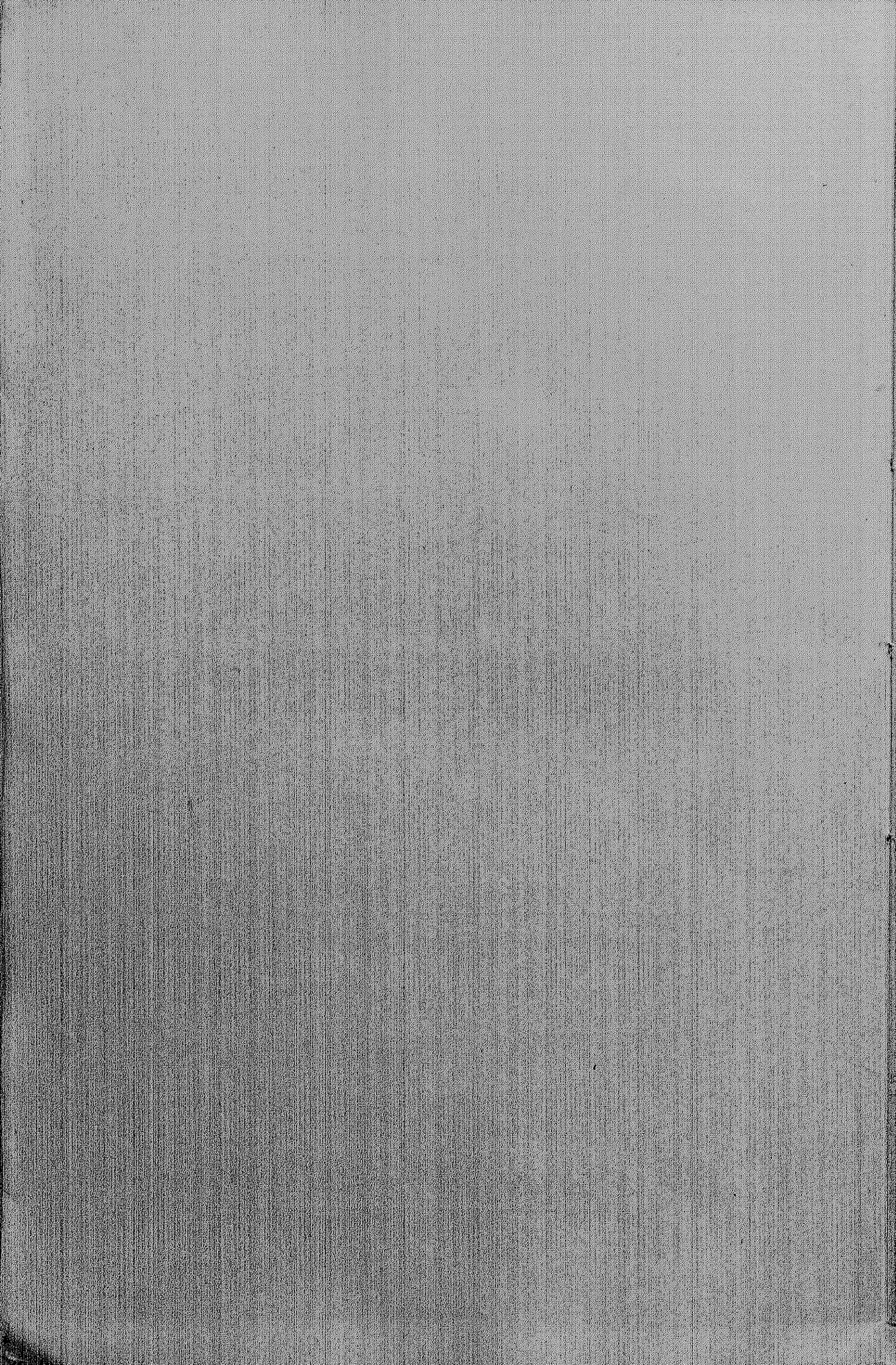


M.R.O. 1—20,002—12-8-65.

