

Public Works (1897) Department.

RAILWAY BRANCH.

G.O., No. 722. R

DATED 23rd September

[Despatch Abstract.]

East Coast Railway— Correspondence ending with Govt of India letter stating that they agree with the Govt of Madras that no branch from the East Coast Railway to any port in the Ganjam Dt. should be undertaken at present, communicated to the officers concerned, and the collector & the manager of the Railway requested to report as to the amount of traffic that will be dealt with and as to which of the local ports will best serve ^{the} district of ^{Indore} Ganjam.

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
	150	R	22-2-96				
	1011	R	3-12-96				
	370	R	22-5-97				
	568	R	17-8-97				

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
	1024	Ry	10-8-98				

RAILWAY.

Government { 1897 } of Madras. PUBLIC WORKS.

Recd.

Enclosures

Regd.

1897.

Spare copies

G.O., No. 722 R., 23rd September 1897.

SEPTEMBER.

East Coast Railway

Correspondence ending with Government of India letter stating that they agree with the Government of Madras that no branch from the East Coast Railway to any port in the Ganjam district should be undertaken at present, communicated to the officers and department concerned; and the Collector and the Manager of the Railway requested to report as to the amount of traffic that will be dealt with and as to which of the local ports will best serve the district of Ganjam.

GOVERNMENT OF MADRAS.
PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers :—

G.O., No. 150 R., dated 22nd February 1896.

Read—the following letter from the Collector of Ganjám, to the Joint Secretary to Government, Public Works Department, Railway Branch, dated 2nd January 1896, Dis. No. 30/Eng.:—

The enclosed memorial to His Excellency the Governor of Madras having been adopted at a public meeting held in Berhampur on 3rd December 1895, I have the honour, at the request of the Chairman of the meeting, to forward it for the consideration of His Excellency.

2. In my opinion the request of the memorialists merits consideration.
3. The East Coast Railway when completed to Cuttack will serve no seaport north of Vizagapatam except Puri which is, I understand, a dangerous and altogether unsatisfactory port. I am aware, of course, that Railway administrators consider it is to their advantage to have long leads over which to carry goods, and may therefore be opposed to the affording of facilities for export from Gopálpur; but it seems to me it is exceedingly likely that if a branch line to Gopálpur were opened, the railway would get the carriage of goods which they will not get now at all.
4. If produce has to be sent some distance to one of the smaller stations, then railed to Berhampur and again put on carts there and taken to Gopálpur, merchants will find it cheaper and more convenient to send it all the way to Gopálpur by cart, so long as the distance is not very great.
5. There can, I think, be little doubt that the construction of a feeder line to Gopálpur would considerably increase local traffic.
6. Whether the increased traffic thus brought about would pay the railway better than the receipts for fewer goods carried over longer distances, is a matter on which I cannot offer an opinion. There is no doubt however that the feeder line asked for would be for the benefit of the producers and merchants of these parts.

ENCLOSURES.

RESOLUTIONS passed at the public meeting held at the Kallikota Rajah's Club, Berhampur, on 3rd December 1895.

1. Proposed by Mr. F. J. V. Minchin and seconded by Mr. D. V. Ramiah Pantulu—
"That Mr. J. Bowman take the chair."
Carried.
2. Proposed by Mr. A. Flecher and seconded by Mr. A. Appalarasiah Chetti—
"That in the opinion of this meeting, it is highly desirable that the important port of Gopálpur be connected with the East Coast Railway by a branch line from Berhampur; and that such a line will be profitable alike to the Government and the public."
Carried.

3. Proposed by Mr. M. L. Narasingarow Pantulu and seconded by Mr. Soudagar Sheik Abdul Kaudir Saheb—

"That the accompanying draft memorial to His Excellency the Governor in Council be adopted."

Carried.

4. Proposed by Mr. Yerrmalli Subbarow Pantulu and seconded by Mr. Tutika Basavaraju—

"That a copy of the memorial be forwarded to the Manager and to the Traffic Manager, East Coast Railway, for favour of support."

Carried.

5. Proposed by Mr. Abdul Kawder Saheb and seconded by Mr. Nur Mahomed Saheb—

"That a committee be formed of the following gentlemen to give effect to the resolutions passed at this meeting :—

- | | |
|-----|---------------------------------------|
| (1) | Mr. J. Bowman. |
| (2) | " A. Appalarasiah Chetti. |
| (3) | " M. L. Narasingarow Pantulu. |
| (4) | " Y. Subbarow Pantulu |
| (5) | " Soudagar Sheik Abdul Kaudir Saheb." |

Carried.

6. Proposed by Mr. W. L. Venkataramiah and seconded by Mr. G. V. Ramadoss Pantulu—

"That this meeting place on record their sense of the excellent work done in this place by Mr. Viswanath, Station Master, Berhampur, in a manner highly satisfactory alike to the employees and the public; that this meeting learn with regret of his intended transfer; and that this meeting do memorialise the Traffic Superintendent, East Coast Railway, to retain Mr. Viswanath in this the largest and most important station in the district."

Carried.

7. Proposed by Mr. P. Venkannah Pantulu and seconded by Mr. K. S. Kothandarama Iyer—

"That a vote of thanks be accorded to Mr. Bowman for kindly consenting to preside."

Carried.

(Signed) J. BOWMAN,
Chairman.

Memorial of the merchants and others of Berhampur, in Ganjám district, to His Excellency the Governor.

MOST RESPECTFULLY SHOWETH—That the people of these parts are highly thankful that the East Coast Railway has been at last opened up to Rambha, and are eagerly looking forward to the time when it will be extended to Cuttack.

2. That your Excellency's humble memorialists, in common with others, are sanguine that trade will be stimulated, and that the produce of these parts will find easier access to seaport towns for purposes of export trade.

3. That the construction of a branch line to Gopálpur beach is very highly desirable, for the following among other reasons, viz.:—

- (a) that Gopálpur is and long has been a port of considerable importance with much export and import trade;
- (b) that export of rice and sundry other articles from this district at this port has been going on to the extent of 300,000 bags or more every year;
- (c) that with the complete opening of the Rushikulya project a large increase in the cultivation and exportation of paddy must naturally take place, as the ryots, besides having a sure source of irrigation for their usual crop, will also raise a second crop;
- (d) that the bandy-hire from Berhampur to Gopálpur in ordinary seasons amounts to about 1½ annas per bag and exceeds this rate in the rainy and cultivation seasons.
- (e) that even at first-class rate the railway fare to Gopálpur from the junction station will not exceed 4 pies per bag; that a branch line to Gopálpur will secure not only this traffic, but also the further traffic that the increased facilities of transport and reduced charges are sure to create;
- (f) that the large quantity of produce that now stagnates between Chicacole and Berhampur will also find its way to Gopálpur port;

- (g) that steamers anchor very close to the shore at Gopálpur, and the port at Puri is unsafe, while loading and unloading cargo at False Point besides being very costly are beset with much difficulty and delay, and that for these reasons a good part of the produce of Puri and Cuttack that now finds its way to these latter ports will be diverted to Gopálpur; so that of the 18 lakhs or more of bags that annually leave those ports, the greater portion may be calculated upon being diverted to Gopálpur port;
- (h) that Gopálpur port occupies a central position between Chicacole and Cuttack;
- (i) that the landings at Gopálpur will also increase correspondingly;
- (j) that as Gopálpur contains many pukka and spacious godowns belonging to merchants, they would naturally prefer to have all their export and import trade conducted at Gopálpur;
- (k) that though occasionally the surf may be so high as not to allow of shipping or discharging of goods from steamers Gopálpur is practically a very safe port, and is excellent and quite safe during the busy season; and even when the weather is rough, shipping operations are as a rule carried on without much difficulty, as may be ascertained from the steamer agents there.

4. That for these reasons a branch line to Gopálpur is highly essential.

5. That a line from Berhampur to Gopálpur beach is not likely to be much over 6 miles, and will pay its way.

6. That it is at the same time desirable to give the benefit of reduced rates of traffic for goods passing along the line from Cuttack and Chicacole road, respectively, to Gopálpur.

Your Excellency's memorialists therefore pray that your Excellency will be graciously pleased to look with favour upon the proposal and order the construction of a branch line to Gopálpur port, and add one more to the numerous acts of usefulness and beneficence that have characterised your Excellency's régime.

No. 193.

Transferred to the Manager, East Coast Railway, for favour of report as to the desirability of the proposed line from the railway point of view.

21st January 1896.

(Signed) F. R. UPCOTT,
Consulting Engineer for Railways.

From the Manager, East Coast Railway, to the Consulting Engineer for Railways, dated Waltair, 4th February 1896, No. 994.

In reply to your No. 193, dated 21st January 1896, I have the honour to state that in my opinion the financial prospects of a branch line to Gopálpur are not at present sufficient to justify my recommending its construction as a State Railway to Government and the prospects will I consider be worse as soon as the East Coast Railway is in direct communication by rail with Calcutta.

2. I should not oppose the construction of the branch by private enterprise.

Order—No. 150 R., dated 22nd February 1896.

The memorialists will be informed that if a line of railway be constructed to the port of Gopálpur, it should be done by private enterprise and before this Government can pass any resolution thereon, the probable return in traffic should be clearly shown by existing exports and imports.

(True Extract.)

(Signed) F. R. UPCOTT,
Joint Secy. to Govt., Railway Branch.

From the Officiating Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, to Messrs. F. J. V. MINCHIN & Co., Gopalpur, dated 2nd November 1896, No. 3836/C.

With reference to your letter, No. 15/644, dated 24th September 1896, to the address of C. G. Weir, Esq., Collector of Ganjám, I am directed to request you will be so good as to furnish this Government with a copy of your letter referred to in your telegram to the Government of India, dated 24th September 1896.

From Messrs. F. J. V. MINCHIN & Co., Gopalpur, to the Officiating Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, dated 6th November 1896, No. 15/772.

We have the honour to acknowledge, with thanks, receipt of your letter, No. 3836 C., dated 2nd instant, and as desired beg to hand you herewith enclosed copy of our letter, No. 15/597, dated 11th September 1896, to C. J. Weir, Esq., referred to in our telegram to the Government of India, dated 24th September 1896.

ENCLOSURES.

From Messrs. F. J. V. MINCHIN & Co., Gopalpur, to the Collector of Ganjám, dated 11th September 1896, No. 15/597.

We take the opportunity of your visit to the seat of Government to ask you to bring to the notice of His Excellency the Governor the way our district has been treated in respect of railway communication in its whole length, the line has not been allowed to touch at a single port. Neither at Calingapatam in the south nor Gopalpur in the north. We urged on Government last year, through you, the great necessity of a line to Gopalpur only six miles from the railway, and only nine miles from Berhampur. Last year the exports of grain amounted to five hundred thousand maunds, this year they have exceeded a million one hundred and forty-five thousand maunds to say nothing of a heavy import trade, but it appears to be the policy of the East Coast authorities to work the line north of Cocanada, exclusively for the benefit of Cocanada, as will be seen from the extract of letters we have received from the principal merchants of the port. We would point out, this is in direct contravention of the promise made by the Viceroy in December last when in Madras, viz., that he would see fair play between all the ports. If this scheme were carried out, Ganjám would lose all the revenue now derived from exports of rice to Colombo.

We would urge the line should at once be made to the beach at Gopalpur in time for next season's crop, the carriage of over a million maunds grain, and several thousand tons of imports should surely give an ample return for a line at most only nine miles in length.

We have sent the following telegram to the Departmental Committee on railways now sitting in Simla, and we feel therefore confident if His Excellency gives us his support the supreme Government will not stand in the way:—

Telegram, dated 10th September 1896.

"We beg sanction may be granted for the immediate extension of East Coast Railway from Berhampur to Gopalpur (Ganjám), nine miles only, or from nearest point six miles only, shipment of grain alone this season over one million one hundred and forty-five thousand maunds, all carried by carts and imports some from thousand tons similarly conveyed. East Coast officials are working dead against some coast ports with object of securing everything for Cocanada in spite of Viceroy's promise to see fair play to all ports."

Extract of letter received from TUTICA BASSAVARAJU GARU, Merchant, Gopalpur, dated 4th August 1896.

"Mr. Pope, the Traffic Manager of East Coast Railway, has been to Berhampur and called a meeting of the principal merchants of the place and he offered to carry all our rice by rail for shipment at Cocanada for Malabar Coast ports at the rate of Rs. 1-0-4 per bag, including all charges, and he tried to induce us to make trial shipment."

"He also promised to build large sheds at the station to store the rice so booked."

"As we have no wish to ship, via Cocanada, I write to ask you to endeavour to get the rate from Gopalpur for Ceylon and Malabar ports reduced if possible to 10 annas per bag."

Extract of letter received from Messrs. A. APPALA NURSI AH CHETTY & Co., Berhampur, dated 4th August 1896.

"I beg to inform you that the rate of freight per bag of rice and paddy to Colombo and Malabar Coast has been settled 9 annas per bag from Cocanada. The shippers will have to pay 4 pies for insurance and 4 annas per bag from Kurada road and Berhampur on board at Cocanada."

"I therefore think that it would be better to wire to Calcutta on the matter and get the freight reduced to 9 or 10 annas per bag."

"Further particulars in person when we meet."

From Messrs. F. J. V. MINCHIN & Co., to the Collector of Ganjam, dated Gopalpur, 24th September 1896, No. 15/644.

We beg to attach copy of telegram received from "Works," Simla, in reply to our telegram, copy of which we sent you, and here again repeat, and of our reply; and ask the Government of Madras will be pleased to forward copy of our letter to you with their support to our recommendation of extension of line to Gopalpur Branch, and to our protest against the East Coast Railway's attempt to rob Gopalpur of its export trade.

