

Public Works (1897) Department.

RAILWAY BRANCH.

G.O., No. 258. Ry

DATED 14th April

[Despatch Abstract.]

BACK PAPERS.

FURTHER PAPERS.

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

B. No. 258 R

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

THE SECRETARY TO THE GOVERNMENT OF INDIA,
PUBLIC WORKS DEPARTMENT,
Simla.

SIR,

their preference for Khurda road as the point of contact of the two working agencies, this Government desires to give the most preference to the Port station of Vizagapatam, entirely rejecting Tuni, Vizianagaram, Chipparapali and Rhamba.

4. It is unnecessary to ^{reiterate} ~~xxxxxxx~~ the arguments adduced in para 8 of my letter under reference, against permitting a railway company, whose interests are centered in Calcutta and the Central Provinces, to penetrate far south into Districts in this Presidency whose trading connections are with Madras and Vizagapatam and the other coast ports. His Excellency in council continues to be strongly of opinion that Khurda road, which is the junction of the Sambalpur, Calcutta and Puri arms of the Bengal-Nagpur Railway system, should be the southernmost limit of that Company's working.

5. Should however negotiations between the Secretary of State and the Bengal-Nagpur Railway Company have gone too far to permit of the southern limit of that company's working being now fixed at Khurda road; and should in consequence the permission to that company to penetrate into this Presidency as far south as "Vizianagaram or its neighbourhood" have become a res judicata,

His Excellency the Governor-in-Council, on a careful reconsideration of this subject in its several bearings, desires me to record the opinion of this Government that, failing the preferable alternative, the Northern working agency should terminate at Vizagapatam Port station, and that the few miles between that station and the actual point of junction being doubled, the Southern working agency should also run on its own track up to the Vizagapatam Port station, and should enter that station, under an agreement with the Northern working agency similar to those agreements under which other Indian railway companies have arranged for the mutual use of junction stations.

6. In favour of this proposal that the future East-Coast-Railway, by whomsoever worked, should extend from Madras as far north as Khurda road, there is one inducement which should not

be lost sight of, viz, that if as seems probable, it should prove impracticable to enter into a satisfactory agreement for its working with the Madras Railway Company, so long as they continue to be a guaranteed company, the 750 miles (more or less) of the East-Coast-Railway south of Khurda road can be worked as a state line much more economically than the shorter section of 500 (more or less) miles south of Vizagapatam.

7. This Government is of opinion that the continuance of the state working of the East-Coast-Railway, for the present, and probably until the expiry of the Madras Railway company's agreement in 1907, will be for the best interests of the development of the trade of the districts of this Presidency which it serves, and also of the future of Vizagapatam as a Port. Should however the Madras Railway Company see fit to come forward with suitable proposals for its working, proposals which seem unlikely to considerably enhance the price to be paid in 1907 for the Company's property, this Government would make no objection to a satisfactory arrangement being entered into with them for the working of the East-Coast Railway.

8. Should such an arrangement prove feasible His Excellency in Council would very much prefer that the entire mileage of the East-Coast Railway which lies within this Presidency, and the few miles across the frontier up to Khurda road, should be worked by a company which have always been, and will probably continue to be, under the administrative control of the Madras Government, and whose leading officials are in personal touch with the Heads of Departments of this Government, as well as with the leading traders and banks by whom the mass of ^{the} trade to be dealt with is financed.

9. If however it should unfortunately be too late to give effect

effect to the strong desire of this Government that the point of ~~xxx~~ contact of the two working agencies should be at Khurda road, the alternative now put forward viz that the point of -- contact should be at Vizagapatam Port station, will in the opinion of His Excellency in Council, ~~xxx~~ ^{best} meet the requirements of the trade to be served by the Calcutta Madras Railway. His Excellency is advised that from a railway working point of view both the alternatives now put forward are quite unobjectionable.

I have the honour to be,

Sir,

Your Most Obedient Servant,

153/ Harris J. S. Spring

Offg: Joint Secretary.

Documents accompanying:-

Nil.

14/4/97