

(1) Number of pages _____

(2) Date of repair _____

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 1942	Press
461-462	~~Mis.~~
Dated 20-6-	18 66

Not to be folded or roughly handled

9/1/63

15

Proceedings of the Madras Government, Public Works Department,
21st June 1866.

No. 431. Read the following letter from the Acting Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 31st May 1866, No. 240:—

1. I have the honor to lay before Government, for their consideration, a correspondence which has taken place between the Agent of the Madras Railway Company and myself upon the following points:—

(1.) The establishment of a maximum scale of rates and fares for Passengers and Goods.

(2.) The levy upon goods of a terminal charge, not exceeding Rupees 3 per ton, to include collection or delivery in Madras, or at Mofussil stations.

(3.) The levy of a maximum insurance rate of 3 per cent. upon the declared value of all packages containing valuable goods.

2. With regard to the first of these suggestions, I recommend that the maximum scale of rates and fares named by the Agent be adopted, and that, within its limits, the Company be permitted, subject to the approval of the Consulting Engineer, to vary the charges for the conveyance of goods and passengers.

3. In his Despatch dated the 31st March 1862, No. 5, the Right Honorable the Secretary of State signified his general approval of the principle in question,

G. O. 28th July 1862, No. 400.

and a concession, similar to that now sought by Mr. Elwin, was shortly afterwards sanctioned by this Government in the case of the Great Southern of India Railway Company, and the maximum scale then authorized has been in force upon that line for the last four years.

4. In the annexed table are shown the present fares on the Madras Railway, and the proposed maximum scale, the present fares and the maximum scale in force on the Great Southern of India Railway, and the fares now in force on the other principal Indian lines. The first and second class express fares have been entered in the proposed maximum scale of the Madras Railway, with a view to the necessity which may hereafter arise for running trains at a greater speed than is now attained by the ordinary trains.

5. The second suggestion made by Mr. Elwin has reference to a question which was discussed at some length more than two years ago, and which has more than once been brought to the notice of Government. In his letter of the 23rd November 1863, No. 800, the Agent urged the employment by the Railway Company of contractors, first, for loading and unloading the wagons at the various stations on the line; and second, for the delivery of goods at Madras; the expense in the first case being met by the levy of a terminal charge of 3 Pies per maund, and in the second by an increase

Vide G. O. 12th January 1864, No. 19.

Do. 15th February " " 83.

Do. 13th April " " 228.

*Proceedings of the Madras Government, Public Works Department,
21st June 1866.*

in the rates for all class goods invoiced to Madras. In disposing of the question, Government approved of the employment of a contractor for loading and unloading goods, but objected to the imposition of a terminal charge, and to the employment of a contractor for delivering goods at the Presidency. To insure, however, the speedy removal of goods from stations, the time allowed for the purpose was relaxed from 36 to 24 hours, and the charge for demurrage raised from 3 to 4 Pies per maund, per day.

G. O. January 1864, No. 19.

G. O. 15th February 1864, No. 83.

G. O. 13th April 1866, No. 228.

6. The subject was again brought forward by the Railway Board in London, and in his Despatch dated the 31st August 1864, No. 19, the Secretary of State expressed his general approval of the measures previously proposed by the Agent, who was thereupon requested to frame, for submission to this Government, such regulations as should insure the effectual carrying out of those measures.

On 11th October 1864.

7. Owing, confessedly, to difficulties inseparable from it, the matter has remained in abeyance for many months, and no action was taken by the Railway authorities until the 10th instant. It is now proposed, as will be seen from the Agent's letters herewith forwarded, that contractors shall be employed to collect and to deliver goods, not only at Madras but at the Mofussil stations, that consigners and consignees shall employ these contractors, or not, at their option, that when the contractors are employed, a terminal charge to cover the collection or delivery of goods, within five miles of any station, shall be levied, such charge not to exceed Rupees 3 per ton, and that in cases where the contractors are not employed, the existing rules relating to demurrage shall remain in force.

8. In discussing this subject with the Agent and other Railway officials, it was generally admitted that to give effect to the proposed measure would be a matter of great difficulty. Even at a large terminal station like Madras, in order to induce a competent and responsible contractor to undertake the work, and to insure its being efficiently executed, the whole Railway traffic or a certain regular amount, must be secured to him. But this, so long as it is optional with senders and receivers of goods to convey them to and from the stations at their own cost, the Railway Company of course could not do. Many other minor practical difficulties and inconveniences presented themselves; and after careful consideration of the whole question, I cannot recommend the adoption of the measure proposed by Mr. Elwin. I cannot, indeed, see that the action of Government in the matter is at all required: it is now open to the public to employ any carrier who may offer his services, and the proposed terms would place the latter upon no better footing than he now occupies.