Telegram to the Secretary, Imperial Railway Committee, dated 10th September 1896.

We beg sanction may be granted for the immediate extension of East Coast Railway from Berhampur to Gopalpur (Ganjam), nine miles only or from nearest point six miles only, shipments of grain alone this season over one million one hundred and forty-five thousand maunds, all carried by carts and imports some four thousand tons similarly conveyed; East Coast officials are working dead against some coast ports with object of securing everything for Cocanada in spite of Viceroy's promise to see fair play to all ports.

Telegram from the Secretary to the Government of India, Public Works Department, dated Simla, 21st September 1896, No. 1400 R.C.

Your telegram, dated 10th September 1896. Please communicate your view in full regarding branch to Gopalpur and alleged unfair treatment by East Coast Railway by letter through Local Government in usual manner.

Telegram to the Secretary to the Government of India, Public Works Department, dated Simla, 24th September 1896.

Your telegram No. 1400 R.C., simultaneously with telegram to you, we addressed Local Government fully through our Collector and also Bengal Government giving particulars of action of East Coast Railway at Gopalpur and Pooree; will now ask them to forward letters to you.

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, dated Madras, 3rd December 1896, No. 1011 R.

I am directed to forward a copy of a letter with enclosures from Messrs. F. J. V. Minchin & Co., an influential mercantile firm, addressed to the Collector of Ganjam.

2. A petition was received in January 1896 signed by Messrs. Minchin & Co. and other merchants in the Ganjam district praying for a branch line from Berhampur to Gopalpur.

3. They were informed that the line should be constructed by private enterprise, and that before the Government of Madras could pass any resolution on the petition, the probable return in traffic should be clearly shown by existing imports and exports.

MDS.	TONS.	RS.
* 1,145,000 + 4,000	...	12,53,960
The rate for carriage of grain on the East Coast Railway is $\frac{1}{2}$ pies per maund mile.		
MDS.		
1,254,000 @ $\frac{1}{2}$ pies per maund	...	2,177
Add passenger traffic	...	2,177
		4,354

Gross receipts, say	...	4,300
Take working expenses at 50 per cent. net receipts	...	2,150
Rupees 2,150 represent an interest of 3.07 per cent. on Rs. 70,000.		

4. Taking the figures now submitted by Messrs. Minchin & Co., the traffic would give an interest of about 3 per cent. on a capital expenditure of Rs. 70,000 per mile, assuming working expenses at 50 per cent. of gross earnings and receipts from passenger traffic equal to those from goods.*

5. It seems probable that a branch if constructed in an economical manner could be made for that sum, and His Excellency the Governor in Council is prepared to recommend its construction by the East Coast Railway at the cost of Imperial funds.

From the Under Secretary to the Government of India, Public Works Department, Railway Construction, to the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, dated Calcutta, the 19th January 1897, No. 108 R.C.

I am directed to acknowledge the receipt of your letter, No. 1011 R., dated 3rd December 1896, submitting for the orders of the Government of India, copy of a communication from Messrs. F. J. V. Minchin & Co. of Gopalpur in which they urge the early construction of a branch line to the East Coast State Railway from Berhampur to Gopalpur.

2. In reply I am to say that the Government of India understand that, before the East Coast State Railway was constructed, large quantities of rice were shipped in good seasons to Colombo and other Ceylon ports from Gopalpur and that Messrs. Minchin & Co. who were the Shipping Agents received a payment on each bag shipped. Also that when the East Coast State Railway was opened, the traffic of Cocanada largely increased with the result that might have been expected that more ships called at that port and that owing to competition freights were lowered, and that with these lowered freights it became profitable for the East Coast State Railway to quote rates to Cocanada which made it cheaper for merchants to ship *via* Cocanada than *via* Gopalpur.

3. It is further understood by the Government of India that merchants as a body do not complain but on the contrary are satisfied and that the only complaint made is that by Messrs. Minchin & Co. whose occupation as Shipping Agents at Gopalpur is, owing to these changes, less profitable than it formerly was.

4. Before taking any further steps in the matter, I am to enquire for the information of the Government of India whether the foregoing is a fair representation of the facts.

No. 1002 C.

Referred to the Revenue Department for confirmation or otherwise of the representations made by the Government of India.

(Signed) F. D. FOWLER,
Officiating Joint Secretary,

19th February 1897.

G.O., No. 664 R., dated 26th March 1897.

Read—the following Proceedings of the Board of Revenue (Revenue Settlement, Land Records and Agriculture), Mis. No. 2130, dated 22nd March 1897, on Government Order, Revenue Department, No. 2, dated 18th March 1897;—

Resolution—Mis. No. 2130, dated 22nd March 1897.

Recorded.

2. The following telegram will be sent to the Collector of Ganjam :—
“ Expedite reply to Board's Proceedings, No. 1803, dated 10th March 1897.

(True Copy and Extract.)

(Signed) R. V. SRINIVASIAH,
Secretary.

Order—No. 664 R., dated 26th March 1897.

Recorded.

(True Extract.)

(Signed) LIONEL DAVIDSON,
Under Secretary to Government.

Recorded, pending further reply.

(Signed) F. D. FOWLER,
Officiating Joint Secretary.

From the Assistant Secretary, Government of India, Public Works Department, Railway Construction, dated Calcutta, the 3rd March 1897, No. 108/1 R.C.

From the Assistant Secretary, Government of India, Public Works Department, Railway Construction, dated Simla, the 10th April 1897, No. 108/2 R.C.

From the Under Secretary to the Government of India, Public Works Department, Railway Construction, dated Simla, the 12th May 1897, No. 108/3 R.C.

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, dated Ootacamund, 22nd May 1897, No. 370 R.

In reply to your reminder, No. 108/3 R.C., dated the 12th May 1897, in which you invite attention to your letter, No. 108-R.C., dated the 19th January 1897, I am directed to inform you that, pending the result of a report called for from the Port Officer, Madras, as to the relative value, from a nautical point of view, of Gopalpur and other east coast ports, it is thought inadvisable to reply to your reference as to the reliability or otherwise of Messrs. Minchin & Co.'s statements.

2. It is hoped that it may soon be possible to address the Government of India more fully upon the subject under reference.

Memo. to Revenue Department No. 30 D., dated 27th April 1897.

The undersigned has the honour to request the favour of early reply to Public Works Department memorandum, No. 1002 C., dated 19th February 1897, as the Government of India is pressing for a reply which should reach Simla before 15th May, the date fixed for the consideration of all railway questions for the ensuing year.

(Signed) F. D. FOWLER,
Under Secretary to Government.

G.O., R. No. 817, Revenue, dated 28th April 1897.

Read—the following Proceedings of the Board of Revenue (Revenue Settlement, Land Records and Agriculture), Mis. No. 2829, dated 15th April 1897 :—

Read—the following letter from the Collector of Ganjam, Ref. No. 496-Eng., dated 26th March 1897 :—

With reference to Board's Proceedings, Mis. No. 1803, dated 10th March 1897, forwarding, for early report, letter of the Government of India (Public Works Department), Railway Construction, No. 108 R.C., dated 19th January 1897, and enclosures, calling for certain information in regard to petition from Messrs. F. J. V. Minchin & Co. of Gopalpur, regarding the construction of a branch railway to that port, I have the honour to state that it will necessarily take some time before I am in a position to submit an adequate report upon the whole scheme, as data regarding traffic and trade have to be obtained and their compilation will require some little time.

2. As regards the points more immediately raised in regard to the personal attitude of Messrs. Minchin & Co. in regard to the scheme, I have visited Gopalpur and tried to obtain as much information as possible, pending the compilation of reliable statistics.

3. I may state in the first instance that it is not true that the petition of Messrs. Minchin & Co. is a purely personal one affecting their interests only as there are other native merchants at Gopalpur, in addition to Messrs. Minchin & Co., who carry on a considerable trade at that port, both as commission agents and exporters and these have quite as much interest in the railway as Messrs. Minchin & Co. They equally claim that Gopalpur should be fairly treated with reference to Cocanada.

4. Messrs. Minchin & Co.'s business consists very largely of hemp, but the bulk of the rice is, so far as I can gather, shipped by native merchants either on sale or commission. Large quantities of rice used to be brought by canal to Ganjam and thence by road to Gopalpur, and this traffic continued for a long time after the opening of the East Coast Railway. Recently, however, the East Coast Railway, with the special object of catching this grain traffic and diverting it from its natural outlet to Cocanada, have reduced the through rate to Cocanada to such an extent as combined with a simultaneous reduction of freights on the part of the mercantile ring to render it cheaper to send grain to Cocanada than to Gopalpur. The East Coast Railway by this means is securing for itself a minimum rate of profit, and I believe that if a branch were made to Gopalpur, they could charge a much higher rate.

5. It is easy to see where this is leading to, and soon all this rice trade, which formerly found an outlet at Gopalpur, will, owing to the extreme partiality of the East Coast Railway for Cocanada, and the exceptionally favourable rates quoted for that port, be certainly diverted from this district to Cocanada. This trade will have been diverted not in its natural course but by artificial measures. Once diverted from Gopalpur and once established at Cocanada, the shipping ring will raise its freights, the railway will raise its through rates, but the trade will have left the district never to return.

6. The general body of native merchants would prefer a branch to Gopalpur. Messrs. Minchin & Co. sent in their petition as representative of the general body. Other merchants have large vested interests in Gopalpur and have much money in godowns and they dislike the export to Cocanada, as they cannot personally supervise the work at such a distance. They are bound to employ agents and lose the commission paid to those agents.

7. I request that the proposal may not be hastily condemned, and that Government as the controlling authority over the East Coast Railway may see fair play between the two ports of Gopalpur and Cocanada, and not have the latter exalted by means of artificial rate to the abasement of the former.

8. As for the trade which comes from the interior through Berhampur, and finds an outlet at Gopalpur, I doubt whether, even if a railway were constructed, that trade would be carried by rail, and whether the carts would break bulk at Berhampur for a journey of so short a distance. I cannot, however, express a decided opinion upon this point, or upon the financial prospect of the scheme, until I have full data and figures before me.

9. The railway has, I believe, been surveyed twice already, and whether or no estimates have been prepared I cannot say; but the line is one easy of construction and the physical features of the country present no difficulty.

10. The construction of such a line would be of special utility in the present season, as it will run through a part of the country which is badly provided for, so far as famine works are concerned and in which people show more tendency to come forward to work at low rate of wages than elsewhere. This, however, is another point and beside the main question. It would, however, be infinitely preferable as a project to the Ganjám-Gopalpur canal, which still remains in the famine programme.

11. As soon as I have collected sufficient data, I shall, if so directed, submit in full report upon the scheme. Though this district possesses three ports, yet there is no point in the East Coast Railway for the whole distance between Vizagapatam and Pooree at which the railway is in direct communication with any port. I consider that the interests of the district will be neglected unless the scheme is carefully examined in detail.

Read—the following letter from Messrs. F. J. V. MINCHIN & Co., Agents, British India Steam Navigation Company (Limited), Triton Insurance Company, Imperial Fire Assurance Company, Lloyds, to the Collector of Ganjám, dated 26th March 1897:—

In handing you our reply to your communication No. 496/Eng., dated 19th March 1897, we take the opportunity of asking you to be good enough to express our respectful thanks to the Government of Madras for their recommendation and support in this matter.

ENCLOSURE.

From Messrs. F. J. V. MINCHIN & Co., Agents, British India Steam Navigation Company (Limited), Triton Insurance Company, Imperial Fire Assurance Company, Lloyds, to the Collector of Ganjám, dated Gopalpur, 26th March 1897.

With reference to your communication No. 496-Eng., dated 19th March 1897, handing us copy of No. 108 R.C., Government of India, Public Works Department, Railway Construction, dated 19th January 1897, we have the honour to point out—

Firstly.—That the line need not necessarily go from Berhampur, as the main line itself is within six miles of Gopalpur.

Secondly.—It is quite true that before the East Coast Railway was constructed, large quantities of rice were shipped in good seasons to Ceylon from Gopalpur, but it is equally true that larger quantities go now owing to the facilities of getting the rice from Orissa by rail as far as Berhampur.

We receive no payment per bag as is stated, but as Agents of the British India Steam Navigation Company we are paid a commission on the steamer earnings.

It may be true that more ships have come to Cocanada, but it is equally true that many more have come to Gopalpur since the opening of the railway, but we have been handicapped by having to cart the produce from Berhampur because of the line not being permitted to run to Gopalpur.

The East Coast Railway may be within their rights in lowering the rates to Cocanada, but our contention is that they are not within their rights in offering to build godowns both at Cocanada and Berhampur with the sole object of diverting the trade from Gopalpur, and we submit that this act of theirs was in distinct contravention of the promise of the Viceroy when in Madras that he would see fair play to all coast ports.

Thirdly.—The merchants as a body do complain and have repeatedly urged on us to assist them in getting the line to Gopalpur. The fact is that, as is known to the officials, the natives of this district for many years have as a rule resorted to Mr. Minchin to get their grievances removed, and hence the prominence of our firm in this and other matters.

Read also the following endorsement thereon, dated 27th March 1897, No. 580-Eng.

Copy forwarded to the Board of Revenue (Revenue Settlement) in continuation of this office letter, Ref. No. 496-Eng., dated 26th March 1897.

2. Messrs. Minchin & Co. in their letter, which was received after I drafted my report, put the case fairly and temporarily, and I request that time may be allowed for a detailed examination of the project before it is definitely rejected.

