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M.R.O 1-77,006-8-6-37.

(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. 3305-05A	Press
519-20 + 20A	Mis.
Dated 24	10 1867.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
21th October 1867.*

No. 519. Read the following letter from the Acting Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 10th October 1867, No. 277 :—

1. As directed by Government in their Order, dated the 11th January last, No. 99, and with reference to the correspondence contained in the Orders noted in the margin,* I have the honor to report upon the result of the changes in the arrangements for passenger traffic upon the Great Southern of India Railway which were sanctioned in that Order. These changes, which came into effect from the 1st March last, consisted in the abolition of the second and third class accommodation and fares, and in the substitution in their place of an intermediate class at a fare of 5 Pies per mile, the fares of the second and third classes having previously been 8 and 4 Pies per mile, respectively.

2. The dates, as noted below, upon which the several sections of the line were opened for traffic, make it a matter of some difficulty to institute any direct comparison between the receipts from passenger traffic before and after the changes in question.

Up to the 2nd December 1866, the line was opened between	
Negapatam and Trichinopoly	79 Miles.
On the 3rd December 1866, it was opened between Negapatam	
and Caroor	127 "
On the 1st July 1867, it was opened between Negapatam and	
Kudumudi.....	144 "

Whereas the change of fares came into effect, as above-mentioned, on the 1st March 1867.

3. Taking all things into consideration, the six months which elapsed between the 2nd December 1866 and the 1st June 1867, appear to afford the best means of determining the comparative results from the two systems. Of the twenty-six weeks comprised within this period, the old and the new arrangements prevailed, respectively, during the first and the last thirteen weeks. Throughout the whole period the length of line open for traffic remained the same, viz., 127 miles. While the Christmas holidays and the Seringham feast fell in the first half, the Easter holidays and the Trivalore feast fell in the second. The comparison between these two consecutive three-monthly periods would, therefore, seem to be in every way as fair as possible.

4. The accompanying statement A. will show that during the months of December, January, and February, there were conveyed, at the ordinary fares, 122,643 passengers, the receipts from whom amounted to Rupees 72,301; and that during the months of March, April, and May, 94,001 passengers were conveyed, who paid among them Rupees 70,772. During the latter period the number of ordinary travellers upon the line had therefore diminished by 28,642, or 23.35 per cent., while the receipts had diminished by Rupees 1,529, or 2.11 per cent.

5. Statement B. gives a comparison, between the years 1866 and 1867, of the weekly passenger traffic receipts during the four months of March, April, May, and

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June. During the former period, with 79 miles of line open, the number of ordinary passengers was 131,173, and the receipts came to Rupees 68,098, giving an average, per mile of open line, of 1660.42 passengers, and of Rupees 862.00. During the corresponding period of this year, the number of ordinary passengers was 124,590, from whom a sum of Rupees 94,370 was realized, the average per open mile being 981.02 passengers, and Rupees 743 07.

6. It will be seen that in 1867, with forty-eight additional miles of open line, the number of ordinary passengers actually fell short of the number in 1866, by 6,583, or 5.02 per cent.

7. In statement C. the passenger traffic during the months of July and August in the two years is compared. In 1866, with seventy-nine miles open, the number of ordinary passengers was 62,514, and the receipts Rupees 32,533; giving an average per mile of 791.31 passengers, and Rupees 411.81. In 1867, with 144 miles open, the number of passengers came to 65,334, and the receipts to Rupees 50,130, giving an average of 453.71 passengers, and Rupees 348.12.

8. The number of passengers carried during the two months in 1866, with little more than half the length of open line, fell short of the number carried in 1867, by 2,820, or 4.32 per cent.

9. In considering the annexed statements A, B, and C, allowance must be made not only for the regular development of the passenger traffic which each successive year brings with it, but also for the very unfavorable influence which last year's famine exercised over the passenger traffic of all the railways in Southern India: both causes tending to favor the figures for the year 1867 when compared with those for 1866.

10. In order to ascertain, from those best qualified to judge, the effect which the new arrangements have produced on the comfort and convenience of the public, I addressed the Officers* named in the margin, and to their replies, which

* Collector of Tanjore.
Collector of Trichinopoly.
Superintending Engineer, 6th Division.
Deputy Inspector General of Police, Southern Range.

are enclosed, I solicit the attention of Government. It will be seen that they are unanimous in condemning the present system, and there can be no doubt that the abolition of the third class of passenger carriages has caused extreme discomfort and annoyance to passengers of all creeds, castes, and classes. I beg especially to draw attention to the letter which Mr. Morris has forwarded, with his own. It gives the opinion of an observant and intelligent Native, as to the effect which the new arrangements have produced on his countrymen, and as to the manner in which they regard it.

