

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

I am directed to acknowledge the receipt of your letter No. 546 R. C., dated the 3rd April 1897, forwarding copies of correspondence on the subject of Sir Bradford Leslie's and Mr. H. G. Turner's proposals for the construction of railways from Vizianagram to Parbatipur and Bimlipatam, respectively, and asking for an expression of the opinion of this Government on Mr. Turner's proposal to alter the gauge of the Vizianagram-Bimlipatam branch from the 2' 6", for which he now holds a concession, to the standard gauge.

2. An earlier letter of the Government of India, *vis.*, your No. 154 R. C., dated the 25th January 1897, still remains unanswered. In that letter this Government was asked to say whether the Bimlipatam branch had better be made under the Railway Act or under the Tramway Act. When that letter was written no question had arisen about the standard gauge. In reply I am now desired to acquaint you with the opinion of His Excellency the Governor of Madras in Council that if it be decided that the branch be made on the standard gauge, so that it will be, or may be, worked by the East Coast railway, it will be best that it should be made under the Railway Act. If, on the other hand, the arguments put forward in the following paragraphs be accepted, and Sir B. Leslie and Mr. Turner be in consequence held to their existing concession, it will be convenient that the small company if formed should be domiciled in India, and that the line should be made under the Tramway Act.

3. As regards the question of the gauge of the proposed Vizianagram-Bimlipatam branch, I am instructed to offer the following remarks. It must be understood that at or near Vizianagram two main streams of traffic cross one another without uniting—one the stream from the Ganjam direction, running southward, and encouraged by the East Coast railway to debouch on Vizagapatam or Coconada; the other the stream from Parbatipur, Salur, Bobili, and the Central Provinces, running by the shortest cart route to the seaport of Bimlipatam. If the Vizianagram-Parbatipur line should not be built, this stream of cart traffic will probably never be attracted to the East Coast railway, and probably will not even be tempted to take the Vizianagram-Bimlipatam railway on either gauge, but without unloading will continue its course to Bimlipatam, where the cartmen can make up their return loads, chiefly salt and piece-goods. If, however, the Parbatipur branch should be built, and the more so if that branch should hereafter be extended inland to Raipur, the cart and pack transport will employ itself on the feeder roads back of the railway, and goods on arriving at Vizianagram will have the option, if the broad-gauge Bimlipatam extension be ready, of debouching on either of the two ports, Bimlipatam or Vizagapatam, or of passing southwards by rail to Coconada or Madras.

to follow that once the smaller harbour scheme is in working order at Vizagapatam, the Bimlipatam middlemen will no longer be able, even with the assistance of a standard gauge branch, to retain the Parbatipur trade in their own hands. The Bimlipatam branch, if made on the standard gauge, would probably then become unremunerative, and that this should happen to the property of a private unsubsidised company would, for many reasons, be most undesirable.

6. As there is no prospect of securing two good harbours, this Government is of opinion that it is the right policy to offer every encouragement to persons likely to come forward as the promoters of schemes for the development of one harbour, that of Vizagapatam; and that nothing should be done which would be likely to have the effect of discouraging such development. Moreover, though not directly deriving any benefit from the revenues of the East Coast railway, this Government cannot but view with disfavour the proposal to cross that trunk line by what cannot be viewed as other than a rival line, without adequate justification in the shape either of benefit to producers or of the exigencies of a famine policy.

7. As regards the Parbatipur branch, I can only repeat what I was instructed to say in paragraph 11 of my letter on the general railway programme for this presidency, No. 332 R., dated the 10th May 1897, and express a hope that the negotiations now in progress for this important branch may soon have a successful issue.

8. In reply to the enquiry contained in the final two lines of your letter No. 154 R. C., dated the 25th January 1897, as to whether this Government has any remarks to offer as to the special terms or conditions to be embodied in any agreement entered into for the Bimlipatam branch, I am instructed to say that things seem scarcely ripe as yet for an expression of opinion on this subject to be of much practical value.