Regulation—Mis. No. 2829, dated 15th April 1897.

Forwarded to Government, Revenue Department, with reference to its endorsements No. 363 R., dated 23rd February 1897, and No. 540 R., dated 18th March 1897.

2. The Collector of Ganjám will be requested to submit, at an early date, the full report upon the scheme promised in the last paragraph of his letter No. 496, dated 26th March 1897.

(True Copy and Extract.)

(Signed) R. V. SRINIVASIAH,
Secretary.

Order—R. No. 817, Revenue, dated 28th April 1897.

Transferred to the Public Works Department with reference to its No. 1002 C., dated 19th February 1897.

2. The further report referred to should, if possible, be submitted before the 3rd proximo.

(Signed) G. STOKES,
Ag. Secretary to Government.

From the Officiating Joint Secretary to the Government of Madras, Public Works Department, Railway Branch to the Presidency Port Officer, Madras, dated 5th May 1897, No. 312 E.

I am directed to request that you will be good enough to furnish me, for the information of Government, with your views upon the subject of the comparative goodness of the East Coast ports from Masulipatam to Ganjám, inclusive, from a nautical point of view. Your reply might conveniently contain information regarding the cost of landing and shipping, and the tonnage that can be handled per day in the several ports, as well as any information you may possess on the subject of the relative cost, on the average, under ordinary condition of freights to and from Europe, for these ports, as compared with those of, say, Madras.

Endorsement in the Revenue Department, dated 8th May 1897, Mis. No. 2319.

Proceedings of the Board of Revenue (Revenue Settlement, Land Records and Agriculture), Mis. No. 3191, dated 6th May 1897.

Read—the following letter from the Collector of Ganjám, dated 27th April 1897, Dis. No. 792 Eng.:—

As directed in paragraph 2 of Board's Proceedings, Mis. No. 2829, dated 15th instant, I have the honour to submit, herewith, the further report called for in regard to the construction of a branch railway to Gopalpur.

2. I regret that I have been unable to obtain any statistics relating either to the road traffic between Berhampur and Gopalpur, the Ganjám-Chilka canal, or the export trade by rail from this district to Cocanada. I must therefore rely solely upon the figures of sea-borne trade at the ports of Gopalpur and Barwa.

3. In this connection I may note that it was recently proposed to abolish the port establishment at Barwa, at the same time as Pundi, but it was decided to retain Barwa as a port in consequence of the large amount of emigration therefrom to Burma.

4. Under the recent orders of Government, passengers proceeding by sea to Barwa have to be medically examined before embarkation and, as the nearest medical officer lives at Sompéta, some 5 miles distant, considerable inconvenience is caused. With Gopalpur connected by rail with Berhampur, this entire costly and unnecessary would find an outlet at Gopalpur where proper facilities exist, the port of Barwa could be closed and the cost of its establishment saved to Government.

From Barwa to Gopalpur would not be more than two hours journey by rail and but little trouble or expense would be caused to the emigrating coolies, while the East Coast Railway would gain some extra passenger traffic.

5. Statement A shows details for the last eleven years of the number and tonnage of steamers calling at Gopalpur, the number of emigrants and weight in maunds of imports and exports, respectively. It will be observed that (excluding liquids and some other articles) the average annual exports and imports have been 22,000 and 3,000 tons, respectively, while the average number of emigrants is 4,500. It is worthy of note that during the last two years, in spite of the preferential rates, and special advantages offered to Cocanada, yet the exports at Gopalpur are considerably above the average of the period before the railway was opened.

6. Statistics for the port of Baruva show that in the last ten years 48,654 passengers sailed for Baruva, or an average of 4,865 per annum. This, added to the existing emigration at Gopalpur, would give an average of over 9,365 emigrants per annum.

The export and import traffic at the port of Barwa is very insignificant and may be left out of all practical account.

7. I am not able to give any details of the actual cost of the construction of this branch, which has been twice surveyed. Some estimate has no doubt been framed; but the cost of construction should be small, the total length of the line not in excess of 7 miles.

8. I may note that Messrs. Minchin & Co. have already received a reply stating that the Government of India (Railway Department) is not prepared to accept their proposal for a branch line, on the ground that it *pays the Railway Company* better to direct trade to Cocanada over a longer lead at lower rates. I must submit that it is not a just policy for any department of State to adopt a system which looks merely to its own immediate profit without any consideration for vested interests, the convenience of the public and the natural course of trade. If the matter is left merely to the Railway Department to decide, then of course Gopalpur has no hope. But I trust that the matter may be carefully examined by other than interested parties, and with reference to other conditions than that of mere profit, with due regard for the interests of the public. It is not just to Ganjam or its inhabitants that the ports along its coast should be not only left out in the cold, but deliberately obstructed by the present policy of the Railway authorities, when the neighbouring districts of Cuttack, Vizagapatam and Gódvári have proper communication between the railway and their ports.

STATEMENT showing the exports and Imports, the number and tonnage of steamers that called at Gopalpur and the number of emigrants that embarked to Burma and elsewhere during the past eleven years.

Years.	Number of steamers called at Gopalpur.	Tonnage.	Number of emigrants to Burma and elsewhere.	Weight * of exports.	Weight * of imports.
1886-87	129	171,581	880	TONS.	TONS.
1887-88	140	190,305	2,951	35,641	1,372
1888-89	149	207,331	4,670	28,122	1,054
1889-90	141	200,666	4,228	7,733	2,707
1890-91	155	213,892	7,074	6,192	6,874
1891-92	160	223,403	10,309	20,963	7,525
1892-93	145	213,949	8,172	21,027	3,622
1893-94	140	221,270	2,844	13,279	2,952
1894-95	137	202,363	2,236	17,564	2,806
1895-96	124	187,179	1,988	13,215	2,620
1896-97	114	172,453	4,264	43,463	2,058
Total	..	..	40,666	240,029	34,844

* Excludes weight of liquors and some other articles, the weight of which is not required in the returns from which these figures are compiled.

Read—also G.O., No. 817, Revenue, dated 28th April 1897.

Resolution.—Mis. No. 3191, dated 6th May 1897.

Submitted to Government, Revenue Department, in continuation of Board's Proceedings, Mis. No. 2829, dated 15th April 1897, and with reference to paragraph 2 of the Government order read above.

(True Copy and Extract.)

(Signed) R. V. SRINIVASIAH,
Secretary.

Endorsement, Mis. No. 2319, Revenue.

Transferred to the Public Works Department in continuation of endorsement No. 817 R., dated 28th April 1897.

(Signed) G. STOKES,
Ag. Secretary to Government.

8th May 1897.

From the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, to the Presidency Port Officer, dated Madras 19th May 1897, No. 344 E.

In continuation of this office letter, No. 312 E., dated the 5th May 1897, I am now desired to enclose a copy of a note on the subject of the port of Ganjam by Mr. F. J. E. Spring, Officiating Consulting Engineer for Railways with this Government and to request the favour of an expression of your opinion thereon, with special reference to the relative advisability of connecting this port or that of Gopalpur with the East Coast Railway in order that the general trade interest of the Presidency may best be served.

ENCLOSURE.

Note by the Officiating Consulting Engineer for Railways, on the Port of Ganjam, dated 4th May 1897.

While waiting for a reply to the enquiries addressed, under His Excellency's and Honourable Members' instructions, to the Presidency Port Officer, in connection with the proposed branch to Gopalpur port, I should like to secure His Excellency's and Honourable Members' attention to the remarks that I have to make about the neighbouring port of Ganjam.

When I was managing the East Coast Railway at the end, I think, of 1892 or early in 1893, I had to make arrangements for the delivery of a whole shipload of rails, 3,000 tons, I think, for the northern end of the line. The non-completion of the Rushikulya bridge, and the almost prohibitive rates asked by Minchin & Co. of Gopalpur, for landing the very awkward 30 feet rails in masallah boats, compelled me to look about for some better way. So I bargained with Hall, Wilson & Co. of Cocanada, and they arranged with the skipper of the big steamer to tow up a lot of Hall, Wilson's Cocanada cargo boats to Ganjam port. If I recollect right, Ganjam had ceased to be a "port" for some years, and I induced this Government to agree to again gazette it under the Port Act. (I speak from memory.)

The result was that we made a most successful job of the landing of this large consignment, and Hall, Wilson & Co. and the ships' skipper and I myself were greatly impressed with the special advantages possessed by this neglected port.

The Rushikulya river enters, at Ganjam, a large backwater, like the Ennur backwater, separated from the sea by a narrow sandpit. This sandpit has an opening in it, which changes its position from time to time, and in the opening is, of course, the usual sandy bar. But I had the bar well sounded, and Hall, Wilson & Co. had no difficulty in getting their 20 to 40 ton cargo boats through the opening, usually, I think, under sail, as there was a "soldier's wind" at that time of year that carried them in as well as out. I think, also, that they had a steam launch.

Once inside the opening the boats could discharge alongside the railway at their leisure in deep and perfectly still water. I had arranged for a siding of, I think, $1\frac{1}{2}$ or 2 miles long to the deep backwater and had built a jetty with cranes, &c., all of course, quite temporary.

This port (Ganjám) is far better, potentially, than Gopalpur ever can be. But unfortunately it has no firm of merchants, or godowns, and the white elephant; the screw jetty, is unluckily at Gopalpur instead of at Ganjám. It would take very little to make the opening in the sandspit permanently available for Cocanada class boats. The great advantage that Ganjám has, is having the considerable river (the Rushikulya) at the back of it, to open its bar periodically.

The object of this note is not to suggest any action in connection with the Railway programme, but to leave something on record which may possibly be useful hereafter if the question of Ganjám *versus* Gopalpur should ever crop up.

From the Presidency Port Officer, Madras, to the Secretary to Government, Marine Department, dated 24th July 1897, No. 1856/279 G.

With reference to the instructions contained in Marine Department letter, No. 312 E., dated 5th May 1897, I have the honour to forward, herewith, a statement showing the ports of the East Coast from Madras northwards, arranged according to their comparative goodness from a nautical point of view.

2. It will be noticed that Bimlipatam is placed before Vizagapatam, Calingapatam before Gopalpur, and Masulipatam at the bottom of the list, and the reason for placing the first-named ports in this order is, that at Bimlipatam landing and shipping operations can be carried on with less chances of interruption than at Vizagapatam where the state of the bar at times obstructs the egress and ingress of boats.

3. Of course, it is to be understood that, should the proposed harbour works be ever carried out at Vizagapatam, the position of the port in respect to landing and shipping operations will be completely altered.

4. Owing to the exposed position of Gopalpur, landing and shipping operations are frequently interrupted, and this is seldom the case at Calingapatam.

5. The distance at which vessels calling at Masulipatam have to anchor from the mouth of the river, and the exposed position of the anchorage, render this port the least attractive of all the coast ports to shipping.

6. Though the report called for has reference, I take it, to the superior ports, the minor ports of Baruva and Ganjám have been included, as they both offer special advantages to shipping, for vessels can anchor at both places within a reasonable distance of the shore.

7. As the East Coast Railway has a station not far from Baruva, this port is likely to become a favourite place for the embarkation of native passengers. During the last year, upwards of 10,825 have embarked and landed at this port.

8. Ganjám again is a port at which landing and shipping operations could be carried on with much greater facility than at Gopalpur; but owing, probably, to the great mortality which occurred in 1815, the trade of the port has completely dwindled away—a special report on this port forms the subject of a separate communication.

	Madras.	Cocanada.	Bimlipatam.	Vizagapatam.	Calingapatam.	Baruva.	Ganjám.	Gopalpur.	Masulipatam.
Tonnage that can be handled in a day.	1,250 tons on ordinary days 2,500 tons on busy days.	600 tons in a day ..	400 to 500 tons in a day.	250 to 300 tons in a day. 800 tons manganese ore.	600 tons in a day ..	..	..	800 tons of grain cargo.	400 tons in a day.
Landing charges ..	If done with the help of cranes Rs. 2-6-0 per ton. If cranes not used Rs. 2-1-0 per ton.	Varies from As. 14 per ton for bags to Rs. 2 per ton for heavy weights.	British Indian Steamer Agents charges Rs. 3 per ton.	Rs. 2 per ton	By Steamer Agents Rs. 3 to 4 per tons. By others Rs. 1 per $1\frac{1}{2}$ tons.	..	..	As. 12 per ton and special rates for heavy weights.	As. 7 per ton for bags.
Shipping charges ..	Same rates as for landing	Same rates as for landing.	Shipments made by merchants, charges As. 8 per ton.	Rs. 2 per ton	Same rates as for landing.	..	..	Same rates as for landing.	As. 3 per ton.
For Europe ..	By "Glan Line." .. By B.I.S.N. Co. .. Stirns, & Co. .. Cotton .. Cloth .. Indigo .. Coffee .. Ground-nuts and seeds, &c. .. Jaggery .. Silk wool .. Sugarcane .. Gum, &c. .. Cinchona bark ..	For jaggery, seeds, &c., 25% per ton. For other goods as per Madras schedule.	By "Glan Line." .. Indigo .. Horns .. Bag cargo .. On an average about 90% per ton, transshipment at Madras.	Ranges from 15 to 50 s. per ton.	Varies from Rs. 19 to 30 per ton.	..	..	40 s. per ton of 40 cubic feet.	No direct trade with Europe.
From Europe ..	Information not available, the mercantile firms who were asked to supply it not having done so.	35 s. per ton for ordinary merchandise other than railway materials.	Information not available, the mercantile firms who were asked to supply it not having done so.	Ranges from 15 s. to 42 s. 6 d.	Information not available, the mercantile firms who were asked to supply it not having done so.	..	..	40 s. per ton of 40 cubic feet.	No direct trade with Europe.