(1) Number of Pages 104

(2) Date of repair 17-5-68

(3) Initials of the Referencer

MADRAS RECORD OFFICE

GOVERNMENT OF MADRAS

Revenue DEPARTMENT

G.O. No. 463 Press
B.P. No. Mis.

Dated 5-3-1875 196 .

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department,
26th February 1875.

No. 653. Read the following Proceedings of the Madras Government in the Public Department, dated 11th January 1875, No. 33 :—

Read the following letter from H. St. A. GOODRICH, Esq., Collector of Vizagapatam and Agent to the Governor, to the Honorable D. F. CARMICHAEL, Acting Chief Secretary to Government, Fort St. George, dated Vizagapatam, 12th December 1874, No. 1,827 :—

With reference to my letter No. 1,858, dated the 5th instant, I have the honor to submit, for the consideration of Government, Proceedings of the Meeting that was held on the 10th idem regarding the construction of a Railway from Parvatipur to Bimlipatam, together with copies of the speeches that were delivered on that occasion.

Proceedings of a Meeting held at Vizagapatam on December 10th, 1874.

Present.

Henry St. Aubyn Goodrich, Esq., Acting Collector and Agent to the Governor.
His Highness the Maharajah of V[illegible]anagram, K.C.S.I.
Brigadier-General C. Cooke.
Right Rev. J. M. Tissot, D.D.
Surgeon-Major J. P. Nash.
G. L. Narasinga Row,* Esq., Proprietor of Ankapilley, &c., States.
D. Mackie, Esq.
K. Jagannaz Pantulu Garu, Proprietor of Uriam, of the Ganjam District.
Major Hindle, District Engineer.
Sri T. Jagannadharaz Garu, Dewan of His Highness.
F. B. Simson, Esq.
L. Lakshmaji Pantulu, Mucktear and Agent of Jeypore Zemindar.
Rev. J. Hay, M.A.
Sri P. Ranganadharulu Ayyavaru Garu, Pundit.
William Morgan, Esq.
A. Underwood, Esqr., Secretary to His Highness.
J. W. McMurray, Esq., Acting Treasury Deputy Collector.
K. Mullicayanulu Pantulu Garu, Proprietor of Sedhesaram.
Goday V. Narsaia Row Garu, Proprietor of Chipurupilli.
A. V. N. Apparow Noyudu Garu, Landlord.
N. Ramdass Garu, Acting Sheristadar, Collectorate.
Captain W. Waters, Master Attendant.
M. B. Sunderow Parrulu, District Munsif.
Mr. Tomlinson, Merchant.
C. Chengalrayow Noyudu, District Munsif of Bimlipatam.
Mr. J. D. Perumaz, Merchant.
O. Srinivasarow Pantulu, Sub-Magistrate of Vizagapatam.
Mr. C. Smith, Inspector of Post Offices.
Goday V. Appaiow, Government Agent's Manager.
G. V. Ramaiah Pantulu Garu, Deputed Sheristadar, Ganjam Collectorate.
Garuda Sannayya Sastramulu, Merchant.
Chinna Latah Naydu, do.
Garuda Nadhu, do.
Kondala Kothuiarumah, do.
Naddanapil Chinna Narasimlu, do.

* Proceedings enclosed.

Haji Sheik Ambu Syrang, Merchant.
Bakarapunda Adeppa, do.
Kotten Somanah, do.
Garuda Sanderamiah, do.
Mutaliapili Mungiah, do.
and many more.

Mr. Goodrich having taken the chair, said—

YOUR HIGHNESS AND GENTLEMEN,

The meeting I address is one I did not hesitate to summon, believing as I do that a rail or tramway to Raipur is a real want of the district and one which if not supplied early may gravely affect its future and cause the course of trade to flow to other channels for want of due accommodation here.

I have received letters of sympathy from several who could not attend, and Mr. Thomas desires me to express his regret that he is prevented by business from being amongst us.