No. 291.

9. From the Agent's letter of the 23rd instant, it will be seen that the raising of the demurrage rate for cotton to 1 Anna, per maund, per diem, sanctioned by Government on the 17th November last, has worked well; and in

In G. O. No. 3,472.

*Proceedings of the Madras Government, Public Works Department,
21st June 1866.*

order to ensure the regular and speedy removal of goods from stations, I am of opinion that it would be well that the Agent should be empowered to fix, with the sanction of the Consulting Engineer, any demurrage rate within a maximum of 2 Annas per maund, per diem, for all classes of goods. This rate of 2 Annas was on a former occasion approved by Government, but at the instance of the Agent it was reduced to 4 Pice.

G. O. 15th February 1864, No. 83.

O. O. 13th April 1864, No. 228.

10. The third suggestion made by Mr. Elwin, is that the Railway Company shall be authorized to levy an insurance rate not exceeding 3 per cent. *ad valorem*, upon such packages as may be declared to contain valuable goods; and that unless the increased rate be paid the Company shall be empowered to refuse to carry such goods. The rule now in force upon this subject is annexed hereto. It has been framed in accordance with Section X. of Act No. XVIII. of 1854, which absolves the Railway Company from all liability in the event of loss of, or injury to, packages containing valuable articles, unless their nature and value shall have been declared, and an increased charge for their safe conveyance accepted on behalf of the Company.

11. I am of opinion that the fixing of the insurance rate within the proposed maximum should be subject to the approval of the Consulting Engineer, but with this exception I see nothing objectionable in Mr. Elwin's proposal, and I recommend that it be sanctioned.

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21st June 1866.*

5. With this view the Board are desirous that you should prepare a maximum scale of rates and fares, after consultation with the Traffic Manager, and submit it for the approval of the Government. In settling this scale, those which have been already agreed on in the case of the Great Indian Peninsula and Great Southern Railways should of course have your consideration, although the peculiar circumstances of every Railway require to be taken into account in regulating its tariff.

(True Extract.)

(Signed) R. B. ELWIN,
Agent and Manager.

From the Acting Consulting Engineer for Railways, to the Agent and Manager, Madras Railway Company, dated Madras, 11th May 1866, No. 255.

1. Referring to your letter of the 10th instant, No. 270, I have the honor to request that you will be so good as to state whether the rules and rates proposed in paragraphs 3 and 4 have reference to the letter from the Railway Board of Directors to your address, dated the 8th August 1864, No. 347. If they have, it is desirable that fuller information should be laid before Government upon the subject. It should be explained whether or no it is proposed that the terminal charge for delivery of goods is to be imperative on all consignees, or whether a certain time will be allowed them to remove their goods at their own cost, should they prefer to do so. The rules allow at present 24 hours for the removal of goods after their arrival, when if not removed, they become liable to charges for storage.

2. I shall be glad to learn what effect the higher rate of 1 Anna, per maund, per diem on cotton not removed from the Railway premises, has had in expediting its removal.

Sanctioned in letter No. 614, 20th November 1865.

3. With reference to the insurance of goods, I do not gather from paragraph 4 of your letter whether the charge of 3 per cent. *ad valorem* is proposed to be a maximum charge, and whether it is to be imperative on all consigners of goods.

From the Acting Agent and Manager of the Madras Railway Company, to the Acting Consulting Engineer for Railways, dated Madras, 23rd May 1862, No. 291.

1. In reply to your letter No. 255, of the 11th instant, I have the honor to state that the rules and rates proposed in Mr. Elwin's letter of the 10th instant, No. 270, have reference to the Board's letter No. 347 of the 8th August 1864. It is not intended that the terminal charge for delivery and collection of goods should be compulsory. It is intended that consignees should have the option of removing their goods themselves, and that the existing rules relating to demurrage should remain in force.

2. The effect of the demurrage charge of 1 Anna per maund, per diem, upon cotton, has been to increase the receipts for demurrage, from Rupees 537-6-4 in November to Rs. 606-14-0 in December, and to reduce the quantity of cotton subject to demurrage, from 25,789 maunds in November to 9,710 maunds in December.