H. A. STREET, Commander R.I.M.,
Presidency Port Officer.

From the Presidency Port Officer, Madras, to the Secretary to Government, Marine Department, dated 24th July 1897, No. 1856/280 G.

In reply to Marine Department letter, No. 344 E., dated 19th May 1897, and with respect to the copy of a note regarding the port of Ganjám by the Officiating Consulting Engineer for Railways, I have the honour to acquaint you, for the information of Government, that the natural advantages offered by the port of Ganjám for landing and shipping operations have long been known, and that the only reason I can assign for Gopalpur having been selected as a port in preference by the mercantile community is the reputation the former port has had for unhealthiness ever since 1815, when a large proportion of the population was carried off by fever. Whether sickness of such a virulent nature is likely to break out again or not, I am unable to say, but since I have held the post of Presidency Port Officer, no report of the port being unhealthy from any cause has reached me, but this may be owing to few people residing in it. It seems to me that, should the port be connected by railway with Gopalpur, the great advantages it offers over the latter port for landing and shipping cargo should cause the mercantile community to use it; but, of course, much depends on the healthiness of the place.

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, Simla, dated Ootacamund, 17th August 1897, No. 568 R.

In continuation of the correspondence ending with my letter, No. 370 R., dated the 22nd May 1897, I am directed to forward, for the information of the Government of India, copies of two letters from the Presidency Port Officer, Madras, Nos. 1856/279 G. and 1856/280 G., both dated the 24th July 1897. The information contained in the former of these letters is of general interest in connection with correspondence on the subject of railway connection with East Coast ports, and especially on that of the proposed Masulipatam-Bezwada Railway. The latter of the two letters relating to the superior advantages of the port of Ganjám, as compared with that of Gopalpur, has led this Government to decide not to press for the construction of the proposed branch to Gopalpur at the coming Railway conference. It is hoped that before the conference of 1898, it may be found possible to express a decided opinion upon the subject, which is really one of comparatively no particular urgency.

2. In order that the Government of India may be in possession of full information on the subject under discussion, I am desired, in compliance with the wish expressed in your No. 108 R.C., dated the 19th January 1897, to enclose, for the information of the Government of India, a copy of a letter from the Collector of Ganjám, No. 496, dated the 26th March 1897, as well as a letter of the same date addressed to the Collector by Messrs. F. J. V. Minchin & Co., but said by the Collector to have reached him after his own letter had been drafted and to be a fair and temperate statement of the case. A copy of the Officiating Consulting Engineer's note, dated the 4th May 1897, to which the Presidency Port Officer refers in his letter about the possibilities of Ganjám as a port, is also enclosed for information.

From the Under Secretary to the Government of India, Public Works Department (Railway Construction), to the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, dated Simla, 10th September 1897, No. 1502 R.C.

I am directed to acknowledge the receipt of your letter, No. 568 R., dated 17th August 1897, forwarding, for the information of the Government of India, copy of correspondence regarding the relative merits of the East Coast ports, together with copy of further correspondence on the subject of the proposed branch to the East Coast Railway from Berhampur and Gopalpur.

2. With reference thereto, I am to say that in view of the uncertainty as to the amount of traffic that will be dealt with, and which of the local ports will best serve the district of Ganjám, the Government of India agree with the Government of Madras that no branch to any port in that district should be undertaken at present, and I am to add that they would be glad to be furnished with a full report on these two points as early as practicable.

3. I am also to request that Messrs. F. J. V. Minchin & Co. may be informed of the conclusion arrived at by the Government of India.

ORDER—No. 722 R., dated 23rd September 1897.

Communicated to the Consulting Engineer for Railways and the Marine Department, for information; also to the Collector of Ganjám, for information and communication to Messrs. F. J. V. Minchin & Co.

2. The Collector of Ganjám and the Manager, East Coast Railway, are requested to favour this Government with the report called for in paragraph 2 of the letter from the Government of India, No. 1502 R.C., dated 10th September 1897.

(True Extract.)

(Signed) F. J. E. SPRING,
Offg. Joint Secy. to Govt.,
Railway Branch.

To the Consulting Engineer for Railways.

- " Marine Department.
- " Collector of Ganjám.
- " Revenue Department.
- " Manager, East Coast Railway.

Exd. T. K. Narayana Aiyangar.

Resolutions passed at the Public Meeting, held at the Kallikota Raja's Club Berhampore on 3rd December 1895.

1. Proposed by Mr. F. J. V. Minchin.
Seconded by Mr. D. V. Ramiah Pantulu,
That Mr. J. Bowman take the chair.

Carried.

2. Proposed by Mr. A. Flecher.
Seconded by Mr. A. Appalanarasiah Setti.
That in the opinion of this meeting, it is highly desirable that the important port of Gopalpore be connected with the E. C. R. by a branch line from Berhampore; and that such a line will be profitable alike to the Government and the public.

Carried.

3. Proposed by Mr. M. L. Narasingarow Pantulu.
Seconded by Mr. Soudagar Sheik Abdul Kadir Saheb.
That the accompanying draft memorial to his Excellency the Governor in Council, be adopted.

Carried.

4. Proposed by Mr. Yerrmalli Subbarow Pantulu.
Seconded by Mr. Tutika Basavaraju.
That a copy of the memorial be forwarded to the Manager and to the Traffic Manager E. C. R. for favour of support.

Carried.

5. Proposed by Mr. Abdul Kawder Saheb.
Seconded by Mr. Nur Mahomed Saheb.
That a committee be formed of the following gentlemen to give effect to the resolutions passed at this meeting:—

MESSERS.

- (1). J. Bowman.
- (2). A. Appalanarasayya Chetty.
- (3). M. L. Narasingarow Pantulu.
- (4). Y. Subbarow Pantulu.
- (5). Sowdagar Sheik Abdul Kawdir Saheb.

Carried.

6. Proposed by Mr. W. L. Venkataramiah.
Seconded by Mr. G. V. Ramadoss Pautulu.

That this meeting place on record their sense of the excellent work done in this place by Mr. Viswanath, Station Master Berhampore, in a manner highly satisfactory alike to the employees and the public; that this meeting learn with regret of his intended transfer; and that this meeting do memorialise the Traffic Superintendent E. C. R. to retain Mr. Viswanath in this the largest and most important station in the District.

Carried.

7. Proposed by Mr. P. Venkannah Pantulu.
Seconded by K. S. Kothandarama Iyer.

That a vote of thanks be accorded to Mr. Bowman for kindly consenting to preside.

Carried.

J. Bowman,
Chairman.

3 S.P.
To

His Excellency

The Right Honourable Sir Beilby
Lawley, Baron Wenlock, G. C. I. E.

GOVERNOR OF MADRAS.

May it please your Excellency.

The humble memorial of the undersigned merchants and others of
Berhampore in Ganjam District.

Most Respectfully Showeth—

1. That the people of these parts are highly thankful that the East Coast Railway has been at last opened up to Rambha, and are eagerly looking forward to the time when it will be extended to Cuttack.
2. That your Excellency's humble memorialists, in common with others, are sanguine that trade will be stimulated, and that the produce of these parts will find easier access to seaport towns for purposes of export trade.
3. That the construction of a branch line to Gopalpore beach is very highly desirable, for the following among other reasons, Viz:—
 - (a).— That Gopalpore is and long has been a port of considerable importance with much export and import trade;
 - (b).— That export of rice and sundry other articles from this District at this port has been going on to the extent of 3,00,000 bags or more every year;
 - (c).— That with the complete opening of the Rushikulya project a large increase in the cultivation and exportation of paddy must naturally take place, as the ryots, besides having a sure source of irrigation for their usual crop, will also raise a second crop;
 - (d).— That the bandy hire from Berhampore to Gopalpore in ordinary seasons amounts to about 1½ annas per bag and exceeds this rate in the rainy and cultivation seasons.
 - (e).— That even at first class rate the railway fare to Gopalpore from the junction station will not exceed 4 pies per bag; That a branch line to Gopalpore will secure not only this traffic, but also the further traffic that the increased facilities of transport and reduced charges are sure to create;
 - (f).— That the large quantity of produce that now stagnates between Chicacole and Berhampore will also find its way to Gopalpur port;
 - (g).— That steamers anchor very close to the shore at Gopalpore, and the port at Pooree is unsafe, while loading and unloading cargo at False Point besides being very costly are beset with much difficulty and delay, and that for these reasons a good part of the produce of Pooree and Cuttack that now finds its

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way to these latter ports will be diverted ^{to} Gopalpore; So that of the 18 lakhs or more of bags that annually leave those ports, the greater portion may be calculated upon being diverted to Gopalpore port;

- (h) — That Gopalpore port occupies a central position between Chicacole and Cuttack;
- (i) — That the landings at Gopalpore will also increase correspondingly;
- (j) — That as Gopalpore contains many pukka and spacious godowns belonging to merchants, they would naturally prefer to have all their export and import trade conducted at Gopalpore;
- (k) — That though occasionally the surf may be so high as not to allow of shipping or discharging of goods from steamers Gopalpore is practically a very safe port, and is excellent and quite safe during the busy season; and even when the weather is rough, shipping operations are as a rule carried on without much difficulty, as may be ascertained from the Steamer Agents there.

- 4. That for these reasons a branch line to Gopalpore is highly essential.
- 5. That a line from Berhampore to Gopalpore beach is not likely to be much over 6 miles, and will pay its way.
- 6. That it is at the sametime desirable to give the benefit of reduced rates of traffic for goods passing along the line from Cuttack and Chicacole road respectively to Gopalpore.

Your Excellency's memorialists therefore pray that your Excellency will be graciously pleased to look with favour upon the proposal and order the construction of a branch line to Gopalpore port, and add one more to the numerous acts of usefulness and beneficence that have characterised your Excellency's regime.

Your most obedient humble servants

Chairman

Chairman

W. J. W. Minchin & Co

محمد عبد الغفور

W. J. W. Minchin & Co

Int. Am. Co.

D. W. Minchin

M. K. Minchin

M. K. Minchin

W. J. W. Minchin & Co

W. J. W. Minchin & Co

Letter from the Collector of Gaujam to the
Joint Secretary to Govt. P.W.D. Railway Branch,
Dine No 30 of 96, dated 2nd January 1896.

The enclosed Memorial to His Excellency
the Governor of Madras having been adopted at a Public
Meeting held in Berhampore on 3rd December 1895, I
have the honor, at the request of the Chairman of the
Meeting, to forward it for the consideration of His
Excellency.

- 2. In my opinion the request of the Memorialists
merits consideration.
- 3. The East Coast Railway when completed to Cuttack
will serve no sea port north of Vizagapatam except Bassein
which is, I understand, a dangerous and altogether unsatis-
factory port. I am aware, of course, that Railway Admi-
nistrators consider it is to their advantage to have long leads
over which to carry goods, and may therefore be opposed to the
affording of facilities for export from Gopalpore; but it
seems to me it is exceedingly likely that if a Branch line
to Gopalpore were opened, the Railway would get the carriage
of goods which they will not get now at all.
- 4. If produce has to be sent some distance to one of the
smaller stations, then railed to Berhampore and again put
on carts there and taken to Gopalpore, merchants will find
it cheaper and more convenient to send it all the way
to Gopalpore by cart, so long as the distance is not very great.

5. There can, I think, be little doubt that the construction of a feeder line to Gopalpore would considerably increase local traffic.

6. Whether the increased traffic thus brought about would pay the Railway better than the receipts for fewer goods carried over longer distances, is a matter on which I cannot offer an opinion. There is no doubt, however, that the feeder line asked for would be for the benefit of the Producers and Merchants of these parts.

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N^o 193. dated 21st January 1896.

Transferred to the Manager, East Coast Railway for favor of report as to the desirability of the proposed line from the Railway point of view.

/s/ J. R. Upcott,

Consulting Engineer for Ry.

SERIAL

No. 1

Letter from the Collector of Ganjam No. 30 of 2 Jan. 1896 with enclosure.

No 193
21.1.96

Manager E. C. Ry. for favor of report

to the Director General

of Railways for favor of

disposal. as to the de-

sirability of the proposed line

from the point of view

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E. R.

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In reply please quote the number and date of this letter.

Form No. Mgr. 19.

SERIAL

No. 2

No. 994

FROM

THE MANAGER,

EAST COAST RAILWAY.

TO

THE CONSULTING ENGINEER for RAILWAYS,

MADRAS.

Dated Waltair, the 4 February 1896.

Sir,

In reply to your No. 195 dated 21st January 1896, I have the honor to state that in my opinion the financial prospects of a branch line to Gopalpore are not at present sufficient to justify my recommending its construction as a State Railway to Government and the prospects will I consider be worse as soon as the East Coast Railway is in direct communication by rail with Calcutta.

I should not oppose the construction of the branch by private enterprise.

I have the honor to be,

Sir,

Your most obedient Servant,

Aburton

Manager, E.C. Railway.

Accompaniments.

EM on return
7/1

His Excellency the Governor,
Sd/- Mr. Bliss,
Sd/- Mr. Foxe.