We shall hear no doubt from some of those who will address us to-day the local feeling on the matter, the prospects of a Railway Company if one be formed, and the present experience of traders and their hopes for the future. I need not go around me who must be familiar with these subjects. Leaving them to deal with the more strictly local aspects of the scheme I will say a word on and on the Central Provinces. The imports and exports of those Provinces consist of articles whose ultimate price is largely made up by the cost of their carriage. More than 40,000 tons of salt and 12,200 tons of sugar are imported by them; nine-tenths of the salt comes from Bombay and most of the sugar from Mirzapur. Last year the grain exported was 120,000 tons, the famine apprehended in the north greatly stimulating export. Now Nagpur, the Capital of the Central Provinces, lies about equidistant from Bombay and Jubbulpore. The Nerbudda Division is nearer to Bombay than it is to us. Half of Jubbulpur and Mandla Divisions is nearer to Bombay, half nearer to us. Chhattisgarh including Sambalpur, Raipur, and Bilaspur is nearer to us. So also are the Upper Godavery and Sir Buster countries. The great grain producers lie on our side, and I have little doubt that three-fourths of the salt required would on completion of a tramway from Nagpur to our coast be brought here, grain coming down in payment. The trade in grain, salt and sugar amounted last year to 178,000 tons under present conditions.

More than 50,000 tons of grain were last year sent to Bengal and Northern India from the Chhattisgarh Division mostly. The natural outlet of that country is eastwards, but the existence of the railway at Jubbulpur diverted the trade to the westward. This fact is used to support the arguments advanced for the immediate construction of a line from Nagpur to Raipur; and the inference is that the whole traffic now carried on by Bullocks between Chhattisgarh and our coast will, on the completion of that line, be diverted westwards and northwards to the existing lines of railway.

Surely this scheme for diverting the traffic which might enrich the district we live in with we are most nearly concerned ought to meet with the most spirited opposition from every landholder and merchant in the district.

The time to represent your case is the present, while the Supreme Council have the Nagpur and Nagpur line under their consideration. But definite proposals must be laid before the public if money is to be subscribed. The promoters of the rail or tramway must bear in mind the conditions of success. For mere goods passengers will be few, expensive rolling stock and gradients calculated for high speed are not needed. If this be borne in mind, I believe a railway will not only prevent the trade now here from flowing into other channels, but will create industries now non-existent and restore others which now languish.

The coal and iron which lie behind our western wall of mountains will soon be worked, and even now there seems a probability that the Wardha Valley will compete with the Raniganj fields before many years are past. Nay be rails of Indian iron shall bear our Parvatipur traffic, and the girders which shall span the Nagavalli shall be forged at Warora.

Assistance and advice from the Government you may confidently expect. The district is well represented by His Highness and Mr. Dalyell in the Supreme Council, and Mr. Gajapathi Row at the Presidency; and they will represent in the proper quarter the opinion of this assembly with claims to attention which will be respected. I now call upon His Highness of Vizianagram to address the Meeting.

(Signed) H. GOODRICH.