9. As an aid to the Government of India in arriving at an unbiased opinion on the important matter now under reference, I am directed to forward for information a copy of a letter with its enclosures, No. 809, dated the 6th March 1897, from the Collector of Vizagapatam, and also a copy of a letter from the Madras Chamber of Commerce, dated the 24th March 1897. The Madras Chamber of Commerce have been informed that a copy of their letter has been forwarded to the Government of India.

No. 809, dated 6th March 1897.

From—The Acting Collector of Vizagapatam,

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

I have the honour to forward herewith a letter, dated 1st instant, from the Secretary, Railway Committee, Bimlipatam, addressed to His Excellency the Viceroy and Governor General of India in Council requesting that a continuous line of railway from Bimlipatam to Parbatipur be ordered to be constructed, either of the standard or metre gauge.

Dated 1st March 1897.

From—The Secretary, Railway Committee, Bimlipatam,

To—His Excellency the Viceroy and Governor General of India in Council.

In pursuance of the enclosed resolution passed at a public meeting held on 10th February 1897 at Bimlipatam, I most respectfully beg that Your Excellency may be pleased to direct that a continuous line of railway from Bimlipatam to Parbatipur be constructed, be it standard or metre gauge, as the dislocation of gauges at Vizianagram will seriously tell upon the convenience and comfort of the people and the trade of Bimlipatam.

For which act of kindness, as in duty bound, shall ever pray.

Copy of Resolution passed at a public meeting held at Bimlipatam on 10th February 1897.

"That this public meeting of the merchants and inhabitants of Bimlipatam learns that a concession has been granted by the Secretary of State to Sir Bradford Leslie and Mr. H. G. Turner to enable them to form a company to construct a light railway on the 2' 6" gauge from Bimlipatam to Vizianagram and the Government of India have expressed a preference that the contemplated line from Vizianagram to Parbatipur should be on the standard gauge.

"This meeting is of opinion that the dislocation of gauges at Vizianagram thereby causing break of bulk of goods at that place will deprive the people of Bimlipatam of the full effect, comfort and convenience which the railway connection with Vizianagram would otherwise bestow on them and on their trade. They therefore humbly request that the Government of India may be pleased to direct that the line from Bimlipatam to Vizianagram be constructed on the same gauge as the line from Vizianagram to Parbatipur, be it standard or any other gauge, and they will, as in duty bound, ever pray."

P. ANUNDAGAJAPATHY RAJ,

President.

Dated 24th March 1897.

From—G. ARBUTHNOT, Esq., Chairman, Chamber of Commerce, Madras,
To—The Secretary to the Government of Madras, Public Works Department, Railway Branch.

A short time ago it was announced that the Secretary of State for India had sanctioned the construction of a 2' 6" gauge line of railway between Vizianagram and Bimlipatam, and the Chamber has since learned of the dissatisfaction which has been locally expressed at sanction for the construction of a standard gauge line being withheld, as well as a guarantee and other facilities calculated to materially assist in the flotation of a Company to take up the work. The Chamber is at a loss to understand why a break of gauge should have been insisted upon, save on the supposition that it is the desire of the Government of India and the Secretary of State to force traffic to Vizagapatam in order to assist the East Coast railway and in view of the possibility of a boat harbour being constructed some day at that port.

So far as the proposed boat harbour is concerned, the Chamber considers that there is reason to doubt whether it will ever be constructed unless funds are provided by the State—and this the Government has declined to do. The facilities given to landing and shipping cargo which may result from the boat harbour will not in any way compensate the merchants of the district for the extra cost of the carriage of goods by rail to the harbour and the enhanced dues and shipping charges. Furthermore, Vizagapatam is not nearly so convenient as a shipping port as, and the facilities offered there are much less than at, Bimlipatam. In this connection I have to invite your attention to my letter of the 26th June 1891, to the letter, dated the 22nd April 1891, which the Bimlipatam Railway Committee addressed to His Excellency the Governor—which represented the opinion of practically the whole mercantile community of the Vizagapatam District—and also to the memorials addressed to His Excellency the Governor in Council in October and November 1890, by the inhabitants of Bimlipatam and Vizianagram, in which the objections to Vizagapatam as the chief shipping port of the district were clearly set forth. As the Chamber remarked in its letter, the memorialists did not advocate the retention of trade at Bimlipatam because they feared that by its going to Vizagapatam it would pass from their hands into