11. A careful consideration of these facts can lead to but one conclusion, that the changes which came into force on the 1st of March have proved detrimental, not only to the comfort and convenience of the public, but to the direct pecuniary interests of the Railway Company, and therefore of the State. It is clear that not only have a very large number of people been prevented from using the railway, but that the revenue of the Company has also suffered considerably, and that, therefore, a larger sum has to come, in the shape of guaranteed interest, from the Imperial exchequer.

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12. It will be remembered that the change of system, upon which I have now the honor to report, was uniformly opposed by the Government of Madras, and that, in accordance with instructions from the Secretary of State, it was tried as a temporary experiment. The experiment has signally failed, and in reporting to this effect, I once more urge the adoption by the Great Southern of the rates which have been successfully tried upon the Madras Railway—

1st Class	1 Anna 6 Pies per mile.
2nd Class	5 „ „
3rd Class	3 „ „

I am convinced that the change would be beneficial, not only to the public, but to the Company, and therefore to the State.

13. From various causes the junction of the Great Southern with the Madras Railway at Erode has been delayed from time to time, but there can now be no doubt that it will be effected in the course of a month or two. Looking to the early probability of this event, I would most strongly urge, upon every ground, the immediate discontinuance of the abnormal and exceptional arrangement which now prevails upon the Great Southern Railway. I believe that there is not another line of Railway in Europe or India which is not provided with at least three classes of passenger carriages, and the hazardous experiment of having only two classes in this country, so full of different races and religions, has been twice tried upon the same line, and has twice completely failed.

A.
GREAT SOUTHERN OF INDIA RAILWAY.
Statement showing the number of Passengers and the Receipts from them.
127 Miles of line open.

	1ST CLASS.		2ND CLASS.		3RD CLASS.		TOTAL.	
	No.	Re- ceipts.	No.	Re- ceipts.	No.	Re- ceipts.	No.	Re- ceipts.
1866		RS.		RS.		RS.		RS.
December 8th	23	66	111	123	6,838	3,667		
Do. 15th	25	69	113	133	9,054	4,803		
Do. 22nd	33	92	119	190	14,222	9,374		
Do. 29th	75	199	140	260	10,092	6,355		
1867.								
January.. 5th	56	175	169	266	8,731	5,114		
Do. 12th	64	176	71	86	8,859	4,960		
Do. 19th	25	74	119	163	8,641	4,765		
Do. 26th	49	140	120	141	9,494	5,096		
February.. 2nd	23	60	105	136	9,114	5,277		
Do. 9th	21	51	109	121	9,833	5,176		
Do. 16th	46	118	128	208	8,626	4,739		
Do. 23rd	22	48	120	193	8,865	4,843		
March..... 2nd	33	78	74	77	8,261	4,689		
Total...	405	1,346	1,498	2,097	120,650	68,858	122,443	72,301
Excess Fares ..	83	195	291	228	2,039	1,030	2,413	1,453
Return Fares at special rates for the Seringham feast.....	...	...	256	262	13,270	7,577	15,526	7,839
Soldiers.....	...	...	13	29	339	368	352	397
Grand Total ..	578	1,541	2,058	2,616	138,298	77,833	140,934	81,990

Receipts per Mile.
as
Ordinary Fares, 549'40
Total do. 613 59

Number of Passengers
per Mile.
985 69
1,109 71

Receipts per Mile.
as
Ordinary Fares, 537 36
Total do. 609 77

Number of Passengers
per Mile.
740 16
911 09

MADRAS,
October 1867.

(Signed) J. H. M. SHAW STEWART, Major, R. E.,
Acting Consulting Engineer for Railways.

B.
GREAT SOUTHERN OF INDIA RAILWAY.
Statement of the number of Passengers and of Receipts from March to June 1866, and corresponding period of 1867.
127 Miles of line open.

