic feet would be made. An inner harbour would thus be formed capable of accommodating boats and small craft. The larger scheme would give a magnificent outer harbour with safe anchorage for 20 ships, and the backwater could then be utilised for docks and quays.

7. As regards (2)(c) I am to say that the selection of Vizianagram as a dividing point will in the opinion of H.E. the Governor in Council be prejudicial to the interests alluded to in para 4 because the port of Vizag will, in that event, secure but a small proportion of the main line traffic.

8. His Excellency the Governor in Council does not know on what grounds, except possibly the benefit of the

B.

B. N. Coy., it has been proposed to permit a foreign railway administration to penetrate so far within the boundaries of the Presidency, but he fears that this course is opposed to the public advantage. The interests of the B. N. Coy. will be centred in Calcutta, while the trade of the Vizagapatam and Ganjam districts is closely connected with Madras and is either financed by Madras banks or in the hands of Madras firms. The administrative inconveniences, too, of dividing the management at Vizianagaram are obvious, and on all grounds His Excellency in Council is strongly of opinion that the dividing point should be either at Rambha, on the Ganjam-Orissa frontier, or at Khurda Road (Cuttack), the latter being the more convenient from a railway point of view.

9. Failing Rambha or Khurda Road, the choice of a division point in the neighbour-hood of Vizianagram is largely dependant on the location of the junction of the proposed Parvatipur and Bimilipatam branches with the main line.

10. In para 6 of despatch No 23R dated 27th March 1895 from the Government of India to the Secretary of State it is recommended that these branches should be worked by the administration to which the Southern portion of the line is entrusted, and I am to say that in the view of H.E. the Governor the point of division between the two administrations which will work the E.C.R. should be identical with the point of junction of the Parvatipur branch with the main line, whether that point is finally decided to be at Vizianagram or at Chipurupalli.

11

11. This Government has no reason to think that the recommendation referred to above regarding the working of the Parvatipur and Bimilipatam branches will not be accepted by the Secretary of State, but if that contingency happens the Governor in Council would prefer Tuni to Vizianagaram as the dividing point, for the following reasons:—

(1) because the port of Vizag and the proposed branch line to Parvatipur and Salur being then under the control of one Railway administration there would be less tendency for traffic to be drawn in the direction of Calcutta, and a greater inducement to the B.N. Ry to foster the trade of Vizag, and to capitalists to embark their money in schemes for the improvement of that port.

(2) Tuni being the point of division between two districts Vizag and Godavari it would be

N. Balasundar

be convenient for administrative reasons if it were also the point of division between the two Railway administrations.

12 In the event of Tuni being considered unsuitable on other grounds I am to say that Vizagapatam would be preferred as an alternative.

13. As regards 2(b) I am to say that in the interests of the Parvatipur - Salur branch it is desirable that the dividing point should be at Rambha or Cuttack, for local capital will be forthcoming more readily for an enterprise under a management that is known locally and has no motive for diverting the traffic from the local ports.

Vizianagram

Vizagapatam - vide

AHH.

notes and draft approved by hon Member Fbt 7/1

B/f

No. 20. R dated 9.1.97

Desp

9.1.97

Documents accompanying: -

- Nil -

When given for copying
When copied
When examined
When signed
} 191 .

Read again G.O. No. , dated 191 .

Current No

Enclosures to C. No.

Order of Government A A A A A A A

Letter of Government

Statement with ditto.

Papers not filed up, being meant for despatch in original.

N.B.—
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