

Very Urgent
Public Works (1898.) Department.

RAILWAY BRANCH.

G.O., No. 602-3. *Ly*

DATED

22nd April 1898

*100
1/20
37 copies with outst
at hand
all
for approval*

[Despatch Abstract.]

Working of the East Coast Railway

Ordered that the Govt. of India be addressed on a letter from the Agent & Chief Engineer, Bengal Nagpur Railway containing certain proposals in connection with the ——— by the Madras & Bengal Nagpur Railway Companies

Stating with reference to the proposals of the Agent & Chief Engineer of the Bengal Nagpur Railway Company in connection with the ——— by the Madras & Bengal Nagpur Companies, that the opinion already expressed is strongly adhered to viz that the Port of Vizagapatnam & the inland town of Vizianagaram ought to be fixed as the point of junction. ~~Indorsed~~ Indorsed 11/5/98

FURTHER PAPERS.

The letters under reference show how necessary it is that the interests of the district should be considered with care.

PUBLIC WORKS DEPARTMENT.

Railway.

LETTER—from

FRANCIS J. E. SPRING, Esq., C.I.E.,

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

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,

PUBLIC WORKS DEPARTMENT.

SIR,

I am directed to acknowledge the receipt of your letter No. 234-R.T., dated the 8th March 1898, and in reply to forward copies of this Government's Consulting Engineer's letter to the Agent and Manager, Madras Railway, and of Mr. Moss' reply thereto, No. 9138/269, dated the 26th March 1898.

2. All that this Government desires to say in regard to the subject under discussion is that the opinion already expressed is strongly adhered to, viz., that it is in the best interests of the districts lying around and behind Vizagapatam that every possible facility should be offered for the easy flow of produce towards that port; and that the port of Vizagapatam, and not the inland town of Vizianagram, ought to be fixed as the point of junction between the two working agencies, failing Khurda road.

3. I am to add that Mr. Moss' proposals are better calculated than those put forward by Mr. Wynne to produce the desired results, viz., fair competition between the two railways, and reasonable inducements for produce to flow to the local port.

I have the honour to be,

Sir,

Your most obedient servant,

FRANCIS J. E. SPRING,
Joint Secretary.OOTACAMUND,
22nd April 1898.

RAILWAY.

Government {1898} of Madras.
PUBLIC WORKS.

Recd. } 1898. Enclosures
Regd. } Spare copies

Letter, No. 603 Ry., 22nd April 1898.

APRIL.

Working of the East Coast Railway

Stating, with reference to the proposals of the Agent and Chief Engineer of the Bengal-Nagpur Railway Company in connection with the — by the Madras and Bengal-Nagpur Railway Companies, that the opinion already expressed is strongly adhered to, viz., that the port of Vizagapatam and not the inland town of Vizianagaram ought to be fixed as the point of junction.

RAILWAY.

Government {1898} of Madras.
PUBLIC WORKS.

Recd. } 1898. Enclosures
Regd. } Spare copies

G.O., No. 602 Ry., 22nd April 1898.

APRIL.

Working of the East Coast Railway

Ordered that the Government of India be addressed on a letter from the Agent and Chief Engineer, Bengal-Nagpur Railway, containing certain proposals in connection with the — by the Madras and Bengal-Nagpur Railway Companies.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers :—

From—The Secretary to the Government of India, Public Works Department.
To—The Joint Secretary to the Government of Madras, P.W. Dept., Railway Branch.
Dated—Calcutta, 8th March 1898, No. 234 R.T.

With reference to the correspondence ending with the Government of India's letter No. 194 R.T., dated the 25th February 1898, I am directed to forward herewith a copy of a letter from the Agent, Bengal-Nagpur Railway, containing certain proposals in connection with the working of the East Coast Railway by the Madras and Bengal-Nagpur Railway Companies, and to request that the Government of India may be favoured with any remarks His Excellency the Governor in Council may wish to offer thereon.

ENCLOSURE.

From—The Agent and Chief Engineer, Bengal-Nagpur Railway.
To—The Junior Consulting Engineer for Railways.
Dated—Nagpur, 4th February 1898, No. 827.

As you are aware this railway, when its extensions are completed, is to take over a portion of the East Coast Railway extending from Cuttack to Vizianagram, my Board were most anxious that we should take over as far as Bezwada—an arrangement, I understand, the Madras Government were opposed to.