	1ST CLASS.		2ND CLASS.		3RD CLASS.		TOTAL.	
	No.	Re- ceipts.	No.	Re- ceipts.	No.	Re- ceipts.	No.	Re- ceipts.
1866.		RS.		RS.		RS.		RS.
March..... 10th	19	53	60	86	5,685	2,947		
Do. 17th	34	72	97	109	6,642	3,410		
Do. 24th	28	82	85	97	7,911	4,053		
Do. 31st	11	22	80	103	8,583	4,150		
April .. 7th	33	105	70	97	7,483	3,695		
Do. 14th	32	95	68	93	6,990	3,676		
Do. 21st	14	24	95	106	7,648	3,961		
Do. 28th	19	59	53	89	8,085	3,962		
May..... 5th	20	49	84	113	7,377	3,639		
Do. 12th	13	45	78	106	7,914	4,024		
Do. 19th	23	73	82	126	7,776	4,050		
Do. 26th	33	95	81	113	8,093	3,904		
June..... 2nd	25	59	126	199	7,721	3,839		
Do. 9th	17	62	91	97	7,608	3,833		
Do. 16th	11	31	90	123	7,711	3,819		
Do. 23rd	21	60	90	104	8,372	4,210		
Do. 30th	19	57	84	110	7,788	4,012		
Total...	372	1,043	1,414	1,871	129,387	65,184	131,173	68,098
Excess Fares.....	52	119	236	171	1,672	716	1,960	1,006
Return do.	...	...	...	...	21,994	6,785	21,994	6,785
Soldiers.....	...	...	21	69	917	1,490	938	1,559
Grand Total ..	424	1,162	1,671	2,111	153,970	74,175	156,065	77,448

Receipt per Mile.
as
Ordinary Fares 862 00
Total do. 980 35

Number of Passengers
per Mile.
1,660 43
1,975 51

Receipt per Mile.
as
Ordinary Fares, 549'40
Total do. 613 59

Number of Passengers
per Mile.
985 69
1,109 71

MADRAS,
10th October 1867.

(Signed) J. H. M. SHAW STEWART, Major, R. E.,
Acting Consulting Engineer for Railways.

C.
GREAT SOUTHERN OF INDIA RAILWAY.

Statement of the number of Passengers and of Receipts for July and August 1866, and July and August 1867.
144 Miles of line open.

		1st CLASS.		2nd CLASS.		3rd CLASS.		TOTAL.		1st CLASS.		2nd CLASS.		TOTAL.	
		No.	Re- ceipts.	No.	Re- ceipts.	No.	Re- ceipts.	No.	Re- ceipts.	No.	Re- ceipts.	No.	Re- ceipts.	No.	Re- ceipts.
1866.			ES.		ES.		ES.		ES.		ES.		ES.		ES.
July.....	7th	17	61	120	184	8,428	4,245			60	167	7,289	5,528		
Do.	14th	11	38	78	104	7,342	3,647			40	96	8,168	5,948		
Do.	21st	14	44	90	114	6,311	3,313			63	180	7,152	5,371		
Do.	28th	14	38	85	127	5,970	3,073			39	104	6,728	5,279		
August...	4th	30	76	88	122	6,274	3,229			60	184	6,575	4,937		
Do. ...	11th	18	48	96	125	6,420	3,186			44	140	6,856	5,010		
Do. ...	18th	20	44	125	170	7,121	3,434			49	148	7,029	5,510		
Do. ...	25th	20	52	78	107	6,921	3,477			43	113	7,577	5,622		
September 1st		6	12	96	131	6,721	3,332			31	110	7,531	5,683		
Total...		150	413	856	1,184	61,508	30,936			429	1,242	64,905	48,888		
Excess Fares		25	46	97	66	849	333			46	69	868	509		
Return do.		...	...	...	...	...	...			...	...	...	...		
Soldiers		...	...	10	33	794	1,290			...	...	...	...		
Grand Total...		175	459	963	1,283	63,151	32,559			475	1,311	65,773	49,397		
						62,514	32,533								
						961	415								
						804	1,323								
						64,279	34,301								

Number of Passengers per Mile. 453 71 460 05
Receipt per Mile. 348 12 352 14
Number of Passengers per Mile. 791 31 831 66
Receipt per Mile. 411 81 434 19
Ordinary Fares 411 81
Total do. 434 19

(Signed) J. H. M. SHAW STEWART, Major, R. E.,
Acting Consulting Engineer for Railways.

MADRAS,
10th October 1867.

From the Collector of Tanjore, to the Acting Consulting Engineer for Railways, dated Vellum,
23rd September 1867, No. 702.