MR. GOODRICH AND GENTLEMEN,

I feel I *must* say a few words on the immense advantages that a railway will be to this country, more than that to the whole of the Northern Circars. *Who* that has seen the long strings of bandies wending their weary way along the roads of this district with creaking wheels and slow progress and obstructing the roadway has not *mentally* perhaps *audibly* cried "Would that they could be abolished;" yet *they* represent the *sole* means of conveying the resources of this country to its seaports! Every one knows the length of time it takes to "dawk" from one place to another even when pushing on at best speed. Yet *here* where (in a commercial sense) *time* is *money*, time is taken up to convey one load that would (were conveyance quicker) convey a dozen! The resources of a country only become developed beyond the actual requirements of the people of that country in exact proportion as means exist for transporting its produce to other places where it is wanted. Moreover, the advance of railways is on all hands said to be the advance of *civilization*. People are brought into contact with others whose ideas, ways, and appliances of comfort are widely different from their own, and each may learn from the other what will best suit his own conditions of life, but of which he knew not the want, or the use and benefit accruing from that use, until he saw how others were helped in their daily life by it. Railways place almost *everything* within our reach, even education; for children can be sent to places to which they could hardly get before (and where schools exist with ease and comfort, instead of being discouraged by a long, weary, slow journey). Invalids too can get away less expensively, less fatiguingly, for a change where easy transit exists. People visit districts hitherto unthought of if *access be easy*, and it is quite superfluous to enlarge again on the benefits of mutual intercourse. Most *absurd* and *foolish* old *prejudices*, which will cling us most injuriously at every step, get rubbed off. Old ideas brighten up again, old customs get reformed, and those which are good get renewed vigour from onward intercourse. Human nature has a *natural* dislike to be considered *behind hand*, but if one does see no other than itself that fact is not apparent. Ask any of those districts where railway traffic exists, whether they would like to return to the old state of *road* traffic; their answer will show if a railway be a benefit or *not*, and open the eyes of the natives of this district. It is natural to many of us to be satisfied with things as they *are*, and to wish to continue a little longer in the *old grooves*, but an old saying "Procrastination is the thief of time" is a very good motto. Also "Never put off till to-morrow what you can do to-day." I, for my part, am fully convinced that the time has *come for us to move*. On all sides around we hear of new lines being opened; of landholders, nobility, and all classes coming forward to countenance and aid such schemes as the present; *why* then are we of the Northern Circars to be behind hand, and let our country remain with its capabilities unopened, its resources lying idle? It has been said that the present means of traffic are quick and adequate for the demand, but those who say this surely overlook the fact that *supply* and *demand* bring upon each other. *Who* goes to an empty shop to buy anything? Or, having bought of the stock and required more, will not go elsewhere to get it? Whereas, could the stock be replenished quickly, the purchaser would not go further on; hence our supplies being known to be slow in coming are not over taxed: but could we give as quick as asked more and more will be demanded; articles of a perishable nature or requiring to be sent quickly need a quick transit; grain, too cannot be detained over long in a country without damage, and it was actually found cheaper to get it from *Burmah* in the present famine than from *here*, where we had no scarcity of *grain*, but only of the means of *carriage*! Could the railway be taken from here to Raipur, it would there join the continental system, with all its advantages and facilities for communication (which are known to all, and upon which I need not enlarge,

and also this would become an important seaport, in fact in due time might rival *Madras* and *Bombay*, were it once open to easy railway communication with the interior. Let *ours* be *the pioneer line*; let us not always follow in the track of others, but start for *ourselves* in the march of *progress*. For my own part my *deepest* wish is to benefit my people by every means in my power, and I hope I may be allowed to see them very *little if at all* behind hand with other parts of Her Majesty's vast Indian Empire in prosperity, comfort, and civilization, and as regards my dear son, Koomar Maharajah, all I will say is *his* wishes are in no way behind mine, in desiring to benefit those under our care, and we both agree that one of the first desiderata is adequate convenient railway communication with seaports which is as necessary as the line now proposed and with the rest of India, poor are we alone in our opinion, for as long ago as June 1872 Colonel Farewell spoke favourably of a line from Vizagapatam to Ramabhadrapuram, *viâ* Vizianagger, as a great benefit and convenience to the district through which it would run, saying that a railway from Bimlipatam or Vizagapatam *viâ* Vizianagger to Raipur would be of immense advantage to Northern Circars and the districts through which it would pass. I call the attention of the meeting to Colonel Farewell's report, as also traffic returns furnished from Bimlipatam, etc. Colonel Shaw-Stewart's opinion on the subject is very favourable—an opinion for obtaining which I must thank my kind friend Mr. Goodrich, Agent to the Governor, who has also in every way given all facilities in his power to aid me in my efforts to promote this benefit to us all. I really think the time has come for a line from one of the seaports to Parvatipur. Colonels Farewell and Shaw-Stewart's remarks on traffic are most encouraging in all such undertakings. We all have to meet a number of difficulties, but by perseverance and judicious arrangements those can certainly be overcome. With all these good prospects before us we need not despair of ultimate success. I have had several talks with Mr. Goodrich on this subject, and it gives me great pleasure to tell you all that Government (with their paternal kindness) will give all the assistance and help that is required for the benefit of the country and its people; whenever even a branch railway line has been constructed it returned about four per cent. or more on any nothing of its attendant advantages, clear profit; therefore why should not this district with *two* excellent seaports (viz., Bimlipatam and Vizagapatam) and the improved state of the country with which it was, from my own experience of twenty-seven years ago, furnish results equally satisfactory with those branch lines. I trust we may get a correct statistics of the past years (I am not in possession with them for want, but an average of the last four or five years can be taken by the kind aid of Mr. Goodrich and the collectors of the district, and I have but little doubt it will prove in all ways encouraging).