those of others, but because Vizagapatam did not possess the facilities for accommodating the trade of Bimlipatam as well as their own. They foresaw that if trade was forced to Vizagapatam, a good deal of the benefit that the East Coast railway should undoubtedly do to the trade of the district would be done away with, owing to the inconvenience and expenses of that port. The memorialists added that they already had in their hands all the important portion of the trade at Vizagapatam, and that in asking for the connection of Bimlipatam with the East Coast railway there was no question of one section of the mercantile interests of the district attempting to obtain an advantage over the other. These arguments of the memorialists are, the Chamber considers, as irrefutable now as when they were advanced, and therefore the Chamber cannot but deplore the decision of the Secretary of State, which, however, it hopes is not irrevocable.

Then as regards the East Coast railway, its claim to take the whole of the inland traffic appears to be based on a misapprehension of the existing course of trade. Two arteries of traffic intersect each other at Vizianagram—the coast traffic between the north and south, and the inland traffic between the interior and Bimlipatam. These two distinct courses of trade require separate railway facilities—and separate systems were at one time allotted to them, for the East Coast railway project was quite a different thing to the proposed Raepore-Vizagapatam line. In the Chamber's opinion, the East Coast line ought to be content with what traffic it can obtain from the other systems, and it thinks it is not too much to say that that railway will obtain far more traffic by the great development of trade which is certain to follow extended railway facilities than by endeavouring to procure a monopoly of the carrying trade of the district at the expense of its economical conduct.

Holding these views, therefore, and anxious only for the advancement of the general good of the trade of the district, the Chamber begs to express the hope that the Madras Government will urge upon the Secretary of State the great desirability, in the interests of the district generally, of sanctioning the construction of a line between Vizianagram and Bimlipatam on the standard gauge. The Chamber does not ask that any financial State aid should be given towards the construction of the line—though it considers that such aid should be accorded if desired—for it feels confident that its prospects are so good that the required capital would soon be subscribed publicly, a result which will be difficult if not impossible of accomplishment if a break of gauge is insisted upon.

From every point of view, the Chamber regards Bimlipatam as superior to Vizagapatam as a shipping port, and it trusts, therefore, that its claims to generous consideration will be met by the Secretary of State in the manner suggested.

Extract from the Proceedings of the Government of Madras, Public Works Department, Railway Branch.

READ the following papers:—

Letter from the Government of India, Public Works Department, No. 154 R. C., dated the 25th January 1897.

Letter from the Collector of Vizagapatam, No. Dis. 809, dated the 6th March 1897.

Letter from the Chairman, Chamber of Commerce, dated the 24th March 1897.

Letter from the Government of India, Public Works Department, No. 546 R. C., dated the 3rd April 1897.

No. 419 R., dated the 28th June 1897.

ORDER thereon by the Government of Madras.

The letters read above from the Chairman of the Chamber of Commerce and from the Collector of Vizagapatam will be forwarded to the Government of India.

No. 99 Railway of 1897.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY CONSTRUCTION.

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

Simla, the 23rd September 1897.

MY LORD,

We have the honour to acknowledge the receipt of Your Lordship's Despatches marginally* quoted on the subject of the proposals of Sir Bradford Leslie and Mr. H. G. Turner for the construction of railways from Vizianagram to Parvatipur and Bimlipatam respectively.