The inhabitants of Dabhoi
Lunbor and Gopalpur
submit a petition for
a line to the port of
Gopalpur - They are
supported by the Collector
of Ganjam -
The manager of the East
Coast Ry. does not consider
the financial prospects
of the proposed branch to
be sufficient to warrant
its construction as a
Hut R. branch -

The memorialists may
be informed that if con-
sidered, it should be
done for private enterprise,
and before this Govt. can
pass any resolution there-
on - the probable re-
turn should be clearly
shown for existing ex-
ports & imports -

The probable cost of a
line may be taken at
20,000 ^{working expenses @} per mile, and
the rates for goods &
passengers the same as
now obtain on the East
Coast Ry. 2nd 14

Yes - I think this will
do. Gopalpur is such a
bad port that I doubt if
a branch to it can be made
to pay.

W
15 Feb 89
17/2/96

Yes -
In this connection I
think it is known that provision
has been made for connecting the
Railway with the Ganjam Salt Factory.
There is shown on the map of the
Govt. Station is, as is probable, near
the village of ^{it is a long way}
from the Chief Salt platform

W
17/2/96

Cir
14.2.96 R 17/2

over

Will ref. to Mr. W. Miller
not even the bag. The MCR
ECR has uprise the
arrangement on my road?
Open a siding down to the sea
side from same st. - via
large sea facing & small
sea face. alone

C

17/3
This seems alright, but it is
a long time since I was at the
amount on about it. Better ask the
Comr. of S. & A. R. if he is satisfied.
He is shortly going to the place &
will be able to see whether the require-
ments of the salt trade are satisfied.
At the same time please ask if rail-
way sidings into the salt pans at
Nampada are possible, and, if so,
ask him to arrange with the Rly
Manager.

MS
20/3/90

H. C. M.
27/3

MS
18/3/90 21/3

No 150. R dated 22.2.96

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH. SERIAL
No. 4

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following

Letter from the Collector
of Ganjam } H. S. No. 30 of 2nd July 96

Letter from the Manager
East Coast Ry. } 994 of 4 Feb 96

6P

CLM
10020
19/2

The memorialists
will be informed that if
a line of railway be con-
structed to the Port of
Gopalpur, it should be
done by private enterprise
and before this Government
can pass any resolution
thereon, the probable
return in traffic should
be clearly shown by
existing exports and
imports.

DESPATCHED
22 FEB. 96

To Collector of Ganjam
- Manager, East Coast Ry.
- Revenue Department.

MS

22/2/96 R

B/-
No. 150.D. dated 22.2.96

22/2

24/2

Form No. 12.

SERIAL

No. 7

No. 3834

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To Messrs F. W. Minchin & Co.
Sole Agents
The Secy. to the Govt. of India,

P. W. DEPARTMENT.

Panjam

2nd November 1896.

SIR,

With reference to
your letter No. 150, dated 24.7.96,
to the address of E. J. Weir
Esq. Collector of Panjam, I
am directed to request you
will be so good as to
furnish this Government with
a copy of your letter referred to
in your telegram to the Govt.
of India dated 24th Sept 1896.

Despatch
2/11/96

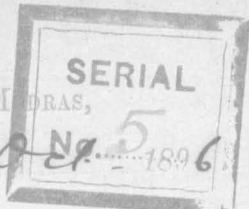
INDEXED.

28/10

6/11



Case sent
20/10



6) Department.

CURRENT No. 10186

My dear Fowler,

Please see enclosed
which Wei, Collector of
Ganjam sent me. Min-
chui & Co. say they have

addressed Local Govt.
fully. Have you received
any letter from them?
If so will you kindly

From
Messrs. F. J. T. Ellichin
and Co.
Bopalpore

No.
Dated 6. 11. 96

Received 11. 11. 96

Enclosures 3

Spare copies

21/11/96

SUBJECT.

Branch line to Bopalpore

Forwarding Copy of
their letter to C. J. Their Esqrs
Collector of Ganjam on
the subject of the opening
of a — for the export of
grain.

H. E. 13/11
H. W. 17/11
12/11

Hand

1899.

Sw

10-5-80

We would urge the line should at once
be made to the Beach at Gopalpur in time

for next season's crop, the carriage of over a million
mounds grain, and several thousand tons of
imports should surely give an ample return for
a line at most only nine miles in length.

We have sent the following telegram to the
Departmental Committee on Railways now sitting
in Simla, and we feel therefore confident if His
Excellency gives us his support the Supreme
Government will not stand in the way.

Telegram dated 10th Sept 1896

We beg sanction may be granted for the
immediate extension of East Coast Railway
from Berhampore to Gopalpore (Gangam)
nine miles only or from nearest point six
miles only, shipment of grain alone this
season over one million one hundred and
forty five thousand mounds all carried by
carts and imports some four thousand tons
similarly conveyed East Coast officials are
working dead against some Coast ports with
object of securing everything for Poconada
in spite of Viceroy's promise to see fair play
to all ports.

We have the honor to be
Sir

Yours most Obedt Servants
J. W. Minchin & Co

True Copy
J. W. Minchin & Co

Comp
JMS

2101.01

Print

145P 1587

Extract of letter received from Tutica Passavarajin
Guru, Merchant, Gopalpore dated 4th August 1896.

125P "Mr. Pope the Traffic Manager of East Coast
Railway has been to Berhampore and called
a meeting of the principal merchants of
the place and he offered to carry all our
rice by rail for shipment at Cocanada
for Malabar Coast ports at the rate of
Rs 1.0.4 per bag including all charges,
and he tried to induce us to make trial
shipment."

"He also promised to build large Sheds
at the station to store the rice so booked."

"As we have no wish to ship via Cocanada
I write to ask you to endeavour to get the rate
from Gopalpore for Ceylon and Malabar
ports reduced if possible to 10 annas per bag."

Gopalpore

11th Sep. 1896

(sd) F. J. V. Minchin & Co

(True Copy)

F. J. V. Minchin & Co

Copy

line should be warman
private enterprise, and that
before the Gov. of Madras could
pass any resolution on the
petition, the probable return
in traffic should be clearly
shown by existing imports and
exports.

4. Taking the figures submitted by

A.2

23.11.96 R. 30/11

Messrs. Minchin & Co. the traffic
would give an interest of
about 3% on capital ex-
penditure of the 7000 per mile
assuming working expenses at
50% of gross earnings and receipts
from passenger traffic equal to those
from goods.

5. It seems probable that a branch
if constructed in an economical
manner could be made for
that sum, and H.E. the
Governor in Council is pre-
pared to recommend its con-
struction & the E.C.R. at the
cost of Imperial funds.

JH
23/11

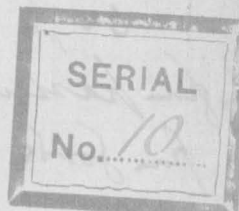
Documents accompanying:-
Copy of letter from Messrs.
Minchin & Co. with Encl.
to the Collector of Ganjam

* Ind. Tr.
1,145,000 + 4000 = 1,149,000
1,254,000
The rate for carriage of grain
on the E.C.R. is 1/2 pice per mile
Ind.
1,254,000 @ 1/2 pice per mile = 2177
add pass. traffic 2177
4354
Gross Receipts say 4200
4200 Take working expenses @
50% Net receipt = 2150
2150 up an interest of 3.07%
on 70,000

Submitted in the fair
letter as ordered by the
offg. R. 23.12.96

Public Works (1897) Department.

CURRENT No. 888



Order

From

The Government of India
S. R. D.

No. 108 R.C.

Dated 19th January 1897

Received 25.1.97

Enclosures

Spare copies

SUBJECT.

Branch line to the E.C.R.
from Berhampore to
Gopalpare.

offering certain remarks
on copy of a communica-
tion from Messrs Minchin
& Co. of Gopalpare, urging
for the construction of a

BACK PAPERS.

FURTHER PAPERS.

*All communications
should be addressed
to the Secretary.*

No. 108 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 19th January 1897.

Sir,

I am directed to acknowledge the receipt of your letter No.1011 R.,dated 3rd December 1896 submitting for the orders of the Government of India,copy of a communication from Messrs.F.J.V.Minchin and Company of Gopalpore in which they urge the early construction of a branch line to the East Coast State railway from Berhampore to Gopalpore.

2. In reply, I am to say that the Government of India understand that before the East Coast State railway was constructed large quantities of rice were shipped in good seasons to Colombo and other Ceylon ports from Gopalpore and that Messrs. Minchin and Company who were the Shipping Agents received a payment on each bag shipped. Also, that when the East Coast State railway was opened the traffic of Coconada largely increased with the result that might have been expected that more ships called at that port and that owing to competition freights were lowered, and that with these lowered freights it became profitable for the East Coast State railway to quote rates to Coconada which made it cheaper for merchants to ship via Coconada than via Gopalpore.

3. It is further understood by the Government of India that merchants as a body do not complain but on the contrary

are

are satisfied and that the only complaint made is that by Messrs. Minchin and Company whose occupation as Shipping Agents at Gopalpore is, owing to these changes, less profitable than it formerly was.

4. Before taking any further steps in the matter I am to enquire for the information of the Government of India whether the foregoing is a fair representation of the facts.

I have the honour to be,

Sir,

Your most obedient servant,

G. A. Anderson

Under Secretary.

Documents accompanying:-

Nil.

M.L.M.

P.W. Current No 888

Branch R^r to Gopalpore

SERIAL

No. 11

- with 64
- (1) H^r the Governor
 - (2) Honble Mr. Bliss, C.I.E
 - (3) Honble Mr. Grose, C.I.E

The Manager E.C.R. informed me that the letter from the Govt. of India cor- rectly states the case, but as the information was obtained from the Manager it would perhaps be advisable to transfer the papers to ~~Local Branch~~ Rev. Dept. for confirmation - or otherwise.

J.H.
9/2/97



10/2/97
11/3/97
13/2/97
15/2/97

No. 108 R.C.

GOVERNMENT OF INDIA
PUBLIC WORKS DEPARTMENT
RAILWAY CONSTRUCTION.

SERIAL
No. 13

Indi
1950
2350

To

THE Joint Secy. to the Govt.
of Madras, P. W. D.,
Railway Branch.

CALCUTTA, THE 3rd March 1897.

2050

The undersigned is directed to invite attention to the letter noted below and to request that the reply may be expedited.

Send reminder to Revenue Department 2005 12/3/97

11/3

for ER

A. H. 2
Secretary.

No. 108 R. C., dated the 19th Aug. 1897.
Requesting to be furnished with certain further information in connection with the representation of Messrs J. J. L. Minchin & Co. for the construction of the Berhampur Gopalpur Branch railway.
11/3. 1.3.97

Public Works (1897) Department
Current No: 2478
Recd: 8-3-97

Public Works (1897) Department.

SERIAL

No. 14

CURRENT No. 3321

Order

19P

31 P

Recorded, pending
further reply: -

From

The Revenue Department.

No. 664 R.

Dated 26 March 1897.

Received 1.4.97

Enclosures

Spare copies

SUBJECT.

Recording Roads' Progs.
Recording with remark
H.C. R.D. Calling for a
report regarding the
Berhampur - Bhalpur
Railway

BACK PAPERS.

FURTHER PAPERS.

$\frac{F}{16}$ 2,000-28-1-07

REVENUE DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following Proceedings of

the Board of Revenue (Revenue Settlement, Land Records and Agriculture) dated 22nd March 1897, No. 2130 Mis on Government Order, Revenue Department, No. 540 R, dated 18th March 1897 :-

Resolution.

Recorded.

2. The following telegram will be sent to the Collector of Ganjam :-

"Expedite reply to Board's Proceedings No. 1803 dated 10th March 1897.

Order thereon, No. 664 R. d/26th March 1897.

R e c o r d e d.

(True Extract)

donce David.

Under Secretary to Government.

Copy to the Public Works Department(Ry)

with reference to its reminder No. 1002, dated
1
12th March 1897.

T/KS

Public Works (1897) Department

Current No. 3949
Regd. 21/4/97

No. 2 R.C. SERIAL

GOVERNMENT OF INDIA

No. 16

PUBLIC WORKS DEPARTMENT

RAILWAY Constr.

To

THE Joint Secy. to the Govt. of
Madras, P.W.D., by M.S.

Simla, the 10th April 1897.

The undersigned is directed to invite attention
to the letter noted below, and to request that the
reply may be expedited.

Hydro
Asstt. Secretary.

2250
S.M.
ask Rev. Dir. for a reply to
our 1002 C. day. Indian
pressing for reply which should
reach it before 15th May, the date
fixed for the consideration of all
Railway questions for the coming
year.

7/11
26/4
J. K.

P. W. D. No. 100 R.C. dated 19th Aug. 1897.
Requesting further information
in connection with the proposed
Berhampore Gopalpur branch
raily.
1/11
26/4. 8.4.97

1897/Department

Telephone

SERIAL
No. 15

und to print
62

From

The Joint Secretary
P.W. & C. Branch

To

The Secretary
Revenue Department

Will you kindly
return the file of papers
forwarded with P.W. &
Memo No. 1002 C. of 19.2.97 for
reference and return.

Recd
9/4/97

FMS
9/4/97

9/4/97

No.

30. D

Very Urgent

GOVERNMENT OF MADRAS

SERIAL

No. 17

P. W. DEPT. RAILWAY BRANCH

Dated

27th April 1897

Print

33 P

MEMORANDUM.

25 P

The undersigned has the honour to request the favour of early reply to P. W. D. Memo. No. 1002 C of 19th Febry. 1897, as the Government of India is pressing for a reply which should reach Simla before 15th May, the date fixed for the consideration of all railway questions for the ensuing year.

To Secy 27/4/97

The Revenue Secy.
with C.O. No. 363 + all
papers returned.

JH 26/4

SB

13/4/97

Public Works (1897) Department

Current No: 4863
No. $\frac{108}{3}$ R. C.