3. The insurance rate of 3 per cent. is proposed to be a maximum charge, and is only to be charged on such packages as are declared to contain valuable goods, and it will be imperative so far that the Company will refuse to carry such goods unless the increased rate is paid.

No. 462. ORDER THEREON, 20th June 1866, No. 1,942.

RAILWAY, No. 38.

1. As the Right Honorable the Secretary of State for India has approved generally of fixing a scale of maximum rates and fares on Railways within which those charges may be varied from time to time without a reference to Government, and as the scale proposed by the officials of the Madras Railway, and recommended by the Consulting Engineer for

*Proceedings of the Madras Government, Public Works Department,
21st June 1866.*

sanction, is nearly identical with that already fixed for the Great Southern of India Railway, the Government approve of its being experimentally adopted, subject however to the condition that all changes made in the rates and fares within the limits now sanctioned shall have received the approval of the Consulting Engineer.

2. The Government agree with Major Shaw Stewart, that their sanction is not required for the levy of a rate of Rupees 3 per ton upon goods as a terminal charge, and to cover the cost of collection and delivery within five miles of Railway stations. As it is not proposed to make it compulsory on consigners or consignees to employ the Railway Company's carrying agent, or to charge the rate in cases where the goods may be removed at the owner's own cost and risk, the Government do not see the advantage of the proposal, and think that the public may be left to make their own arrangements, or to employ a recognized agency as they may find most convenient. The rate to be charged being uniform, will press very differently upon individuals according as they may reside close to or at a distance from the Railway station.

3. With regard to the proposed charge for insurance the Government observe that, for short distances, an *ad valorem* rate of 3 per cent. on valuable goods would be absolutely prohibitory, and therefore, whilst not objecting to that percentage as a maximum, as an experiment, subject to report, they consider that the charge should be made, within that limit, proportionate to the distance the goods are to be carried.

(True Extract.)

(Signed) CHARLES A. ORR, Colonel, R. E.,
Secretary to Government.

To the Consulting Engineer for Railways.

Exd. S. T. Augustin.

(C1)
 Table showing the existing fares and proposed Maximum Scale of fares on the Madras Railway and the
 fares in force on the other Railways specified in _____

	Madras Railway		Great Southern of India Railway		East Indian Railway		Great Indian Peninsula Railway		Bombay, Baroda and Central India Railway	
	Present Fares	Proposed Maximum Fares	Present Fares	Maximum Fares already Sanctioned	Present Fares	Maximum Fares already Sanctioned	Present Fares	Maximum Fares already Sanctioned	Present Fares	Maximum Fares already Sanctioned
Passengers per Mile										
1 st Class — By day train	18	24	12	24	18	24	15	24	15	24
By night train	22	30	"	"	"	"	"	"	"	"
By day train	6	12	8	16	9	16	8	16	8	16
By night train	7	16	"	"	4 1/2	"	"	"	"	"
By day train	3	8	4	8	3	8	3	8	3	8
By night train	8	10	12	18	18	24	18	24	18	24
By day train	12	14	24	36	24	36	24	36	24	36
By night train	14	18	24	36	24	36	24	36	24	36
By day train	16	24	24	36	24	36	24	36	24	36
By night train	24	36	24	36	24	36	24	36	24	36
By day train	36	54	24	36	24	36	24	36	24	36
By night train	36	54	24	36	24	36	24	36	24	36
Intermediate Class										
3 rd Class										
Goods per Ton per Mile										
Special Class										
1 st Class										
2 nd Class										
3 rd Class										
4 th Class										
5 th Class										

91

Madras
 Consulting Engineer's Office
 31 May 1888

The undersigned
 Acting Consulting Engineer for Railways

(3) 11
Rules and Regulations

"The Company will not be answerable in any case for loss of, or injury to Gold, Silver, Jewellery, Glass, China, Valuable Papers, Plated Goods, Pictures, Silks, Lace, Shawls, and such like valuable articles, unless the value and nature of such articles shall have been declared, and an increased charge for the safe conveyance accepted by an authorized servant of the Company: neither will they be responsible for loss of, or injury to, Parcels when insecurely packed, nor for loss or damage by leakage. Perishable Goods will only be conveyed at the Owner's risk, and must be pre-paid."

(True Copy)

J. M. Stewart Major R. C.
Acting Comd: Engrs for R. G.

20/12/16

In a letter from the
Society of Engineers for the
20/12/16

und Angehörigen.

... 1870 ...