2. In the first of these Despatches we were informed that the Promoters being unable for the present to raise the money for the Vizianagram-Parvatipur line except on the basis of a sterling guarantee, Your Lordship had caused them to be informed that the concession offered to them must be considered to have lapsed, and that as regards the Vizianagram-Bimlipatam extension they had accepted a concession for a line on the 2' 6" gauge without any financial assistance from the State except the free grant of land. You therefore desired to be informed of any special terms and conditions which should be embodied in the Agreement for this extension.

3. With the second of these Despatches was forwarded a copy of a further letter from Mr. Turner relative to the Vizianagram-Parvatipur concession, and of the reply thereto that should he still be willing to proceed on the basis of "Branch Line terms" he should submit any fresh proposals on the basis of those terms to the Government of India.

4. A further communication was in due course made to us by Sir Bradford Leslie and Mr. Turner in which they intimated that they had been advised by their financial supporters that in the improved condition of the money market and provided that there was a reasonable prospect of the Branch Company's share of surplus profits affording a substantial addition to the guaranteed interest it would be possible to raise the capital for the construction of the Vizianagram-Parvatipur line on the standard gauge under a 3 per cent. guarantee with a half share of surplus profits.

† Pro. R. C., November 1895, Nos. 227-250, Part A. They, therefore, asked for the results of the survey† carried out by Government in 1894-95 for this Branch, to enable them to proceed with the formation of a company. This information was furnished, with an intimation that the project was one for consideration at the Conference, and that Government in no way accepted any responsibility for the accuracy of the information supplied.

The Conference which has just concluded its sittings at Simla under the Presidency of His Excellency the Viceroy, classed this line "B (2)," as a project which may be entrusted to a Branch Line Company. As, however, Sir B. Leslie and Mr. Turner have not yet submitted definite proposals for its construction on "Branch Line terms," it was held that it was also open to any other Promoters to do so.

025.2
98269/97

5. With regard to the Vizianagram-Bimlipatam extension, Mr. Turner in March 1897 informed the Government of India that he was prepared to accept the standard gauge for this line, and that if the "Branch Line terms" were conceded there would be no necessity for the subsidy of interest which was offered by the late Maharaja of Vizianagram. He was told in reply that the Government of India were not prepared to apply the "Branch Line terms," to this line but that his proposal to make the railway on the standard gauge instead of the 2' 6" gauge, the terms of his existing concession remaining in other respects unaltered, had been referred to the Government of Madras for opinion, he in the meanwhile being at liberty, if he so desired, to proceed with his arrangements in connection with his existing concession for a 2' 6" gauge line.

6. We now enclose a copy of a letter* from the Government of Madras which contains their views on Mr. Turner's proposal to alter the gauge of the Vizianagram-Bimlipatam line from 2' 6" to the standard gauge. It will be observed that the Local Government deprecate the grant of a concession for a standard gauge line, but recommend the Promoters being left, during its currency, with the 2' 6" gauge concession of which they are now in possession. Pending the receipt of a further communication from the Promoters, the Government of Madras are of opinion that it is premature to consider the subject of any special terms that should be embodied in the agreement to be entered into with the Promoters.

We thought it desirable to place these views of the Local Government before the Conference, and the Conference agreed in them. The Government of Madras have therefore been asked to inform the Promoters accordingly, but as they may again approach Your Lordship on the subject we deemed it advisable to also place Your Lordship in possession of all the facts of the case.

We have the honour to be,

MY LORD,

Your Lordship's most obedient and humble Servants,

(Signed) ELGIN.

" GEO. S. WHITE.

" J. WESTLAND.

" J. WOODBURN.

" M. D. CHALMERS.

" E. H. H. COLLEN.

" A. C. TREVOR.

Documents accompanying.

Letter from the Government of Madras, No. 420 R., dated 28th June 1897, and annexures.

Copy.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY CONSTRUCTION.

To

Her Majesty's Secretary of State
for India.

No. 99 Railway.

Dated Simla, the 23rd September 1897.

Received

VIZIANAGRAM-PARVATIPUR BRANCH,
WITH EXTENSION TO BIMLIPATAM.

Construction on Branch Line terms.