1. With reference to your letter dated 5th September 1867, No. 336, I have the honor to state that I consider that the abolishing of the third class carriages by the Great Southern of India Railway has not conduced in any way to the comfort or convenience of the travelling public: for the better class of natives, on the one hand, very naturally object to being obliged to either pay first class fares, or to travel with and sit alongside of those who are their inferiors in every way, whilst the poorer class, on the other hand, do not appreciate the comfort of seats and windows, and will be quite content to sit on the floor under an open sky, if the railway fares are lowered in consequence.

2. I do not know how the present plan has answered in a financial point of view, but I certainly think that there ought to be three classes of passenger carriages: viz, a 1st and a 2nd as at present, with the fares for the 2nd class raised to six pies per mile; and in addition a 3rd class, the fare being three pies per mile, and the carriages being nothing more than open trucks with high sides to prevent the passengers from falling out, but without seats, or windows, or tops.

3. If this plan were adopted I am of opinion that few but the lowest and poorest class of Natives would travel in the 3rd class, whilst the better classes of Natives would not have any ground for complaint as they have now.

4. I have received a sensible letter (with nearly the whole of which I agree) on this subject from Sheshiah Sastriar, my Treasury Deputy Collector, who is a very intelligent man, and as I am sure that you will like to hear what the Native opinion is on this matter, I beg herewith to send you a copy for perusal.

From A. SASHIAH, Deputy Collector in charge of Treasury, Tanjore, to the Collector of Tanjore, dated Tanjore, 13th September 1867, No. 607.

1. I have the honor to acknowledge the receipt of your Memorandum No. 658, dated the 10th instant, calling for my opinion on the working of the present arrangements for passenger traffic on the Great Southern of India Railway.

2. I have no means of saying whether the arrangements for passenger traffic introduced from 1st March have resulted in pecuniary loss to the Company, but it often struck me, and I have also often heard it from others that fewer passengers make use of the Railway in consequence of the abolition of third class carriages, and the increase of the lowest fare from 4 to 5 Pies per mile.

3. The absence of an intermediate class of carriage has been felt almost as a grievance by those to whom, especially when travelling with family, first class was too high and second class too promiscuous to be agreeable. It may be true that on this line the passengers usually taking the intermediate class, when it existed, have been comparatively few, but at the same time I believe the existence of the class was really no source of burden, as composite carriages were used for the most part, while it gave to those who had sufficient self-respect the means of travelling without falling into the midst of a heterogeneous crowd.

4. The third class carriages ought to be re-introduced, but at a lower rate of fare, say 3 instead of 5 Pies per mile. This is the rate on the Madras line, and I see no reason why it should not be given a trial on this. The laborer class and the poorest of other classes who now prefer walking a distance of fifteen or twenty miles to paying a high Railway fare, would, I think, be induced, nay tempted, to travel by the Railway, when they find that it would not cost them more than a couple of days' wages.

5. A low table of fare is the more necessary on this line, because the line itself is a short one, and the stations are at such short intervals that there is great temptation for a poor traveller to walk it out rather than pay for the Railway a fare sufficiently low to be inviting, and yet it not

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so low as to occasion a dead loss to the Company is indispensable, and I think 3 Pies per mile would be such a fare. The Company must always look for profit to the increase of the passenger traffic, and not to high fares, which have a prohibitory effect.

6. With regard to the second class carriages, I think it would be a desirable experiment to retain them with all their present accommodation, that is windows and seats, and to reduce the present fare of 5 Pies per mile to 4 Pies.

I see no occasion for this reduction, but would rather raise the fare 1 Pie per mile.

G. L. M.

7. I would propose that the third class carriage, when restored at 3 Pies per mile, should contain the *least* accommodation consistent with the safety of the passengers and no more. They should consist of nothing more than trucks covered in with tarpaulin, without seats or other comforts, and their uninviting appearance ought to deter those who could afford and yet would not, pay for a better class from resorting to them. They should be in fact carriages for the poorest class of laborers and beggars, who are by the present high rate prevented from using the Railway.

8. By this means I hope that all well-to-do people will have it in their power for a trifling addition of 1 Pie per mile to travel comfortably, protected from the sun and weather, while the very poor will still command the benefit of speedy locomotion, but with less comfort.