The first of these is the fact that the
 British Government has been unable to
 obtain the necessary funds to carry out
 its policy of non-interference in the
 affairs of the colonies. This has led to
 a series of financial crises, which have
 resulted in the British Government being
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 forced to abandon its policy of non-
 interference in the affairs of the colonies.

See a letter from the
Detroit County Sup^r
for Reference of 3rd 4th
May/66 #a 240-

(1911)

1. *Benign*
 2. *Benign*

13

CONSULTING ENGINEER'S OFFICE,

Railway Department.

No. 240.

From

Wm. I. R. M. Shaw Stewart *CE*
acting Consulting Engineer for Railways,

To

Colonel L. A. Orr R.S.
Secretary to Government,
Public Works Department,
Fort Saint George.

SIR,

I have the honor to lay before Govern-
ment for their consideration a Correspondence which
has taken place between the Agent of the Madras
Railway Company and myself upon the following
points:-

1. The establishment of a maximum scale of rates and fares for Passengers and Goods -
2. The levy upon Goods of a terminal charge, not exceeding Rupees 3 per ton, to include collection or delivery in Madras, or at Mofussil Stations -
3. The levy of a maximum insurance rate of 3 per Cent upon the declared value of all packages containing valuable goods -

2 With regard to the first of these suggestions

Suggestions, I recommend that the maximum scale of rates and fares named by the Agent be adopted, and that, within its limits, the Company be permitted, subject to the approval of the Consulting Engineer, to vary the charges for the conveyance of Goods and Passengers.

3 In his Despatch dated the 21st March 1862, No 5, the Right Honble the Secretary of State signified his general approval of the principle in question, and a concession similar to that now sought by Mr Elwin, was shortly afterwards sanctioned by this Government in the case of the Great Southern of India Railway Company, and the maximum scale then authorized has been in force upon that line for the last 24 years.

4 In the annexed table are shown the present fares on the Madras Railway, and the proposed maximum scale — the present fares and the maximum scale in force on the Great Southern of India Railway — and the fares now in force on the other principal Indian lines. The First and Second Class Express fares have been entered in the proposed maximum scale of the Madras Railway with a view to the necessity which may hereafter arise for running trains at a greater speed than is now attained by the ordinary trains.

5 The second suggestion made by

90

Vide L.O.
12 January/64 No 19.
15 February -- No 83.
13 April --- No 228.

L.O. 28 July/62
No 400.

L.O. January/64 No 19.

L.O. 15 February/64 No 83.

L.O. 13 April/64 No 228.

15
Mr Elwin has reference to a Question which was discussed at some length more than two years ago, and which has more than once been brought to the notice of Government. In his letter of the 23 November 1863,

No 800, the Agent urged the employment by the Railway Company of Contractors, first, for loading and unloading the waggons at the various Stations on the Line; and second, for the delivery of Goods at Madras, the expense in the first case being met by the levy of a terminal charge of 3 pies per maund, and in the second by an increase in the rates for all Class Goods invoiced to Madras.

In disposing of the Question, Government approved of the employment of a Contractor for loading and unloading Goods, but objected to the imposition of a terminal charge, and to the employment of a Contractor for delivering Goods at the Presidency.

To insure however the speedy removal of Goods from Stations, the time allowed for the purpose was reduced from 36 to 24 hours, and the charge for demurrage raised from 3 to 24 pies per maund per day.

The Subject was again brought forward by the Railway Board in London, and in his despatch dated the 31 August 1864, No 19, the Secretary of State

by special

expressed his general approval of the measures previously proposed by the Agent; who was thereupon requested to frame, for Submission to this Government, such regulations as should insure the effectual carrying out of those measures.

On 11 Oct. 1864

7. Owing, confessedly, to difficulties inseparable from it, the matter has remained in abeyance for many months, and no action was taken by the Railway Authorities until the 10th instant. It is now proposed, as will be seen from the Agent's letter herewith forwarded, that Contractors shall be employed to collect and to deliver Goods, not only at Madras but at the Mofussil Stations, - that Consigners and Consignees shall employ these Contractors, or not at their option, - that when the Contractors are employed, a terminal charge to cover the collection or delivery of Goods, within 5 miles of any Station, shall be levied, such charge not to exceed Rupees 3 per ton, - and that in cases where the Contractors are not employed, the existing rules relating to demurrage shall remain in force.