Views of the Government of India on the proposals of Sir B. Leslie and Mr. H. G. Turner.

0451
5549/97

All communications
should be addressed
to the Secretary.

No. 1612 R.C.
GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY CONSTRUCTION.



Simla, the 27th September 1897.

The under-mentioned paper is forwarded to the Joint
Secretary to the Government of Madras, Public Works Depart-
ment Railway Branch in continuation of Public Works Depart-
ment letter No. 1456 R.C., dated 6th September 1897.

By order,

G. A. S. S. S. S.
Under Secretary.

Document referred to.

Copy of Despatch No. 99 Railway, dated 23rd September
1897, to Her Majesty's Secretary of State.

Vizianagram Parvatipur Branch, with extension, to
Bimlipatam.

Views of the Government of India on the proposals of
Sir B. Leslie and Mr. H. G. Turner.

K. P. G.

Print

Flag G
nothing

Refer me to the Brand line
Circular. Is there anything in it
about the duration of a concession?
Refer me to anything that may have
been said by the Sec. of State & Inspr
Turner & Leslie about the period
for which they have got the concession,
i.e. one year, or what?

Cannot be traced
in these papers.

Flag B. Refer me to their London address

F.V.S.
21/10/97

6P

Wire India as follows.

No. 32 B x from 1456 ^{R.C.} Sept 6 and
final paragraph of despatch enclosed with
you 1612 ^{R.C.} Sept 27. please wire me
on what date Leslie's and Turner's
concession for narrow gauge Birnulpatan
line terminates.

Despd
23/10/97

F.V.S.
23/10/97

Print

Public Works (1897) Department.

CURRENT No. 6.

From The Govt of India

Order

Recd 7/11
4/11/77

Telegram No. 1798 R.C

Dated 29th October 1897.

Received 1-11-97

Registered 1-11-97.

Enclosures Nil

Spare copies Nil

SUBJECT.

Simlipatam line

Stating that the date of termination of Leslie's & Turner's concession for _____ is not known and that they will refer the matter, if important, to the Secretary of State.

CU P-No. 888 T-7 2 7-2400000.

No. 898 R date 6/3/11/97
Public Works DEPARTMENT.
Railway Branch

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following

Letter from the Govt. } H.S. No. 1456 R.C. of 6 Sept 1897
of India P.W. Depto, }

Telegram to do - - - 134 of 17 do -

Telegram from do - - - 1611 R.C. of 27 do -

Telegram from do - - - 1612 R.C. of 27 do -

Telegram to do - - - 32 B of 23 Oct 1897

Telegram from do - - - 1798 R.C. of 29 do -

Sir Bradford Leslie
& Mr H.G. Turner will be
addressed.

H.S. No. 899 R.C. of 3/10/97

To

The Comptroller for Rys.

Despatched on 20/10/97

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To

Sir Brassey Lubbock K.C.I.E.

H. G. Turner Esq.

Winchester House
Old Broad St.

London E.C.

Madras, 3rd November 1897.

Gentlemen

I am directed by H.E. the Governor of Madras in Council to inform you, with reference to the correspondence that has taken place on the subject of your proposals for the construction of 1st the Vairamangalam - Paruthiyam line, 2nd the Vairamangalam - Dindigul line, that the following decisions have been come to.

1. - As regards the Vairamangalam - Paruthiyam line, the line has been cleared by the recent Railway Conference at Simla as an object may be attached to a Branch Line Survey. As however no definite proposals had at the time of the sitting of the Conference been received from you for its construction on "Branch Line terms", it has been decided that it is open to the Committee to submit such proposals.

3. - As regards the Vairamangalam - Dindigul line, it has been decided that you should be left, during its survey, with the ^{2.5} survey of which you are now in possession.

I am & Yr. Obedt. 1/10/97

Dated 3/10/97

get this letter
at once in time
for next mail home.
JMS
1/10
Then with the letter will be at 9 am
for the committee then they will be
put in the paper and I will be
of course in the committee and copy
under E.H. JMS
1/10