(Signed) Maharajah of Vizianagram.

The Kumara Maharajah was understood generally to support His Highness.

After which Mr. C. L. Narasinga Row read a written speech which is enclosed.

(Signed) H. GOUGH,
Acting Collector & Agent to the Governor.

Speech of the Hon'ble Mr. C. L. Narasinga Row, *expressing his Views in favour of a Railway Project from Raipur to Vizagapatam, made at a Meeting held at Vizagapatam on Tuesday the 16th of December* 1873.

Mr. Chairman, Your Excellency, and Gentlemen,

The object of this meeting is indeed remarkable as it ushers in a new era of progress. We have to do away with the old system when the wise administration of the British Government has given us the idea of a railway, namely, in a short time a desirable result has never been accomplished. To ensure success entirely to the noble Scheme of the Projectors, we must all unite, and for the accomplishment of that object, being at the present day convinced under the auspices of His Highness our Maharajah, I should certainly not be singular of his success; but with a hearty co-operation at the head of his energy, enthusiasm, and well-deserved popularity, hope to be

no flattering tale when it says, "If it is possible for the scheme to succeed, follow your leader and success shall be yours."

2. Commercial affairs are little understood by my countrymen in this neighbourhood, and setting little value on time they do not appreciate expedition in their transactions. It is true that Parvatipur is the first mart for the commodities from the ghauts and the districts immediately beyond; but after the goods reach Parvatipur they are exported thence in different directions to the plains by carts, with which I am afraid the railway would be unable to compete in point of cheapness. From what I know of the trade to the north there has been no difficulty in getting the goods to Bimlipatam in time, and the ships were never detained by the non-arrival from want of *expedition*. I do not hear of demurrages paid for commodities not being ready for shipment. If, however, the railway is like a lawyer, and makes work for itself, by inducing proprietors in its neighbourhood to seek a market for products that they have hitherto neglected, their carts may then be insufficient to do more than work in connection with and subordinate to the railway, which I believe to be a very common consequence, when railways have penetrated into such fertile but thinly peopled and backward districts as those lying between Parvatipur and Raipur, to which latter place the road should ultimately be extended. I think from the above facts that the shoulder of every man in this part of the country should be put to the wheel in advancing importation and exportation from and to the ghauts, by way of opening up the resources between Raipur and Vizagapatam. It is the development that is essential for the good of the country. Restricting the trade from Parvatipur to Bimlipatam and even to Vizagapatam would not help the matter out to a grand scale. There must be something else done.

3. The natives of this district must carefully consider the whole matter in connection primarily with the advantages that are to accrue to themselves and their own district. In my poor opinion I think the railway from Parvatipur would be of no avail unless it were connected to the Raipur line. It is then I can say, with the power of a thousand tongues, that the district of Vizagapatam and especially the territory of Jeypur would be benefited and their resources developed. Should it come to that, it would be a happy era to this part of the country and for India in general.

4. When Hyderabad, Jeypur and other countries have had railways in their own territories, I do not see why His Highness the Maharajah of Vizianagram should not have them in his own, relaunching to his money and enterprise, for the good of his countrymen. All that His Highness should aim at, for the good of his country, is to adopt measures for realizing the resources of its territory and the districts he owns in and thereabouts.

5. I know very little of the statistics of trade between Bimlipatam and Parvatipur, and were I in possession of such, I do not think the accounts thereof would be encouraging for me to build any theory on such basis, and it would not be the criterion to go by. It is like groping in the dark, with only a glimpse of the prospect flashing at intervals; for the railway from Raipur would open another era to the districts of Ganjam and Vizagapatam.

