M.R.O. 1—77,005—2-6-37.

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MADRAS RECORD OFFICE.

Government of Madras.

Public works DEPARTMENT.

G.O. No. 3097 & 98 Press
103-105 Mis.
Dated 7. 10. 1867.

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department.

7th October 1867.

No. 103. Read the following letter from the Secretary to the Government of India, Public Works Department, (Railway,) to the Secretary to the Government of Madras, Public Works Department, (Railway,) dated Simla, 14th September 1867, No. 798 R :—

1. I am directed to acknowledge the receipt of your letter, No. 1,877 of 24th June last, submitting an Analysis of the Revenue Account of the Madras Railway for the second-half of 1866, and to communicate the following observations.

2. The net receipts for both the North-West and South-West Lines amounted to Rupees 13,13,142, which furnish a return at the rate of 3·35 per cent. per annum on the cost of the open line, or 2·99 per cent. on the total capital expended.

3. It has already been observed, in passing orders on balance sheet, that the results in general were not favorable, owing probably to the prevailing scarcity and distress.

4. On these lines the experiment of differential rates for day and night passengers has been in force since the 1st of November 1865. The following figures show the effects of the change on the passenger traffic of the South-West Line. The traffic on the North-West Line is similar in character.

Half-years.	Numbers.			Receipts.		
	First Class.	Second Class.	Third Class.	First Class.	Second Class.	Third Class.
Single Journies.				Rs.	Rs.	Rs.
1st half 1864, open 406 miles ...	4,192	41,921	5,46,536	36,671	48,343	4,09,506
2nd ,, ,, ,, 477 ,, ...	4,758	56,895	5,76,959	48,390	85,497	4,76,989
1st ,, 1865, ,, 492 ,, ...	4,882	49,750	6,54,878	47,973	78,182	5,28,685
2nd ,, ,, ,, ,, ...	4,424	42,348	6,89,966	51,575	75,274	5,50,474
1st ,, 1866, ,, ,, ...	3,226	34,022	6,97,559	50,123	75,647	5,61,246
2nd ,, ,, ,, ,, ...	2,652	30,692	6,53,564	43,529	67,455	5,20,104
Return Journies.						
1st half 1864	47	661	20,154	431	867	11,101
2nd ,, ,, ...	287	1,772	16,664	4,502	4,589	8,912
1st ,, 1865	333	1,310	26,707	6,260	2,401	17,910
2nd ,, ,, ...	402	847	12,170	8,602	3,301	9,509
1st ,, 1866	658	1,706	25,850	11,856	2,991	17,052
2nd ,, ,, ...	813	933	9,945	14,107	3,017	7,007

5. The figures speak for themselves. It is further seen that the aggregate of profit from the first two classes of passenger traffic was as follows :—

1st half 1864	Rs.	29,524		
2nd ,, ,, ...	,,	70,896		
1st ,, 1865	,,	55,613		
2nd ,, ,, ...	,,	53,776	Differential fare in-	
1st ,, 1866	,,	61,581	troduced.	
2nd ,, ,, ...	,,	58,819		

Thus the profit from both classes since the introduction of the change is not much in excess of that of the half-year immediately preceding, while the largest amount was realized in the second-half of 1864 under the operation of lower fares. Taking it even for granted that the increased charges have brought in an increase of profit of two or three thousand rupees per half-year, the Government of India think it worth considering how dearly this result has been obtained by a diminution of twenty to thirty thousand in the number of persons using the line.

in passing orders on Balance Sheet, that

6. In the Analysis for the first-half of 1866, the Consulting Engineer expressed himself of opinion that, in the case at least of the second class, the existing fares did not appear to be the most remunerative, and that as the differential rates were sanctioned experimentally for one year, the Railway authorities would probably at the end of that period propose some modification. The year of experiment having expired, I am directed to enquire what is intended to be done under the apparent failure of the experiment.