I further understand that the Madras Government are again raising the question of the junction point which it is understood by my Board was finally settled at Vizianagram and on which basis they are settling a final agreement with the Secretary of State.

In view of this contingency, I have the honour to submit a proposal which would, I suggest, remove any difficulties that may have arisen in deciding the junction point to be selected and which at the same time safeguards imperial interests and would be to the advantage of both railways concerned.

The completion of the Bengal-Nagpur Railway extensions to Cuttack will open out a direct route by railway between Calcutta and Madras, of which the Cuttack-Bezwada section forms a central part, Bezwada being as far from Madras as Cuttack is from Calcutta.

At present this Cuttack-Bezwada section is connected by rail with one main port, Madras only. The completion of the Bengal-Nagpur Railway extensions to Cuttack will open another port to its produce, viz., Calcutta.

As a matter of practical railway working with the junction of the two lines merely fixed at Vizianagram this will not be the case.

The interest of the Bengal-Nagpur Railway will be to attract as much traffic as possible by low rates in the direction of Calcutta and high rates in the direction of Madras from stations on the Cuttack-Vizianagram section.

The interests of the Madras Railway will be to attract as much traffic as possible by low rates in the direction of Madras and high rates in the direction of Calcutta from stations on the Vizianagram-Bezwada section.

Vizianagram will be a centre of low rates in both directions, rates increasing from stations on the Bezwada side in the direction of Calcutta and on the Cuttack side in the direction of Madras.

Practically the Cuttack-Vizianagram section will have its trade developed by suitable rates in one direction only, viz., Calcutta, and Vizianagram-Bezwada section in one direction only, viz., Madras.

From the imperial point of view this is not what is desired.

Free access to both ports would ensure far more development to the Cuttack-Bezwada district than an arrangement that allowed each half of it to have access to one market only.

An arrangement therefore that while fixing Vizianagram as the junction point ensured that—

(a) The Madras Railway would be in the same position as regards quoting suitable rates to Madras as if they worked the line to Cuttack.

(b) The Madras Railway were able to quote lower rates to Madras for the Bezwada-Vizianagram section than could be quoted to Calcutta.

(c) Allowed of imperial interests being provided for as regards the Bezwada-Cuttack section being able to take advantage of the through route between Calcutta and Madras would seem to be a proposal that would be advantageous in every way.

This result can be secured by the following method. It should be specified in the agreement under which the working of the East Coast Railway is divided between the Bengal-Nagpur Railway and the Madras Railway that—

“The Madras Railway is to have the right to quote any rates it likes (subject to the Government of India's orders regarding maxima and minima rates) from and to stations on the section Cuttack to Vizianagram and *via* Cuttack to and from all stations *via* Bezwada, the rate being divided in mileage proportion between the two railways.”

“The Bengal-Nagpur Railway to have the right to quote any rates it likes (subject to the Government of India's orders regarding maxima and minima rates) from and to stations on the section Bezwada to Vizianagram and *via* Bezwada to and from all stations *via* Cuttack, the rate being divided in mileage proportion between the two railways.”

The effect of these two proposals would be —

(1) Imperial interests would be preserved in securing that the whole of the Bezwada-Cuttack section was ensured of such rates being quoted as would enable trade to take advantage of the through route between Madras and Calcutta.

(2) The Madras Railway would be in the position of being able to quote rates to suit the traffic demands of Madras for trade for the whole of the Bezwada-Cuttack section as if it actually worked the section as far as Cuttack.

(3) The Bengal-Nagpur Railway would have similar facilities as regards Calcutta.

(4) The Madras Railway would be left in the position of being able to quote lower rates for Madras traffic from the Bezwada-Vizianagram section than the Bengal-Nagpur Railway would be able to quote for Calcutta trade from that section, the rates being subject to the Government of India's orders regarding maxima and minima and being governed by the shorter distance.

(5) The Bengal-Nagpur Railway would be left in a similar position as regards the Vizianagram-Cuttack section traffic to Calcutta.

I would submit that such an arrangement is in the interests of both Government and the railways.

From the Imperial point of view it is an obvious advantage to the State to give the Cuttack-Bezwada section full opportunity of taking advantage of the route between Madras and Calcutta that will be opened out by State money.