6. Now I turn to my countrymen, and try to explain what a Company is. In mercantile affairs one single individual and a few others cannot embark in an enterprise of such magnitude as it is said, must bring them ruin upon their heads. On the contrary, a Company embarking in a trade opening several shares, would admit each individual in a small degree. If it is a Chartered Company, and should there be a loss, each shareholder would be liable to the extent of the share in the Capital, and not beyond it. Should one man, or a few others subscribe the whole matter, leaving the remaining shareholders behind the screen, he or they must be answerable for the whole liabilities.

7. I cannot hesitate to speak as to the tremendous prospect of advantages; but in time, say in eight or ten years the profit would be, if I can use so sanguine, exceedingly advantageous. Embarking in a undertaking of great importance, I am sure all parties would be made for the reason of difficulties, and shy away from. There is one goal to which we all must look, without being discouraged by the mistakes or mishaps we may meet in the attempt. Every civilization must have for its object some very good, which is the good of the country. It is to arrive at this goal that we must all unite and leave nothing in our power.

8. Our paternal Government has done, in my opinion, all they can in Native Education; but I am afraid they have not carried out the point they must have aimed at, that is, befitting natives for different trades. In the infancy state of Hindu Society, however, the Government should not be discouraged, but try something if done for their Hindu subjects. In England and on the Continent of Europe there are thousands educated for different trades, and the people conversant in them have been working not only for their good but also for their country, and I do not see why this should not be the case with India. Let every man have his own choice of trade he may embark in, and all that is required is to have masters for instructing him in earning his livelihood. For higher prospects let him try, after he (sic) can manage to live from hand to mouth.

9. It is industrial establishments, in my opinion, that would renovate India, but not the Act and the Act, or even the Ilbert Bill before such trades be known to our country, will in science ... afterwards to bear upon it. One of the greatest hinderances to the advance of India has been, and still is, the separation of learning from work, and from science. The Brahmin will read his study from day to day, from year to year, throughout his whole life, but never obtains from his knowledge the fruit it is calculated to yield; for he would almost as readily try to fly without ... to put his finger to a workman's tool. He on the other hand, the workman thinks that books and studies are for Brahmins, Carnatis and such like, but not for him. Yet until Learning be brought to bear on Labor, Science on Art, and one is to thrive, and the other but a wild mango ... the flesh. The two must be brought together and go hand in hand, and then and then only may we hope to see our native land taking its place among the first rank of civilized nations and becoming famous for the discoveries of its philosophers and inventions of its artists, as well as in former days for the songs of its poets. This however, is a digression from our main subject, though intimately connected with it. But to return.

10. The construction of the railways and station-houses would add to the instruction of the ... Public at present. Before the commencement of the Sugar works the artificial brick, there ... of best in the adjoining workmen, carpenters, iron-work boys etc., and masons earning from 3 to 5 Rupees each a month. I know there are exceptions that even they had their education ... and Vocation, which was started soon after the Sugar works, they have improved so much, ... they are savings more than double the wages now. The first can put their hands now to plough ... sustain the aim of the native planter, the second can use the ladle with great advantage, ... bring and be as much as double as if they were wood or any soft material, while a third can ... be in a position to be chief in the ... of moulding to war and clay, and the fourth ... great use.

11. The advantages arising from railways are not perceptible to native eyes, as they rise ... in proportion to the progress the railway makes, as also to the development of the trade ... resources of the country it runs through. I see there is a return to the district for starting ... which [illegible] is the interest of 5 per cent. per annum, which ... with the average [illegible] would be profitable, according to the resources of the ... through which it runs are developed.

12. The [illegible] would be fetch prices equivalent to ten per cent. annum ... which is very [illegible] ... [illegible] ... the consumption of prices in ... [illegible] ... railway in the [illegible] ... [illegible] ... [illegible] ...

In my friend Mr. G. L. Narsinga Row's encyclopædic speech he speaks of industrial schools for the benefit of the people. There is no doubt that the industrial schools are the great desiderata of our country as present, but let us once begin to construct a railway from our coast, and the construction of a railway will of itself be a sort of large industrial school for the people.