GOVERNMENT OF INDIA

SERIAL
No. 27

PUBLIC WORKS DEPARTMENT.
RAILWAY Construction

TO THE *Jt. Secy. to the Govt of Madras*
P. W. D. Ry Branch

Simla, the 12th May 1897.

Recd: 17.5.97

The undersigned is directed to invite attention
to the letter noted below, and to request that the
reply may be expedited.

Chykas
Under Secretary.

SM

Two letters to India dealing with this
matter are waiting for further infor-
mation from P.W.D. Officer. As there is
likely to be some delay we may as well
send a short letter stating briefly the reasons of delay in answering.

X Serial No 10

21/5/97
P. W. D. No. 108 R.C. dated 19th June 1897.

Inquiring whether the
remarks made are a fair
representation of the facts
for the proposed construction
of a line of Railway from
Berhampore to Gopalpore
asked for by Messrs Minchin

J Coy.

Bf

26P 19P

No. 370 R

Government of Madras.

28

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To

THE SECY. TO THE GOVT. OF INDIA,

P. W. DEPARTMENT.

Siula

Cotacommunda 22 May 1897.

SIR,

In reply to your reminder No. $\frac{108}{3}$
R.L. dated the 12th May 97. in which you
invite attention to your letter No. $\frac{108}{118}$ R.L.
dated the 19th Jan 97. I am directed to
inform you that, pending the results of an
inspecting report called for from the Port Office
Madras as to the relative values, from a
neutral point of view, of Sogulpan and
other Port Combs ports, it is thought
inadvisable to reply to your reference as to
the reliability or otherwise of Inspectors' Minutes
of Cos. statements.

2. - It is hoped that it may soon be
possible to address the point of Lodi more
fully upon the subject under reference
I have to

Documents & Co. 22.5.97
- K -

21/5

FW 21/5/97

Revenue (1897) Department.

CURRENT No. 3255

8/27/87
Mark

33P 34P

From

The Board of Revenue
Rev: Lett, Land Records
and Agriculture, Madras.

Order R. No 817 of 28th April 97.

Transferred to the P. W. Dept
with reference to its No. 1002 C of 19.2.97.

2. The further report referred to
should if possible be submitted before
the 30th proximo

As: Secy to Govt.

No. 2822 Dns:
in Cons 363 (Reg B)

Dated 15th April 1897

Received 19-4-97

Registered 20-4-97

Enclosures 4

Spare copies

SUBJECT.

To
The P. W. Dept (By).
with encls. 2 sub encls
under Cons 363 of 23.2.97
The Board of Revenue (Lett)
with copy of P. W. No 308 (By) collector of Ganjam, dated
27-4-97. (Cons 3454/97)

EM
asmt
25/4/97
No. 7/MS
29/4/97

11/26/4/97.

It regarding to Govern-
ment, Revenue Department,
with remarks, letter from the
collector of Ganjam, sub-
mitting report called for
in connection with the
representation of Messrs. Dickinson
& Co for the construction
of the Barhampore-Gopalpur
Railway.

Bf-
No 370. D dated 22/5/97

BACK PAPERS.

G.O.	No.	Department.	Date.
	363	Revenue	23-2-97

FURTHER PAPERS.

G.O.	No.	Department.	Date.

(Sett. 24-2,000-29-10-96)



Proceedings of the Board of Revenue

(Revenue Settlement, Land Records and Agriculture.)

Dated 15th April 1897.

No. 2829 Mis.

Read the following letter from the Collector of
Ganjam, Ref. No. 496 of 1897 dated 26th
March 1897.

With reference to Board's
Proceedings No 1803 Mis. dated 10th
March 1897 forwarding for early
report letter of the Government of
India (P. W.D.) Railway Construction
No. 108 R.C. dated 19th January 1897
and enclosures, calling for certain
information in regard to petition from
Messrs. F. J. V. Minchin & Co of Gopalpore
regarding the construction of a Branch
Railway

Railway to that port, I have the honor to state that it will necessarily take some time before I am in a position to submit an adequate report upon the whole scheme, as data regarding traffic and trade have to be obtained and their compilation will require some little time.

2. As regards the points more immediately raised in regard to the personal attitude of Messrs. Minchin & Co, in regard to the scheme, I have visited Gopalpur and tried to obtain as much information as possible, pending the compilation of reliable statistics.

3 I may state in the first instance that it is not true that the petition of Messrs. Minchin and Co. is a purely personal one affecting their interests only as there are other native merchants at Gopalpur, in addition to Messrs. Minchin and Co., who carry on a considerable trade at that port,

278
15.1.1915, the railway will ^{port} both as Commission Agents and Exporters and these have quite as much interest in the Railway as Messrs. Minchin and Co. They equally claim that Gopalpur should be fairly treated with reference to Cocanada.

4. Messrs. Minchin and Co's business consists very largely of hemp, but the bulk of the rice is, so far as I can gather, shipped by native merchants either on sale or commission. Large quantities of rice used to be brought by Canal to Ganjam and thence by road to Gopalpur, and this traffic continued for a long time after the opening of the East Coast Railway. Recently, however, the East Coast Railway with the special object of catching this grain traffic and diverting it from its natural outlet to Cocanada have reduced the through rate to Cocanada to such an extent as.

(continued)

... I have the honor
combined with a simultaneous reduc-
tion of freights on the part of the
mercantile ring, to render it cheaper
to send grain to Cocanada than
to Gopalpur. The East Coast Railway
by this means is securing for itself
a minimum rate of profit, and I
believe that if a branch were made
direct to Gopalpur, they could charge a
much higher rate.

5. It is easy to see where this is
leading to, and soon all this rice
trade, which formerly found an
outlet at Gopalpur, will, owing to
the extreme partiality of the East

3 Coast Railway for Cocanada, and the
exceptionally favourable rates quoted
for that port, be certainly diverted
from this District to Cocanada.
This trade will have been diverted
not in its natural course but by
artificial measures. Once diverted
from Gopalpur and once established
at Cocanada, the shipping ring will

present season, as it will run
to which
raise its freights, the railway will
raise its through rates, but the trade
will have left the district never
to return.

28.8
6. The general body of native merchants
would prefer a branch to Gopalpur.
Messrs. Minchin and Co sent in
their petition as representative of
the general body. Other merchants
have large vested interests in Gopal-
pur and have much money in godowns
and they dislike the export to Coco-
nada as they cannot personally
superwise the work at such a distance.
They are bound to employ agents
and lose the commission paid to
those agents.

7. I request that the proposal may
not be hastily condemned, and
that Government as the controlling
authority over the East Coast
Railway may see fair play bet-
ween the two ports of Gopalpur

and Coconada, and not have the latter exalted by means of artificial rate to the abasement of the former.

8. As for the trade which comes from the interior, through Berhampore, and finds an outlet at Gopalpur, I doubt whether, even if a railway were constructed, that trade would be carried by rail, and whether the carts would break bulk at Berhampore for a journey of so short a distance. I cannot, however, express a decided opinion upon this point, or upon the financial prospect of the scheme until I have full data and figures before me.

9. The railway has, I believe, been surveyed twice already and whether any estimates have been prepared I cannot say, but the line is one of easy construction and the physical features of the country present no difficulty.

The construction of such a line would be of special utility in the present

from Gopalpur at Coconada, the shipping magazine

Gopalpur, Zang

22⁸ present season, as it will run through a part of the country which is badly provided for, so far as Famine works are concerned, and in which people show more tendency to come forward to work at low rate of wages than elsewhere. The however, is another point and besides the main question. It would, however, be infinitely preferable as a project to the Ganjam-Gopalpur Canal, which still remains in the famine programme.

11. As soon as I have collected sufficient data, I shall, if so directed, submit in full report upon the scheme. Though this District possesses 3 ports, yet there is no point in the East-Coast Railway for the whole distance between Vizagapatam and Puri at which the Railway is in direct communication with

any
Port. I consider that the interests
of the District will be neglected
unless the scheme is carefully
examined in detail

Read also the following letter from

F. J. V. Minchin & Co.

Agents

2. B. I. S. N. Co. Ltd.

Triton Insurance Co

Imperial Fire Ass. Co.

Lloyds.

to
the Collector of Ganjam, dated
26th March 1897:-

In handing you
our reply to your communication
No. 496 dated ^{Engl.} 19/21 March 1897, we
take the opportunity of asking you
to be good enough to express our
respectful thanks to the Govern-
ment of Madras for their
recommendation

at Cocanada, the gaupung is raised

N^o

Gopalpur, Ganjam

30 SP
F. J. V. Minchin and Co.,

26 March 1897

Agents,

B. I. S. N. Co., Ltd

Triton Insurance Co.,

Imperial Fire Ass. Co.

Lloyds.

St. D. Taylor Esquire C.S.

Collector of Ganjam,

Chhatrapur

Sir,

With reference to your com-
-munication N^o 496 dated ^{Engl.} 19/21
March 1897 handing us copy
of N^o 108 R. C. Government of India
Public Works Department,
Railway Construction, dated
19th January 1897, we have the
honor to point out, firstly-
that the line need not necessarily
go from Berhampore, as the
main line itself is within six
miles of Gopalpore.

Secondly - It is quite true that
before the East Coast Railway was

resorted to Mr. Minchin to get
their grievances removed and
hence the prominence of our
firm in this and other matters.

We have the honor
(Signed) Dr. J. V. Minchin and Co.,
(True copy)

(Signed) J. Ramamusthy.
H. or Ag. Collector

(True copy)

R. J. Imiwasevi
Secretary

Encl.
19/4/97

recommendation and support in
this matter.

328

Read also the following
Endorsement thereon dated
~~1st April~~ 27th March 1897 ~~40580~~ ^{Eng.} of 1897
Copy forwarded to the Board
of Revenue (Revenue Settlement)
in continuation of this office
letter Ref. No. ⁴⁹⁶ ~~496~~ ^{Eng.} of 1896 dated
26th March 1897.

2. Messrs Minchin & Co. in their
letter, which was received after
I drafted my report, put the
case fairly and temporarily, and
I request that time may be allowed
for a detailed examination of the
project before it is definitely
rejected.

Resolution

Forwarded to Government Revenue
Department with reference to
its

res. endorsements No. 363 R. dated 23rd
the February 1897 and No. 540 R.
he dated 18th March 1897.

for 2. The Collector of Ganjam
will be requested to submit at
an early date the full report
upon the scheme promised in
the last para of his letter No.
496 dated 26th March 1897

(True copy & extract)

R. V. Srinivasan
Secretary

To The Secretary to
Government Revenue Department
with enclosure.
Collector of Ganjam.

Recd
15/4/97

At command,

Revenue Dept Current No 3255



H.S. The Governor
The Hon. Mr. Blin C.I.S.
The Hon. Mr. Grom C.I.S.

I call attention to the united opinion of
the late Governor and of both Members
of Council as to the badness of the port
of Gopalpur, and of their doubt that
this house can be made to pay. (See
Proceedings No. 160 R dated 22.2.96)
In view of this opinion I think Mr.
Spain's present recommendation
needs looking into.

Therefore, the idea is to select the
best port and to link it on to the
main line. Perhaps it might be
of use to ask Captain Street for an
opinion as to the comparative goodness
of the East Coast Ports, - from the
nautical point of view. There is not
the least chance of this line being
approved by the Railway Conference
sitting at Simla next month. So
the delay is of no consequence.

Yes - It will be best
H.S.H. 2.5.97

Proposed Gopalpur Branch 19
of the East Coast R.
The Govt of India letter, Flag A, to
which a reply is now due, is immediately before.
I have flagged B. & C. to the letter
just received from the Collector of Ganjam
and from Minchin & Co.

I am personally acquainted with Gopalpur
and its trade conditions, and I think that Mr.
H.D. Taylor states them fairly. The position is not
unlike that of Bimblepton; the bay is sheltered, but
not very efficient, part is being left out in the
cold while the railway carries off much of its
exports to more favoured ports. Then the railway
can easily do by getting rates of freight which,
while well above what it costs them to carry the
produce, are yet sufficiently low to allow of
the owner of the produce taking advantage of
the charges on freight that obtains at the
better equipped port.

I should not advocate a proposal to
open state funds in this branch, just for the
purpose of bolstering up a moribund port,
if there were small prospect of a return for
the money being obtained. But I think

that if constructed and worked cheaply
and economically the branch will pay
well enough, and that it will be a good
investment of State funds as many others
that might be proposed.

It is of course in the interest of the
Province generally, and of progress and
development, that every possible facility should
be given to the plan of trade. It is ^{prudent} ~~prudent~~
to endeavor as far as possible to secure
reasonable direct dividends as well as
those which follow progress indirectly. and for
this reason it is only right that the progress
of railway schemes should be forced to justify
their proposals by showing a reasonable prospect
of direct dividends being earned. In the
present case I think, as I have said above,
that the little branch will pay directly in a
reasonable time. I think also that it will
pay much better indirectly.

The ^{Sopulpa} ~~merchants~~ ^{merchants}, and especially their
London representative Mr. Dickinson and Co., handle the
produce of a large tract of country to the
west and north of them, and it is in the
interest of the producers that such a firm
as this should finance them and export for
them, and I think that the place where
such people carry on business deserves some
consideration.

obtain the opinion
of the P.P.O. before going further.
He should be asked to estimate
the cost of shipping goods & the
quantity that can be shipped
in a day — both important factors —
at Sopulpa & Coconada.

I cannot imagine how para
5 of letter N^o 1011 R of Dec
3, 1896, came to issue — so
far as I can make out, no
member of Govt. has as yet
approved the project — H.E.
initiated the draft, but possibly
overlooked this para.