From the railway point of view I am convinced that the two railways concerned will benefit more largely by an arrangement which must tend to stimulate trade of all kinds than if they worked on a system that practically deprived the Cuttack-Bezwada section of the full railway facilities the Government of India are providing for it.

In conclusion, I would like to suggest that Vizagapatam should receive consideration as point of junction. It is practically the same as Vizianagram as regards distance from Cuttack and Bezwada.

It is the intention of the Madras Government, so I understand, to improve this port, and the interests of both railways will be in that direction if they have their terminus at the port instead of one railway being cut off from it as it would be if the junction point was Vizianagram.

From—The Consulting Engineer for Railways, Madras.
To—The Agent and Manager, Madras Railway.
Dated—Madras, 16th March 1898, No. 767.

I shall be obliged for a very early expression of your views in regard to the suggestion contained in the enclosed copy of a letter from the Agent, Bengal-Nagpur Railway. It seems to me that what is desired, in the interests of both railways, is that some motive should exist for each of them avoiding the quoting of competitive non-paying rates.

2. I invite your perusal of the final paragraph of Mr. Wynne's letter and shall be glad if, for the purpose of your reply, you will assume that Vizagapatam port is likely to be the common central terminus of both railways. You may also assume, for the purpose of your reply, that all that can be done is likely to be done to so improve the port of Vizagapatam that freights to and from it may rule lower than has heretofore been the case, owing to the possibility, with an improved harbour, of using large cargo boats instead of the present masulah boats. The favour of a very early expression of your own personal views is requested.

From—The Agent and Manager, Madras Railway.
To—The Consulting Engineer for Railways, Madras.
Dated—Madras, 26th March 1898, No. 9138/269.

I have considered with the Traffic Manager your letter No. 767, dated 16th instant, and its enclosure; and as I gather that it is the wish of Government that the same facilities in the matter of rates be given to the port of Vizagapatam that are given to Madras and Calcutta as ports, I have the honour to suggest—

- (1) that the railway or railways from Madras, subject to paragraph 3, are to have the right to quote equal mileage rates from and to stations on the section up to and *via* Cuttack;
- (2) that the railway or railways from Calcutta are to have the right to quote equal mileage rates, subject to paragraph 3, from and to stations up to and *via* Bezwada;
- (3) that the railway or railways at the port of Vizagapatam are to have the right to quote equal mileage rates to the equidistant point on either side in the direction of Calcutta and Madras, the equal rates to be allowed to overlap the equidistant point in each direction;
- (4) the term "equal mileage rates" to mean that rates from competing ports shall not only be the same per mile but that where they pass over more than one railway the total sum collected upon a consignment or consignments, exclusive of terminal charges, shall be divided between the railways concerned in proportion to the miles traversed.

These proposals are intended to stop Madras from competing unfairly beyond the half way distance to Vizagapatam, and to place Calcutta in the same position; and it may be arranged that any difference of opinion as to the rate per mile to be paid might, in cases of dispute, be referred to the Claims Arbitration Committee for settlement, both the Madras and the Bengal and Nagpur Railways being parties to that Committee. The proposals herein shadowed will prevent traffic from being drawn unfairly to either Calcutta or Madras, as would, I am afraid, be the case if the proposals of the Bengal and Nagpur Railway were agreed to.

The letters under reference show how necessary it is that the interests of the district should be considered with care.

ORDER—No. 602 Ry., dated 22nd April 1898.

The Government of India will be addressed.

[Here enter No. 603 Ry., dated 22nd April 1898.]

(True Extract.)

FRANCIS J. E. SPRING,
Joint Secretary.

To the Consulting Engineer for Railways.

Exd. P. Seetharam.



AGENT & C. E.'s OFFICE,
NAGPUR. C. P.

Duplicate copy

N° 827 dated 4th Febr., 1898

From

The Agent & Chief Engineer,
B.N.Railway,
NAGPUR.

To

The Junior Consulting Engineer,
for Railways,
NAGPUR.

SIR,

As you are aware this Railway when its extensions are completed is to take over a portion of the East Coast Railway extending from Cuttack to Vizianagram. My Board were most anxious that we should take over as far as Bezwada, an arrangement I understand the Madras Government were opposed to.

I further understand that the Madras Government are again raising the question of the junction point which it is understood by my Board was finally settled at Vizianagram and on which basis they are settling a final agreement with the Secretary of State.