Then where is the money to come from for the construction of a line from Bimlipatam to Parvatipur? The distance is about 65 miles; and, supposing that our line will be constructed on the narrow gauge, it will cost about 44,000 Rupees a-mile. In round numbers we require a sum of about 25 lakhs of Rupees for the construction of this line. The Maharajah promises to pay down 14 lakhs and to supplement the large amount by 6 lakhs more. If so, he will have the lion's share in the good of the undertaking. This will not do. We must not let him reap all the benefit of our railway. We must invite him as small a subscriber as possible with reference and in proportion to his extensive donations. The district is full of Zemindars rich enough to compete with the Maharajah; and we have many a moneyed man whose extra money is now lying concealed underground. Let us exhume this hoarded money, and let us invest it in this undertaking.

The Government will help us in every way except guaranteeing us the interest upon the capital.

But we are not very enterprising. We require part with our money until we have some guarantee that we shall have an adequate return for it. If we can give the subscribers some such guarantee money is sure to rush in.

We have to devise some plan or plans for assuring the would be subscribers that their money will not be lost, and that they may expect a fair return for their investments.

I think if there was a Company, such as that of Messrs. Arbuthnot and Co., to see that the money is properly spent, and to assure them that an adequate return may be expected, the people will be satisfied. It is, therefore, now high time that our attention should be directed to this practical point.

If a Company were formed, and if there was a proper staff of Directors and Managers, there is no doubt that Rich Indian capitalists will also be induced to come forward.

10*th December* 1874. (Signed) LINGAM LAKSHMAYYA.

The speech was said in Telugu.

Proceedings of the Madras Government, Public Works Department,
26th February 1875.

Upon a petition in the Gazette to promote the welfare and comfort of the peoples of the country, as well as the arguments set forth in support thereof, read by Mr. Goodrich and His Highness the Maharajah in the chair, a meeting of that kind has been convened here this day, the 10th of December 1874, for constructing a railway from Vizagapatam to Parvatipur.

2. The construction of a railway will produce great delight to the inhabitants of this district who have never seen, nor have hitherto even heard of and desired all the comforts and advantages enjoyed by the natives of those favoured districts through which railways pass. It will remove the great difficulties and it unavoidably necessary to go to a short time to distant countries.

3. It will also supply the work required by those industrious men who feel embarrassed by coolies or other resources to go out on a long sea voyage. In the absence therefore of a medium other than railway, capable of producing such advantages, the present project is intimately beneficial to all matters.

4. Moreover, by the development of trade the railway cannot fail with be of great advantage to the natives of this country and those traders. It will be beneficial in opening into this country by large conveyances especially from the towns of Parvatipur, Jumbore as well as where, the most grain comes from, and other produces of different kinds. It will also be beneficial in supplying iron and salt which is greatly wanted by the inhabitants of these countries.

5. The immediate increase in the manufacture of salt and the like. The fact that the

advantages arising from a railway cannot be produced by mere carts may easily be perceived as follows.

4. If we calculate the number of days it will take for a common cart to reach Vizagapatam from Parvatipur, as also the fractional part of a day in which a railway train would be here from the same place, it will then be quite apparent that the advantages of the latter are by far very great. Besides ordinary bandies take long time to travel, and the expenses and hardships caused in the interim to the bullocks and their drivers would be prevented by a railway.

5. In my opinion a railway constructed as far as Raipur would if connected with Nagpur time be attended with immense advantages. Although we may not have immediate prospect of such advantages, yet a railway constructed for the present up to Parvatipur would itself have way for the completion of the remainder in a short time. Will not the advantages resulting simply from the trade above mentioned suffice for the present? Cannot this project be gradually brought to completion either by the respectable gentlemen now present here, or by a community of merchants who feel encouraged, as the advantages of a railway are being well appreciated by all men in consequence of the development of trade? Thus let us start at present, and it will gradually develop, and from the works which it will create many men will be trained in business. Will not then this of itself occupy the place of an industrial school, and giving increased work to the inhabitants here advance civilization?

6. Moreover, as occasion arises for trade to develop, ships will begin to come in large numbers, when merchants knowing the benefits to result will unite together and attempt to construct a harbour. This will then find work for many men and enable them to earn their livelihood.