8. In discussing this Subject with the Agent and other Railway Officials, it was generally

generally admitted that to give effect to the proposed measure would be a matter of great difficulty. Even at a large terminal Station like Madras, in order to induce a competent and responsible Contractor to undertake the work, and to insure its being efficiently executed, the whole Railway traffic or a certain regular amount, must be secured to him. But this so long as it is optional with senders and receivers of Goods to convey them to and from the Stations at their own cost, the Railway Company of course could not do.

Many other minor practical difficulties and inconveniences presented themselves; and after careful consideration of the whole question, I cannot recommend the adoption of the measure proposed by Mr. Rhin.

I cannot indeed see that the action of Government in the matter is at all required: it is now open to the Public to employ any Carrier who may offer his services, and the proposed terms would place the latter upon no better footing than he now occupies.

9. From the Agent's letter of the 23rd instant, it will be seen that the raising of the demurrage rate for Cotton to 1 Anna per maund per

1291

In 2.0-3472.

4.0.15 February/64
No 83

G.O. 13 April 1964 N° 228

11. I am of opinion that the fixing of the Insurance rate within the proposed maximum should be subject to the approval of the Consulting Engineer, but with this exception I see nothing objectionable in McElwain's proposal and I recommend that it be sanctioned.

I have the honor to be,
Sir,

Yr Most obed Servant

1
J. Macdonald Major 25th
Acting Consulting Engineer for Railways 21st

Public Works Department.

1942

PROCEEDINGS of the MADRAS GOVERNMENT
Under date the 21st June/66.
Read the following

From
The Consulting Engineer
for Railways

(Here enter No. 240 dated 31st May/66.)

As the Right Honorable the Secretary of State for India has approved generally of fixing a scale of maximum rate and fares on Railways within which those charges may be varied from time to time without a reference to Government, and as the scale proposed by the Officials of the Madras Railway, and recommended by the

Wm

Copy of a letter to England
of 27th August 1911 of 1866.
H. C. Goodall Esq.

By
7th May/62 207 238
28th July " " 400
12th Aug/64 " 19
15th July " " 83
6th Decr " " 642
13th Decr " " 228
27th Nov/65 3472
12th Decr/66 1326

By 1866
115 Railway Department
No 222/70

To
The Consulting Engineer
for Railways,

The Secretary to Government,
Public Works Department,
Fort Saint George,

Dated 27th May 1866.
Received 27th June 1866.
No. 240-6.
1912-21st June/66

Submitting for
the consideration of
Govt. a correspondence
which have taken place
between the Secretary
and the Railway
regarding the
arrangement made of
rates for passengers

25 June/66. D. 115

Consulting Engineer for
sanction, is nearly identical
with that already fixed
for the Great Southern of
India Railway, the Govt.
approve of its being ex-
perimentally adopted, sub-
ject however to the con-
dition that all changes
made in the rates and
fees within the limits
now sanctioned shall
have received the approval
of the Consulting Eng^r.

The Government
agree with Major Shaw
Stewart that their sanction
is not required for the
levy of a rate of Rs. 3
per ton upon goods a

23
a terminal charge on
to cover the cost of collect
and delivery within 5 miles
of railway stations. As
it is not proposed to make
it compulsory on consign-
ers or consignees to
employ the Railway
Company's Carrying
Agent, or to change the
rate in cases where the
goods may be removed
at the owners own cost
and risk, the Govt. do
not see the advantage
of the proposal, and
think that the public
may be ^{left} to make
their own arrangements
or to employ a recognizing

Agency as they may
find most convenient -
The rate to be charged
being uniform, will press
very differently upon indi-
viduals according as
they may reside close to
or at a distance from
the Railway station -

With regard to
the proposed charge for
insurance the Govt ob-
serve that, for short
distances, an ad valorem
rate of 3 per cent on
valuable goods would
be absolutely prohibitory,
and therefore, whilst not
objecting to that percentage
as a maximum, they
consider ^{as an experiment, subject to report,}
consider

consider ²⁵ that the charge
should be made, within
that limit, proportionate
to the distance the
goods are to be carried.

[Signature]

70
3 The foregoing with 2 letters 13
2

[Signature] Dec. 22nd 1860

Copy in a Letter to England
of 22nd Aug 1866

J W B B Dept
Secy of Govt for India

(15)
A 401-462
Secy of the Madras Govt
Of the Govt of India

Passing orders on certain
correspondence submitted by the
Consulting Engineer on the subject
of Rates for Passengers Goods and
Insurance on the Madras Rail
way.

A 401-462