In view of this contingency, I have the honour to submit a proposal which would I suggest remove any difficulties that may have arisen in deciding the junction point to be selected and which at the same time safeguards imperial interests and would be to the advantage of both Railways concerned.

The completion of the B.N.Railway extensions to Cuttack will open out a direct route by Railway between Calcutta and Madras of which the Cuttack Bezwada section forms a central part, Bezwada being as far from Madras as Cuttack is from Calcutta.

At

38
At present this Cuttack-Bezawada section is connected by rail with one main port, Madras only. The completion of the B.N. Railway extensions to Cuttack will open another port to its produce viz. Calcutta.

As a matter of practical Railway working with the junction of the two lines merely fixed at Vizianagram this will not be the case.

The interest of the B.N. Railway will be to attract as much traffic as possible by low rates in the direction of Calcutta and high rates in the direction of Madras from stations on the Cuttack Vizianagram section.

The interests of the Madras Railway will be to attract as much traffic as possible by low rates in the direction of Madras and high rates in the direction of Calcutta from stations on the Vizianagram-Bezawada section.

Vizianagram will be a central^e of low rates in both directions, rates increasing from stations on the Bezawada side in the direction of Calcutta and on the Cuttack side in the direction of Madras.

Practically the Cuttack Vizianagram section will have its trade developed by suitable rates in one direction only viz. Calcutta and Vizianagram-Bezawada section in one direction only viz. Madras.

From the imperial point of view this is not what is desired.

Free access to both ports would ensure far more development to the Cuttack Bezawada district than an arrangement that allowed each half of it to have access to one market only.

An arrangement therefore that while fixing Vizianagram as the junction point ensured that -

- (a) The Madras Railway would be in the same position as regards quoting suitable rates to Madras as if they worked the line to Cuttack.
- (b) The Madras Railway were able to quote lower rates to Madras for the Bezawada Vizianagram section than could be quoted to Calcutta.
- (c) Allowed of imperial interests being provided for as regards the Bezawada-Cuttack section being able to take advantage of the through route between Calcutta and Madras, would seem to be a proposal that would be advantageous in every way.

This result can be secured by the following method. It should be

specified

specified in the agreement under which the working of the E.C. Railway is divided between the B.N. Railway and the Madras Railway, that -

- Railway.
"The Madras ^{proportion} is to have the right to quote any rates it likes (subject to the Government of India's orders regarding maxima and minima rates) from and to stations on the section Cuttack to Vizianagram and via Cuttack to and from all stations via Bezwada the rate being divided in mileage ~~portion~~ ^{proportion} between the two Railways.

"The Bengal Nagpur Railway to have the right to quote any rates it likes (subject to the Government of India's orders regarding maxima & minima rates) from and to stations on the section Bezwada to Vizianagram and via Bezwada to and from all stations via Cuttack the rate being divided in mileage ~~portion~~ ^{proportion} between the two Railways."

^{two}
The effect of these proposals would be :-

- (1) Imperial interests would be preserved in securing that the whole of the Bezwada Cuttack section ^{was} ~~were~~ ensured of such rates being quoted as would enable trade to take advantage of the through route between Madras and Calcutta.
- (2) The Madras Railway would be in the position of being able to quote rates to suit the traffic demands of Madras for trade ^{for} ~~from~~ the whole of the Bezwada Cuttack section as if it actually worked the section as far as Cuttack.
- (3) The B.N. Railway would have similar facilities as regards Calcutta.
- (4) The Madras Railway would be left in the position of being able to quote lower rates for Madras traffic from the Bezwada-Vizianagram section than the B.N. Railway would be able to quote for Calcutta trade from that section the rates being subject to the Government of India's orders regarding maxima and minima and being governed by the shorter distance.
- (5) The B.N. Railway would be left in a similar position as regards the Vizianagram-Cuttack section traffic to Calcutta.

I would submit that such an arrangement is in the interests of both Government and the Railways.

From the imperial point of view it is an obvious advantage to the State

State to give the Cuttack Bezwada section full opportunity of taking advantage of the route between Madras and Calcutta that will be opened out by State money.

From the Railway point of view I am convinced that the two Railways concerned will benefit more largely by an arrangement which must tend to stimulate trade of all kinds than if they worked on a system that practically deprived the Cuttack Bezwada section of the full Railway facilities the Government of India are providing for it.