7. With reference to the absence from the working expenses of the North-West Line of the amount of hire of vehicles of the South-West Line, I am desired to draw your attention to the Orders conveyed in Public Works Department, No. 620 R, of July last, and to observe, it is presumed that the next account will show the amounts hitherto erroneously excluded from the Revenue Accounts and charged to Capital.

8. I am further to take this opportunity of observing that the information called for in paragraph 10 of Public Works Department, No. 1,142 R, of 11th December 1866, has not yet been furnished.

No. 104. ORDER THEREON, 7th October 1867, No. 3,097.

RAILWAY, No. 6.

1. Forwarded to the Consulting Engineer, who will obtain and submit, with his own opinion, the views of the Railway authorities on the subject noticed in paragraphs 3 to 6.

2. Particular attention is requested to the orders in paragraph 7.

3. Adverting to paragraph 8, the Government note that the information called for in Colonel Dickens' letter of the 11th December 1866, No. 1,142 R, was furnished to the Government of India in letter No. 3,810, under date the 30th November 1866 :—

(Here enter No. 3,098, dated 7th October 1867.)

(True Extract.)

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

To the Consulting Engineer for Railways.

Exd. S. T. Augustin.

PUBLIC WORKS DEPARTMENT,
FORT ST. GEORGE,
7th October 1867.

No. 3,098.

No. 105.
To

THE SECRETARY TO THE GOVERNMENT OF INDIA,
PUBLIC WORKS DEPARTMENT.

SIR,

RAILWAY, No. 7.

Adverting to paragraph 8 of your letter of the 14th September 1867, No. 798, reviewing the Revenue Account of the Madras Railway for the half-year ended 31st December 1866, I have the honor, under the orders of the Governor in Council, to state that the information required in paragraph 10 of your letter of the 11th December 1866, No. 1,142 R, was furnished in mine of the 30th November 1866, No. 3,810.

I have the honor to be,
Sir,
Your most obedient servant,

Colonel, R. E.,
Secretary to Government.

Exd. S. T. Augustin.

In passing orders on Balance Sheet, that

No 798 R

Government of India
Public Works Department
Railway

To

The Secy. to the Govt. of Madras
P.W. Deptt (Railway)

Simla, 14th September 1867

Sir,

I am directed to acknowledge the receipt of your letter No. 1877 of 24th June last - submitting an Analysis of the Revenue Account of the Madras Railway for the 2d half of 1866 and to communicate the following observations.—

2. The net-receipts for both the N. W. and S. W. lines amounted to Rs 13,13,142 which furnish a Return at the rate of 3.35 per cent per annum on the cost of the open line or 2.99 per cent on the total Capital expended.—

3. It has already been observed in passing orders on Balance Sheet, that

the results in general were not favorable owing probably to the prevailing scarcity and distress.—

4. On these lines the experiment of differential rates for Day and Night passengers has been in force since the 1st of November 1865. The following figures show the effects of the change on the passenger traffic of the S. W. line the traffic on the N. W. line is similar in character.—

Half years	Numbers			Receipts		
	First Class	Second Class	Third Class	First Class	Second Class	Third Class
Single Journies				Rs	Rs	Rs
1st half 1864 - open 406 miles	4192	41921	546,536	36,671	48,343	4,09,506
2d " " 477 "	4758	56,895	576,959	48,390	85,497	4,76,989
1st " 1865 " 492 "	4882	49,750	6,54,878	47,973	78,182	5,28,685
2d " " " "	4424	42,348	6,89,966	51,575	75,274	5,30,474
1st " 1866 " "	3226	34022	697,559	50,123	75,647	5,61,246
2d " " "	2652	30,692	6,53,564	43,529	67,485	5,20,104
Return Journies						
1st half 1864	47	661	20,154	431	867	11,101
2d "	287	1772	16,664	4,502	4589	8,912
1st " 1865	333	1310	26,707	6,260	2461	14,910
2d " "	402	847	12,470	8,602	3301	9,509
1st " 1866	658	1706	25,850	11,856	2991	14,052
2d " "	813	933	9,745	14,107	3017	7007