7. View it in any light you may, the efforts of these great men conduce to the welfare of the people, and we all therefore pray the Almighty that the work may be put in hand, and that the natives of this district may be blessed so as to have seen the fortune of rejoicing at the sight of the advantages and happiness attendant on the construction of a railway.

(Signed) P. RUNGACHARRY.

A conversation ensued wherein Mr. Simson, Major Hindle, Brigadier-General Cooke, Mr. Mackie and others took part, and after some discussion the following Resolution was proposed by Mr. Mackie, seconded by Mr. Morgan, and carried:—

I. "That this meeting is of opinion that the construction of a light railway line from the coast westwards is most expedient.

"That a railway on the broad gauge would at present be an undertaking of doubtful expediency; though the knowledge of the capabilities of the country gained in the course of constructing a light line will furnish information and the grounds for an opinion on this point."

In course of the discussion on this resolution it was apparent that the meeting was not prepared, for the absence of precise information, to name the gauge of the proposed rail. A light railway was however, generally preferred to a tramway.

The meeting were not sufficiently informed to state definitely what the termini of the proposed line should be for reasons stated in the following Resolution. Proposed by His Highness the Maharajah, seconded by Brigadier-General Cooke, and carried unanimously:—

II. "That this meeting do submit to the Governor in Council a copy of these Proceedings, and do represent to him with due respect that the extension eastwards from Nagpur of the railway lines be discussed, with a view to the construction on the same footing of the whole line from Nagpur to the coast. They request that the Supreme Government be moved to consider the question as a whole."

After some further consideration, in the course of which His Highness stated that he was prepared at once to subscribe fourteen lakhs and twelve additional lacs for a term of years if the railway works from Parvatipur to Bimlipatam be started; and Mr. G. L. Narsinga Row mentioned that as he intended to bear the whole cost of the improvement of the Vizagapatam harbour he could not promise immediate help.

The President gave expression to the sense of the meeting, that, although no immediate action is possible, the thanks of the public are due to the Maharajah for having caused discussion to be held. His Highness will shortly be in Madras, where he will be able to obtain the advice of those whose influence, wealth, and knowledge can, if used on behalf of the undertaking, promote its success.

After the Maharajah had proposed and carried a vote of thanks to the President the meeting separated.

(Signed) H. GOODRICH,
Acting Collector and Agent to the Governor.

Communication to the Public Works Department in continuation of G. O., dated 18th December 1874, No. 1,987, and for report.

(True Extract.)

(Signed) D. F. CARMICHAEL,
Acting Chief Secretary.

No. 654. Ootacamund, 26th February 1875, No. 582.

RAILWAY, No. 89.

The conclusion arrived at by the Meeting whose Proceedings are communicated with Public Department Order, No. 33, of 11th January, was that no immediate action was possible towards the construction of the light railway which it was considered expedient should be constructed from the coast westwards with a view to obtaining by the Government of India of the subject of the extension eastwards from Nagpore of existing lines.

2. With the knowledge of the views of the Government of India and of the Secretary of State communicated in late papers marginally noted, and which have been placed at the disposal of the public press, regarding progress with lines to connect the important cotton field of the Southern Maratha country with either coast, it is, in the opinion of His Excellency the Governor in Council, useless to press upon their attention at this time the subject now first brought forward in this Presidency.

G. O., No. 105, dated 15th January 1875.
" " 191, " 12th "

(True Extract.)

(Signed) W. W. WALKER, Colonel, R.E.,
Secretary to Government.

To the Consulting Engineer for Railways.
" Public Department.

2nd Sub. Agent.
Spare Copies.

Cabl. of 1876) Mains

P.R.S.

CIVIL ENGINEER

FOR RAILWAYS

&c., &c., &c.

FEBRUARY,

1868.

Revenue 1875 Depart.t

No. 816

Pro. of Gov.t Public Dep.t

Dated 4.th
Rec.d 5.th } March 1875

No. 287

Enclosed
Communication dated
6 March 1875
from the Lords of Registration
Council for Ireland
forwarding Maps and Plans
of the Construction of a
Railway from Portarlington
to Birr (Parsonstown)

No. 463

Commissioners Office
Dublin
5 March 1875