In conclusion I would like to suggest that Vizagapatam should receive consideration as point of junction. It is practically the same as Vizianagram as regards distance from Cuttack and Bezwada.

It is the intention of the Madras Government, so I understand, to improve this port and the interests of both Railways will be in that direction if they have their terminus at the port instead of one Railway being cut off from it, as it would be if the junction ^{point} was Vizianagram.

I have the honour to be,

Sir,

Your most obedient Servant,

L. M. 4/2

Agent and Chief Engineer.

Encls:

Nil

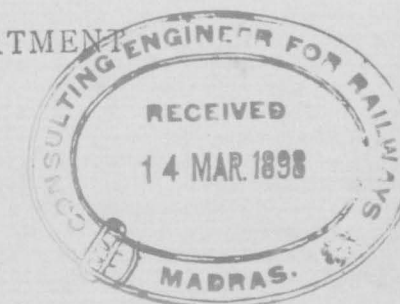
All communications
should be addressed
to the Secretary.

No. 234 R.T.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT

RAILWAY TRAFFIC.



To

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

Calcutta, the 8th March 1898.

Sir,

With reference to the correspondence ending with the Government of India's letter No. 194 R.T., dated the 25th February 1898, I am directed to forward herewith a copy of a letter from the Agent, Bengal Nagpur Railway, containing certain proposals in connection with the working of the East Coast Railway by the Madras and Bengal Nagpur Railway Companies and to request that the Government of India may be favoured with any remarks His Excellency the Governor in Council may wish to offer thereon.

I have the honour to be,

Sir,

Your most obedient servant,

W. McCallum Captain R.E.,
Offg: Under Secretary.

Documents accompanying:-

Copy of letter No. 827 dated 4th February 1898, from the Agent, Bengal Nagpur Railway Company, to the Junior Consulting Engineer for Railways, Nagpur.

S.A.

21
Ry En 363/98

Public Works (1898) Department.

Railway
CURRENT No. 363

SERIAL
No. 25

Order

From
The Govt of India

No. 234 RT

Ed. Wyman's proposals sound fair enough, but -
when the superiority of Calcutta ^{port} over Madras is considered
the result will still be that the B.N.R. will have a good deal to
lose by the competition, but if Viny's scheme comes off
it is not much concerned either way as Viny would
draw all the traffic up to itself or near it. Ask W.P.
what they think. Not first.

Dated 8th March 1898

Received

Registered

Enclosures

Spare copies

14. 3. 98

SUBJECT.

Working of the E.C. Ry by
the Madras and Bengal
Nag-pur Ry. Companies

Forwarding a copy of a
letter from the agent, Bengal
Nag-pur Ry. containing pro-
posals in connection with
the — and requesting that
the Govt of India may be
favoured with any remarks
H.C. the Governor in Council may
wish to offer thereon.

BACK PAPERS.

FURTHER PAPERS.

No.	Date.
-----	-------

No.	Date.
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Form No. 1

No. 767

SERIAL
No. 26

Madras, 16 March 1898.

From

THE CONSULTING ENGINEER FOR RAILWAYS,

MADRAS,

Reminders.

To

THE AGENT AND MANAGER, M. Ry.

	S. I. Ry.
	H. H. THE N. G. S. Ry.
	AND CHIEF ENGR. N. Ry.
	S. M. Ry.
	ENGR.-IN-CHIEF, B. M. Ry.
	MANAGER, E. C. Ry.

Reply No. 9138

dated 26/3/98

SIR,

I shall be obliged for a very early expression of your views in regard to the suggestion contained in the enclosed copy of letter from the Agent Bengal Nagpur Ry. It seems to me that what is desired, in the interest of both railways, is that some motive should exist for each of them avoiding the granting of competitive non-paying rates.

2. - I invite your perusal of the final paragraph of the Wynema letter and shall be glad if ^{for the purpose of} you reply you will ~~write~~ assume ~~that~~ that Vizagapatam Port is likely to be the common central terminus of both railways. You may also ^{for the purpose of your reply,} assume that all that can be done is likely to be done.

to so improve the port of Vizagapatam that
 freight to & from it ~~may~~ may rule lower than
 has hitherto been the case, owing to the possibility,
 with an improved harbor, of using large cargo boats
 instead of the present small boats. The form
 of a very early expression of your own personal views is requested.