BS
3/5/97

The opinion of the P.P.O.
shd be taken.

JG
3/5/97

It may be said that my arguments
apply equally to the case of Binalpitan. But
we have not, near Sopulpa, a struggle going on
to secure by some means or other a really
good port in the immediate neighborhood, a
struggle I fear doomed to failure if just
at this moment the neighboring port is
specially favored. Moreover at Binalpitan
there is the moral danger of the branch
becoming a commercial failure; and the
London Broker, who proposes to put his confidence
chiefly in the wild cat South American republican
scheme, is only too glad to be able to point,
as he did for several years to the Benguet
Central R., to an Indian railway which is
a commercial failure. Whether it is a 500 mile
line or a little 10 mile branch does not matter, B.
to him.

The State making railways directly can
draw small profits, to which it would be
wiser that it should not allow the promoters
to subject the public. But I do not think
that there is any appreciable risk in the
Sopulpa branch.

If H.E. and Hon. Members agree,
perhaps the draft put up before Congress what
they would wish me to write to the Govt of India.

J.R.L. 29/4/97

No.

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To

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

189 .

SIR,

I am directed to acknowledge the receipt of your letter N. 108. P. C. dated the 19th Jan 97. In that letter you state what the Govt. of India have been informed are the facts of the case of Messrs F. J. V. Minchin & Co. interest in the promotion of a branch line from the S. C. R. to Jorajpur; and you enquire whether that statement is a fair representation of the facts.

2. - ~~Reply~~ I am directed, in reply, to enclose a copy of a letter from the Collector of Jorajpur, N. 496, dated the 26th March 97, as well as a copy of a letter addressed to the Collector by Messrs F. J. V. Minchin & Co. of the same date, but since of the Collector to have reached him after his own letter had been drafted, and to be a fair and temperate statement of the case. The further information given in the last para of the Collector's letter shall be sent as when received.

3. - Though not prepared to give for the construction of this branch at the present moment, in the face of

the difficulties experienced by the Govt. of India in finding
funds for more urgently needed lines, as ^{discussed} in the
Hon. Mr. C. C. Tennant's Memorandum dated the 26th June
1897, this Government are of opinion that the proposed
Gogulgan branch is a line which may reasonably be expected
to be productive at an earliest date. and ^{they} will be glad to
learn of its being brought within the programme for early
construction.

4. - There seems no necessity for adding to the 1 in 150
gradient of the S.C.R. main line, and changes in fact
not may be secured by the adoption of 1 in 80 or
even 1 in 100 gradient through the slightly undulating
country to be traversed. With the very slow speeds which
will be sufficiently well done the progress of the branch
through the steep gradient will be of compensating small
consequence.

5. - Very little accommodation need be given at Gogulgan,
and what is given may at first be of a temporary character. and it seems probable that help
& labour for such ought to suffice to make the branch,
a price which ought apparently to secure a reasonable
return at an earliest date.

6. - His Excellency the Governor in Council is not oblivious of
the probable loss, to the S.C.R., of earnings on the large land to
Coimbatore and Vizianagaram, if export through Gogulgan be encouraged.
But it is believed that these losses will, after no long time, be
more than covered by the gains resulting from the increased stimulus
to trade which ^{is} likely to come ^{to} from the connecting up of a
busy and enterprising place like Gogulgan with the trunk railway
system.

I have to 7/11/97 29/7/97

This may be used as a money
line. Not only of the
freight - also goods, which
and earnings in cost of transport.

H. E. The Governor

The Hon. Mr. Blair C.S.

Print

44 S.P

1. Read with interest.
2. Assuming that Mr. Spring's views as to
the expediency of the proposed line as a
part are sound, - we should, if we accept
his opinion as to the Vizianagaram -
Punjab line, reject his advice as
to the Port Bhandarkar - Gogulgan line.
For, as the ~~Port~~ ^{Port} Bhandarkar line is to the
Vizianagaram, so is the ~~Port~~ ^{Port} Gogulgan
line to the Gogulgan port.

3. I think Capt. Street should see
Mr. Spring's Note about Gogulgan,
and I think we should keep back the
letter to India in the linked file,
until we are better informed
as to the relative merits of these
ports.

A. H.

11.5.97

But unfortunately there are no merchants and
practically no industries at Gogulgan at present.
Though the water there is an important one, agriculturally.
I think it is the case that few can see the old
Contaminant of Gogulgan to be absorbed. But that
could double the shipping, and trade would spring up
with proper encouragement in the shape of a short
branch siding to the port. 7/11/97

The Port of Gogulgan

While waiting for a reply to the enquiry
addressed, under His Excellency's and Hon.
Member's instructions, to the Presiding
Port Officer, in connection with the
proposed branch to Gogulgan Port,
I should like to secure H. E.'s and
Hon. Member's attention to the remarks
that I have to make about the neighbouring
port of Gogulgan.

A. [When I was managing the Port
Committee, at the end I think of 92
or early in 93, I had to make
arrangements for the delivery of a
whole shipment of rice, 3000 tons
I think. for the northern end of the
line. The non-completion of the
Bhandarkar bridge, and the almost
prohibitive rates asked by Panchani &
Co. of Gogulgan, for landing the
very awkward 30 ft pails in Panchani.

any
Hort. I consider it

boats, compelled me to look about for
some better way. So I bargained with
Hall Wilson & Co. of Coonard, and they
arranged with the skipper of the big
steamer to tow up a lot of Hall
Wilson's ~~big~~ Coonard cargo boats to
Gangjam Port. If I recollect right
Gangjam had ceased to be a "port" for
some years, and I induced the
Govt. to agree to again gazette it
under the port Act. (I speak from
memory).

The result was that we made a
most successful job of the landing
of this large consignment, and Hall
Wilson & Co. and the ship's skipper and
I myself were greatly impressed with
the special advantages possessed by the
neglected Port.

The Bushmankhi river enters, at
Gangjam, a large backwater, like
the Ruma backwater, separated
from the sea by a narrow sand spit,

438
✓
45 S.P.
This sand spit has an opening in it,
which changes its position from time to
time, and in the opening is of course
the usual sandy bar. But I had the
bar well sounded, and Hall Wilson
& Co. had no difficulty in getting
their 20 to 40 ton cargo boats through
the opening, usually I think under
sail, as there was a "soldier's wind"
at that time of year that carried
them in as well as out. I think
also that they had a steam launch.

Once inside the opening the
boats could discharge ^{the railway} alongside at
their leisure in deep and perfectly still
water. I had ~~arranged for~~ ^{arranged for} a siding
of I think 1½ or 2 miles long to
the deep backwater and had built
a jetty with cranes &c. all of course
quite temporary.

This port, Gangjam, is far better,
potentially, than Sopulpa can be.
But unfortunately it has no firm
of merchants, or go-downs, and the

white elephant, the screw jolly, is
inducted at Gopalpur instead of at
Gangam. It would take very
little to make the opening in the
sand spit permanently available for
Coconut-class boats. The great
advantage, that Gangam has, is having
the considerable pier the Panchakuli
at the back of it, & ^{open} it has
periodically.

The object of this Note is not
to suggest any action in connection with
the Panchakuli programme, but to leave
something on record which may possibly
be useful hereafter if the question of
Gangam versus Gopalpur should ever
arise.

F.R.S.

4/5/97

No. 312

SERIAL
No. 21

Government of Madras

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To
THE Presidency Port Office
Madras.

5th May 1897.

Sir,

I am directed to request that you will be good enough to furnish me for the information of Government, with your views upon the subject of the comparative goodness of the East Coast ports, from Madras to Gangam including from a nautical point of view. You might conveniently reply ~~therein~~ contain information regarding the cost of landing and shipping, and the ^{tonnage} ~~quantity~~ that can be handled per day in the several ports, as well as ^{any} ~~additional~~ information ~~on~~ for any purpose on the subject of the relative cost, on the average, under ordinary conditions, of freight to and from Europe, for these ports, as compared with those of, say, Madras. I have & FWS

Sec. P.W.D.

This draft, if you agree to it, ought I think to issue under your Signature. as

Marine

40 P FWS
4/5/97

After view of this letter circulated to H.P. as per order. The note below 7/24 4/5

Some faint & replace draft in file. which is then to go in file. 4/5/97

SERIAL
No. 22

Revenue (1897) Department.

CURRENT No. 3817



From The Board of Revenue,
Revenue Settlement and
Records and Agriculture.

Encl.
Order no. 23190/8th May '97.

No. 3191 Mno.

Transferred to the P.W.D. Dated 6 May 1897
in continuation of Encl. No. 317/2
28-4-97 Received 7.5.97

Registered
of Secretary to Govt. Enclosures

Spare copies

SUBJECT.

Berhampur Lopalpur Railway

Submitting to Government
Revenue department further
report received from
the Collector of Ganjam
regarding the construction

of —

Papers are in circulation

Del
5/5/97

G.O.	No.	Department.	Date.

G.O.	No.	Department.	Date.

[illegible][illegible]



Statement showing the Exports and Imports, the number and tonnage of steamers that called at Gopalpore and the number of emigrants that embarked to Burmah and elsewhere during the past 11 years

38

Years	Number of Steamers called at Gopalpore	Tonnage	Number of Emigrants to Burmah and elsewhere	Weight of Exports Tons	Weight of Imports Tons
1886-87	129	171,581	880	35,641	1,372
1887-88	140	190,305	2,951	28,122	1,064
1888-89	149	207,331	4,670	7,733	2,707
1889-90	141	200,666	4,228	6,192	6,874
1890-91	155	213,892	7,074	20,963	7,525
1891-92	150	223,403	10,309	21,027	3,622
1892-93	145	213,949	8,172	13,279	2,952
1893-94	140	221,270	2,844	17,564	2,806
1894-95	137	202,363	2,286	13,215	2,620
1895-96	124	187,179	1,988	43,468	2,058
1896-97	114	172,483	4,264	32,825	1,244
			49,666	240,029	34,844

* Excludes weight of liquors and some other articles, the weight of which is not required in the returns from which these figures are compiled

Page 46

Camp. Sompeta }
3rd April 1897

(Signed) D. Srinivas Rao
Practising Collector

(True Copy)

R. V. Srinivasan
Secretary

Exdcl
6/5/97



Proceedings of the Board of Revenue
(Revenue Settlement, Land Records and Agriculture.)

Dated 6 May 1897

No. 3191 Mis

348
The following letter from the
Collector of Ganjam, dated 27th
April 1897 No 492 of 1897-
~~Head also G.O. dated 28 April 1897~~
~~No 817 Revenue Department.~~

As directed in para 2
of Board's Proceedings, No 2829th
dated 15 instant, I have the
honor to submit herewith
the further report called for in
regard to the construction
of a branch Railway to Copalpur
2. I regret that I have been
unable to obtain any statistics
relating either to the road traffic
between

Imports,
at embar

weight of
Imports
Tons

1,372

1,064

2,707

6,874

7,525

3,622

2,952

2,806

5,620

958

244

844

between Berhampore and Gopalpore, the Ganyam-Chilka Canal, or the export trade by rail from this district to Coconada. I must therefore rely solely upon the figures of sea-borne trade at the ports of Gopalpur and ~~Barua~~.

3. In this connection, I may note that it was recently proposed to abolish the Port establishment at ~~Barua~~, at the same time as Cundi, but it was decided to retain ^{Barua} ~~Barua~~ as a port in consequence of the large amount of emigration therefrom to Burma.

4. Under the recent orders of Government, all passengers proceeding by sea to Burma have to be medically examined before embarkation and as the nearest medical officer lives at Lompel, some ^{five} miles distant.

Imports,
Embark

ight of
Imports
Tons

372

064

707

874

525

622

952

06

20

8

4

4

4

distant, considerable ^{RP} inconvenience is caused. With Gopalpur connected by rail with Berhampore, this entire coast traffic would find an outlet at Gopalpur where proper facilities exist. The port of ~~Barua~~ could be closed, and the cost of its establishment saved to Government.

From ~~Barua~~ to Gopalpur would not be more than 2 hours journey by rail and but little trouble or expense would be caused to the emigrating coolies, while the East Coast Railway would gain some extra passenger traffic.

5. Statement A shows details for the last eleven years of the number and tonnage of steamers calling at Gopalpur, the number of emigrants and weight in mounds of imports and exports respectively. It will be observed that (excluding liquids and some other

other articles) the average annual exports and imports have been 22,000 and 3,000 tons respectively, while the average number of emigrants is 4,500. It is worthy of note that during the last two years, in spite of the preferential rates, and special advantages offered to Coconada, yet the exports at Copalpur are considerably above the average of the period before the railway was opened.

6. Statistics for the port of Barua show that in the last 10 years 48,654 passengers sailed for Barua, or an average of 4,865 per annum. This added to the existing emigration at Copalpur, would give an average of over 9,365 emigrants per annum.

The export and import traffic at the port of Barua is very insignificant and

36 p and may be left out of all practical account.

7. I am not able to give any details of the actual cost of the construction of this branch, which has been twice surveyed. Some estimate has no doubt been framed, but the cost of construction should be small, the total length of the line not in excess of 7 miles.