5. The figures speak for themselves. It is further seen that the aggregate of profit from the first 2 classes of passenger traffic was as follows.—

		Rs
1st half	1864	29,524
2d "	"	70,896
1st "	1865	55,613
2d "	"	53,776 — Diff. fare introduced
1st "	1866	61,581
2d "	"	58,819

Thus the profit from both classes since the introduction of the change is not much in excess of that of the half year immediately preceding, while the largest amount was realised in the 2d half of 1864 under the operation of lower fares.— Taking it even for granted that the increased charges have brought in an increase of profit of 2 or 3 thousand Rupees per half year, the Govt of India think it worth considering how dearly this result has been obtained by a diminution of 20 to 30 thousand in the number of persons using the line.—

6. In the Analysis for the 1st half of 1866 the Consulting Engineer expressed himself of opinion that, in the case at least the 2d Class, the existing

fares did not appear to be the most remunerative and that as the differential rates were sanctioned experimentally for one year, the Railway Authorities would probably at the end of that period propose some modification. The year of experiment having expired I am directed to enquire what is intended to be done under the apparent failure of the experiment.—

With reference to the absence from the Working Expenses of the N.W. line of the amount of hire of Vehicles of the S.W. line I am desired to draw your attention to the orders conveyed in P.W.D. No. 620 R of July last and to observe, it is presumed that the next Account will show the amounts hitherto erroneously excluded from the Revenue Accounts and charged to Capital.—

8 I am further to take this opportunity of observing that the information called for in para: 10 of P.W.D. No. 1142 R of 11th December 1866 has not yet been furnished.—

I have the honor to be
Sir
Your most obedt. servt.

(Wm Dichens Coll R.A.
Secy. to the Govt. of India

Wm

P.W. Dept.
Proc. of Govt. for Octr.
No. 3668.

From
The Secy to the Govt
of India

Dated 14th Sept/67
Recd. 27th Sept/67
No. 798 R

Reviewing the
analysis and Revenue
account of the Madras
Railway for the second
half of 1866.

No. 103

No 3098
No 3097 to 7th Octr/67

Public Works Department.

No. 3097

PROCEEDINGS of the MADRAS GOVERNMENT.

Under date the 7th Oct. 1867

Read the following

From the Secretary to the Govt of India.

(Here enter No. 778 dated 11th Sept 1867

Forwarded to the Ponbulterly Engineer, who will obtain and submit with his own opinion, the views of the Railway Authorities on the subject noticed in paras 3 to 6.

2 Particular attention is requested to the orders in para 7 - Adverting to para 8, the Government note that the information called for in Colonel Dicken's letter of the 11th

11th December 1866,
No. 1142 R, was furnished to the Government of India in letter No. 3810, under date the 30th November 1866.

To The Com[missione]r for Railways.

Dep[t] 8/12/67

To The Secretary to the Govt of India P.W.D.

No 3098

Adverting to para 8 of your letter of the 14th September 1867, No. 798, reviewing the Revenue Accounts of the Madras Railway for the Half Year ended 31st Dec[r] 1866, I have the honor, under the orders of the Governor in Council, to state that the information required

required in para 10 of your letter of the 11th December 1866, No. 1142 R, was furnished in ~~Colonel Cotton's~~ communication of the 30th November 1866, No. 3810.

M.

Grant St George
7th Octr 1867

12

12

Dep[t] 8/12/67

P. W. 1867. Department.

Pro: of Govt. for October

No. 3097 & 3098

PROCEEDINGS OF GOVERNMENT. of Madras

Dated 7th October 1867

Forwarding with instructions, to the consulting Engr. the orders of the Govt. of India on the Revenue Account of the Madras Railway for the second half of 1866.

Informing the Govt of India that the explanation required relative to the supposed discrepancy in the working expenses of the North West and South West lines of the Madras Railway during the first half of 1866 was furnished in Nov. last.

Rs 103-104 & 105