I have &

J.R.S.

15/3/98

Dispatched on 16/3/98

(No. I.)
 No. 9138

269

MADRAS RAILWAY.

AGENT AND MANAGERS' OFFICE,

Madras, 26th March 1898

From

To

SIR,

The Agent and Manager.
 C. No. 1503
 Madras Railway
 Road 28-3-98

The Consulting Engineer for Railways.

Madras

I have considered with the
 Traffic Manager your letter No. 767 dated
 16th instant, and its enclosure and as I
 gather that it is the wish of Government
 that the same facilities in the matter of
 rates be given to the port of Vizagapatam
 that are given to Madras and Calcutta
 as ports, I have the honor to suggest.

- (1) that the railway or railways from
 Madras, subject to para 3, are to have
 the right to quote equal mileage rates
 from and to stations on the section up to
 and via Cuddalore.
- (2) that the railway or railways from
 Calcutta are to have the right to quote
 equal mileage rates, subject to para
 3, from and to stations up to and via
 Bezwada.
- (3) that the railway or railways at the
 port of Vizagapatam are to have the
 right

SM
 J.R.S.
 24/3

8P

right to quote equal mileage rates to the equidistant point on either side in the direction of Calcutta and Madras, the equal rates to be allowed to overlap the equidistant point in each direction.

- (4) the term "equal mileage rates" to mean that rates from competing ports shall not only be the same per mile but that where they pass over more than one railway the total sum collected upon a consignment or consignments exclusive of terminal charges, shall be divided between the railways concerned in proportion to the miles traversed.

These proposals are intended to stop Madras from competing unfairly beyond the half way distance to Vizagapatam and to place Calcutta in the same position and it may be arranged that any difference of opinion as to the rate per mile to be paid might in cases of dispute be referred to the Claims Arbitration Committee for Settlement, both the Madras & the Bengal and Nagpur Railways being parties to that Committee. The proposals herein shadowed will prevent traffic from being drawn unfairly to either Calcutta or Madras as would be the case if the proposals of the Bengal and Nagpur Railway

Railway

Papers to be read in Proceedings:—

180 . No.

AK

10 p

9p

Railway were agreed to.

The letters under reference show how necessary it is that the interests of the district should be considered with care.

I have the honor to be,

Sir,

Your most obedt Servt,

John. S. M. D.

Agent & Manager.

John

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated

188

Recd.

No.

Papers to be read in Proceedings:—

Again G.O., dated

189 , No.

Again G.O., dated

189 , No.

W. Current No. *363* of 189 , dated *14.3.98* , from *the Govt. of India*
Letter to the Agent & Manager Madras *1503* " 189 , " *28.3.98* , " *the Agent Madras*
 " " " 189 , " , "

ORDER.

No 602. Dtd 22/4/98
The Govt. of India
will be addressed.

7/1/98

2/4/98

To The Care of Mr. R. S. 10/5/98

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated

188

Recd.

No.

L. H. S. The Governor.

No. 603. By 118

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To

THE SECY. TO THE GOVT. OF INDIA,

P. W. DEPARTMENT.

Copy the 22nd April 1898

SIR,

I have directed to acknowledge the receipt of your letter No. 234. P.T. dated the 8th March 1898, and in reply to forward you of the Joint Committee's letter to the P.W. Department and of Mr. Moss's reply thereto, No. 2138/269 dated the 26th March 1898.

All that the Government desire to say in regard to the subject under discussion is that the opinion already expressed is strongly upheld to, viz that it is in the best interest of the District lying around and behind Vizagapatam that every possible facility should be offered for the easy flow of produce towards that Port. and that the Port of Vizagapatam and not the inland town of Vizianagaram ought to be fixed in the point of junction between the two linking Agencies, failing Khurda Road. I must add that Mr. Moss's suggestion

appears 2.4.98 1.4.98

I did not do this. 2/11

30.3.98 2.4.98

are better calculated than those just proposed
for the purpose to produce the desired results,
viz fair competition ^{between the two railways, and} ~~between the two railways, and~~
reasonable inducement for produce to flow to
the local Port.

I have &

F.V.S.

27/3/98

25 Copies despatched 10/5/98

Despatched on 22/4/98