8. I may note that Messrs Minchin and Company have already received a reply stating that the Government of India (Railway Department) is not prepared to accept their proposal for a branch line, on the ground that it may the Railway Company better to direct trade to Coconada over a longer lead at lower rates. I must submit that it is not a just policy for any department of State to adopt a system which

which looks merely to its
own immediate profit —
without any consideration
for vested interests, the convenience
of the public and the natural
course of trade. If the matter
is left merely to the Railway
Department to decide, then of
course Gopalpur has no hope.
But I trust that the matter
may be carefully examined
by other than interested parties,
and with reference to other
conditions than that of mere
profit, with due regard
for the interests of the public.
It is not just to Ganjam
or its inhabitants that
the ports along its coast
should be not only left out
in the cold, but deliberately
obstructed by the present policy
of the Railway authorities,
when

378

When the neighbouring ^{SDP}
districts of Cuttack, Vizagapatnam
and Godavari have proper
communication between the
Railway and their ports.
Read also G.O. Revenue No 817 dated 28th April 1897.

Resolution

Submitted to Government,
Revenue Department in continuation
of Board's Proceedings, No 2829
dated 15 April 1897, No. 4 with
reference to para 2 of the G.O.
read above

(True Copy and Extract)

A.V. Srinivasulu
Secretary

To

The Secretary to Government,
Revenue Department
Copy to the Collector of Ganjam

Exd 6/5/97

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To

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

189

SIR,

In continuation of my letter No.

dated the 19th May 97. on the subject of the suggested
branch of the S.C.R. to Gopulpur, I am directed to
forward for information a copy of a letter from the Collector
of Sangli, as he encloses, No. 792. dated the
27th April 97. His Excellency the Governor of Madras
in Council has nothing to add to the remarks made, on
the subject of this proposed branch, in para — of
my general letter on the subject of the railway programme for
this Province, No. dated the 19th May 97, which has
just been ~~issued~~ addressed to the Secy. of Ld.

I have &

F.M.S.

8/5/97

H.S. The Governor

Draft for approval.

F.M.S.

8/5/97

X. Papers in circulation

Please see my Note in enclosed file.

8-5-97

11.5.97

Keep back the issue of this
letter for the present. See
H.S.'s remarks on my Note
of 4-5-97. on Sangli Dist.

F.M.S.

12/5/97

H.S. 8/5/97

SERIAL
No. 29

No. 344E

Government of Madras

SERIAL

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

To Hon. Sec. P.W.D.

This draft had better come under
your signature also, like its predecessor.

Please see H.S.'s remarks dated 11-5-97

To

THE PRESIDENCY PORT OFFICE

Madras

19th May 1897

7/11

12/5/97

438

SIR,

In continuation of this office letter
No. 312-8, dated the 5th May 97, I
am now pleased to enclose a copy of a
Note on the subject of the port of
Saugor of the F. J. S. Spring. 1898
Com. Eng. for B. with his Government.
and to request the favour of an expression
of your opinion thereon, with special reference
to the relative advisability of connecting
this port or that of Sopulga with
the Great East Railway. in order
that the general trade interest of
the Presidency may best be served.

I have &

12/5/97 7/11

Issued for the
papers can then be
returned to the Railway
Branch.

12/5/97

12/5/97

Marine (1897) Department.

CURRENT No. 1029

From

The Presidency Post Office,
Madras

Order

No. 1886
2794

Dated 24 July 1897

Received

Registered

Enclosures

Spare copies

SUBJECT.

Forwarding a statement
shewing the ports of the
East Coast from Madras
northwards arranged
according to their comparative
goodness from a nautical
point of view.

FURTHER PAPERS.

Tonnage that can be handled in a day

Landing charges

Shipping Charges

Not Europe

From Europe

Bakuva.

Ganjam

Gopalpore

Maculipatam

800 tons of
grain cargo

400 tons in
a day

12annas per
ton and
Special
rates for
heavy weights

Yanna o
per ton
for bage

Same rates as 3 am -
for landings per ton

40 Shilling
per ton
of 40 cwt.

No direct
trade with
Europe.

40 Shillings
per ton
of 40 cft

Do

Attest
Commander R. I. Mc.
Presidency Post Office

No. 1856/2794

Presidency Port Office,
Madras, 24 July, 1897.

From

Commander H. A. Street, R.I.M.,
Presidency Port Officer,
Madras,

To

The Secretary to Government,
Marine Department,
Chepak.

Sir,

With reference to the instructions contained in Marine Department letter, No. 312 E, dated 5th May 1897, I have the honour to forward herewith a statement showing the ports of the East Coast from Madras northwards, arranged according to their comparative goodness from a nautical point of view.

2. It will be noticed that Bimlipatam is placed before Vizagapatam, Calingapatam before Gopalpur, and Masulipatam at the bottom of the list, and the reason for placing ~~these~~ ^{the first named} ports in this order is, that at Bimlipatam landing and shipping operations can be carried on with less chances of interruption than at Vizagapatam where the state of the bar at times obstructs the egress and ingress of boats.

3. Of course it is to be understood that, should the proposed harbour works be ever carried out at Vizagapatam, the position of the port in respect to landing and shipping operations will be completely altered.

4. Owing to the exposed position of Gopalpur, landing and shipping operations are frequently interrupted, and this is seldom the case at Calingapatam.

5. The

*From the present
state of the bar, boats
can be signalled, when
the port is closed, cannot
be given. 2/11*

5. The distance at which vessels calling at Masulipatam have to anchor from the mouth of the river, and the exposed position of the anchorage, render this port the least attractive of all the coast ports to shipping.

6. Though the report called for has reference, I take it, to the superior ports, the minor ports of Baruva and Ganjam have been included, as they both offer special advantages to shipping, for vessels can anchor at both places within a reasonable distance of the shore.

7. As the East Coast Railway has a station not far from Baruva, this port is likely to become a favorite place for the embarkation of native passengers. During the last year upwards of 10,825 have embarked and landed at this port.

8. Ganjam again is a port at which landing and shipping operations could be carried on with much greater facility than at Gopalpur, but owing probably to the great mortality which occurred in 1815 the trade of the port has completely dwindled away—a special report on this port forms the subject of a separate communication.

I have the honour to be,

Sir,

Your Obedient Servant,

H. A. Theet

Comdr., R.I.M.,

Presidency Port Officer.

Marine (1897) Department.

SERIAL
No. 30

CURRENT No.

1030

54

2 currents

From

The Presidency Port Officer,
Madras.

Order

No. 1856
280 4

Dated 24 July 1897

Received

Registered

Enclosures

Spare copies

SUBJECT.

Informing that the natural advantages offered by the port of Ganjam for landing and shipping operations have long been known but ~~it seems to have been~~ ~~part was not selected~~ owing to the unhealthiness of the place. That Gopalpur was selected as a port in lieu of it.

BACK PAPERS.

FURTHER PAPERS.

No. 1856/280 *ly*

Presidency Port Office,

Madras, 24 July, 1897.

From

Commander H. A. Street, R.I.M.,

Presidency Port Officer,

Madras,

To

The Secretary to Government,

Marine Department,

Chenak.

Sir,

In reply to Marine Department letter No.344,E, dated 19th May 1897, and with respect to the copy of a Note, regarding the port of Ganjam, by the Officiating Consulting Engineer for Railways, I have the honour to acquaint you, for the information of Government, that the natural advantages offered by the port of Ganjam for landing and shipping operations have long been known, and that the only reason I can assign for Gopalpur having been selected as a port in preference by the mercantile community is the reputation the former port has had for unhealthiness ever since 1815, when a large proportion of the population was carried off by fever. Whether sickness of such a virulent nature is likely to break out again or not, I am unable to say, but since I have held the post of Presidency Port Officer, no report of the port being unhealthy from any cause has reached me, but this may be owing to few people residing in it. It seems to me that should the port be connected by railway with Gopalpur the great advantages it offers over the latter port for landing and shipping cargo should cause the mercantile community to use it, but, of course, much depends on the healthiness of the place.

I have the honour to be, Sir,
Your Obedient Servant,

Commdr., R.I.M.,
Presidency Port Officer.

P. W. Current: Nov 888
3321

Revenue Dept - - - 3255
do - - - 3817
Mamie - - - 1029
do - - - 1030

H. S. The Governor

The Hon. Sir H. Blair K.C.I.S.

" " Sir John C.I.S.

Again

His Excellency the Governor

Urgent

Gopalganj and Gangain Port

SERIAL
No. 31

In connection with the question of the
proposed canal railway to Gopalganj.

We addressed the Principal Port Officer in
our letter Nos. 312.5. & 344.5. dated
5th & 19th May 97. respectively. asking

him in the former letter for an opinion on the
relative value of the Port Coast Port,
and in the latter enquiring about Gangain.

We now have his ^{reply} ~~reply~~. In his No
1856 of 24th July 97 there is a reference
to Mandaghat in para 5 which might
with advantage go to the Govt of India in
connection with the Bezwada Mandaghat R.C.

It will be seen that Capt. Street strongly
supports what I said about Gangain
being the making of an excellent port
(of the Port Coast sort) in my Note
dated 4th May 97.

I have lately been on the S.C.B.
and discussed all this with the Manager.
and the result of this is that in Capt
Street's letter is that I am disposed
to advise that we tell the Govt. of India
that this Govt. do not desire that the

agreed to 2nd May 1897
01289 01410 01411 01412 01413 01414 01415 01416 01417 01418 01419 01420 01421 01422 01423 01424 01425 01426 01427 01428 01429 01430 01431 01432 01433 01434 01435 01436 01437 01438 01439 01440 01441 01442 01443 01444 01445 01446 01447 01448 01449 01450 01451 01452 01453 01454 01455 01456 01457 01458 01459 01460 01461 01462 01463 01464 01465 01466 01467 01468 01469 01470 01471 01472 01473 01474 01475 01476 01477 01478 01479 01480 01481 01482 01483 01484 01485 01486 01487 01488 01489 01490 01491 01492 01493 01494 01495 01496 01497 01498 01499 01500

No. 722 R dated 23/9/97.

No. 568 R

Government of Madras.

SERIAL
No. 32

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

56 P

To

THE Secretary to the Govt of

Ind. P.W.D.

Simla

Coty, the 17th Aug 1897.

SIR,

In continuation of the correspondence ending with my letter No. 370 R. dated the 22nd May 97. I am directed to forward for the information of the Govt of India copies of the letters from the Printing Post Office Madras, No. ¹⁸⁵⁶279 C. and ¹⁸⁵⁶280 C. dated the 24th July 97. The information contained in the former of these letters is of general interest in connection with correspondence on the subject of railway construction with East Coast Ports, and especially on that of the proposed Ghazipur-Bombay Railway. The latter of the two letters relating to the superior advantages of the port of Gogaim in comparison with that of Sagarput.

+ May E 1889

+ May C

+ May F

As I say, such a branch would have to be about 6 miles long, so this seems rather a risky thing to say.
The same was doubtless & might be omitted. The end of the bridge is only 1/2 mile off.

When considered in connection with a proposal for a siding to the Gogaim salt works from the neighbouring railway station of Humma has led the Government

to decide not to give for the construction of the proposed branch to Sopulpan at the coming Railway Conference. ^{It is} ~~My~~ ^{the} ~~country~~ ^{country} hopes that before the conference of 1898, it may be found possible to express a decided opinion upon the subject, which is really one of ^{comparatively} no particular urgency.

2. - In order that the Govt. of India may be in possession of full information on the subject under discussion, I am desirous, in compliance with the wish expressed in Govt. No. 108 B.C. dated the 19th June 97, to submit for the information of the

Please see Sir Henry
Bliss' remarks opposite
the last para of his letter
of 9 August 1897. & kindly
let me know whether the
draft to India is to remain
omitting the portion objected
to. -

17/8/97

I have 4

7/15

9/8/97

yes
17/8/89

Public Works (1897) Department.

CURRENT No. 9339

Order

Draft a G.O. reading
previous papers, and con-
sider in the usual pro-
cess. To Collector.
Journal and Commission
Minister of G.O., and
Dept. Also an
regarding letter for
also send to S

June 2. Pr
all concerned
them. Dr

0550

L. H. K.

DR
1988

no I can wait - Mr. return
to day -

7/27
.. 19/10/77

CT.
inch to the
Berhampore.
re.

to be furnished.
Report as to the
amount of traffic that will
be dealt with & which of the local
ports will best serve the district
of Ganjam in connection with
the

in the enclosed for

9/8/91

yes
17/8/99

Requesting to be furnished with a full report as to the amount of traffic that will be dealt with & which of the local ports will best serve the district of Ganjam in connection with the ———

Government of India.

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

P. S. Sundaram
Under Secretary.

Documents accompanying :-
Nil.

S.D.S.

(R.) Form No. 3.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

again
READ the following

49 P
68 P
Progs. of the Madras } H.E. No. 150 R of 22nd February 96
Government P.W. Dept. :-

do. — do. — " — " — 1011 R of 3rd Decr 1896
do. — do. — " — " — 370 R of 22nd May 97
do. — do. — " — " — 568 R of 17th Aug 97

Read also

Letter from the Govt. } H.E. No. 1502 R.C. of 10th Sept 97
of India P.W. Dept. :-

Communicated to
the Consulting Engineer for
Railways and the Marine
Department for information,
also to the Collector of Ganjam
for information and communi-
cation to Messrs. F. J. & Co. Hindia
Co. :-

2. The Collector of Ganjam
and

And the Manager East Coast
Railway are requested to
favour the Government
with the report called for
in para 2 of the letter from
the Govt. of India, No. 15024,
of 10 Sept 1897.

FWS
R.

22/1/97

R. Bhagwanji I am to
enclose Serial 23 & enclose
(sent for this to)

27/9/97

- To
The Comptroller for Rys
-a- Revenue Dept.
-a- Collector of Gangjam
-a- Revenue Dept.
-a- Manager East Coast Rly