9. As first class passenger traffic on this line is very limited, it matters little whether the fare stands as at present at 12 Pies per mile, or is reduced. But I think a reduction to 8 Pies may be tried without any risk, and the experiment will show if people who could afford it, are really willing to benefit by the liberal concession.

I am opposed to this. First class passengers can afford one Anna per mile.

G. L. M.

10. I think it is an undoubted fact that the Railways have not merely *facilitated* travelling, but have engendered a disposition to travel in those who would not have otherwise left the precincts of their native villages, social relationships have vastly multiplied and are daily multiplying. Parents who would not think of marrying their children in distant places have no scruple to do so, the Railway having in fact annihilated the distance; such connections render frequent travelling necessary, and the Railway is ever ready at their service. It is thus that the Railway creates traffic for itself, and I consider that a moderate fare is the true key to its financial success.

From the Acting Collector of Trichinopoly, to the Acting Consulting Engineer for Railways dated Trichinopoly, 17th September 1867, No. 46.

1. I have the honor to acknowledge the receipt of your letter of the 5th instant, No. 337, requesting my opinion on the working of the system under which, for the last six months, the Great Southern of India Railway has been running only two classes of passenger carriages, in so far as the comfort and convenience of the various classes of the travelling public are concerned.

2. In reply, I can confidently inform you that the present system has been productive of the utmost discomfort and inconvenience, and is universally and loudly condemned.

3. What the public requires is four classes, as on the Madras line, and for these 12, 9, 6, and 3 Pies would be considered fair and acceptable rates per mile.

4. With few exceptions Europeans and Natives mutually dislike sitting together in the same first class carriage, and the assignment of separate compartments therein would be esteemed a great comfort.

5. The second and third classes would be occupied by the bulk of the upper and by the middle classes of Natives respectively. The fourth class should have no seats, and would be resorted to by the lower orders only.

6. The only part of the present system which gives satisfaction to the Natives is the provision of separate compartments for women, and this arrangement should certainly be retained.

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7. I am also strongly of opinion that, on every line in India, a separate compartment should be set apart for the convenience of European ladies and children accompanied as they are by Native women servants.

From the Superintending Engineer, 6th Division, to the Acting Consulting Engineer for Railways, dated Palam, 17th September 1867, No. 899.

1. In reply to your letter No. 338, dated 5th instant, I have the honor to inform you that owing to my absence from the district for three out of the last six months, and to the few occasions on which I have travelled by rail, I am hardly in a position to afford information regarding the working of the system of providing only two classes for passengers on the Great Southern of India Railway.

2. From enquiries I have made on the subject, it would appear that many of the European and East Indian subordinates in the various departments, regard the reduction of the number of classes as a great hardship, inasmuch as they are unable to afford to travel by the first class, and if they travel by the second they may be shut into a carriage full of Natives in all sorts of costumes, or in next to none, and in the former case the cloths are often not of the cleanest.

3. The better class of natives, and those employed in the service of Government, also miss an intermediate class between the two which exist.

4. Some of the higher class of Natives are, I believe, driven to the first class under the present arrangement, and some are prevented from using the Railway at all.

5. Among the poorer Natives there is no doubt that many are precluded from using the Railway altogether under existing rates, and Lascars attached to the Department Public Works, when paid their fare, have been known to pocket the fare and proceed by road.

6. Whether the Railway has really lost many passengers under existing arrangements, the weekly published reports of passengers will show, and the individual cases brought to my notice may be exceptional.

From the Deputy Inspector General of Police, Southern Range, to the Acting Consulting Engineer for Railways, dated Trichinopoly, 24th September 1867.

1. I have the honor to state in reply to your letter No. 339, of the 5th September, asking for my opinion as to the comfort and convenience of the public on the Great Southern of India Railway.

2. That on the abolition of the third class carriage on this line, six months ago, I observed a diminution in the passenger traffic from the very first, and it has not since come back to its former proportions. Those who have to go long distances still travel by rail as before, but where it has told materially, is in the short runs. People going, say, from Negapatam to Kevalore and Tirvalore, or from Needamungalum to Tanjore, or from Koradachary to Needamungalum, and other short distances, prefer walking to paying the extra charge. People from Combaconum going to Tanjore and Trichinopoly used formerly to go to Needamungalum and catch the train there, but now they almost all go to Tanjore. I believe there has been an actual increase of revenue by the change, but there has been a most decided falling off in the number of passengers.

3. There is a certain class of Europeans and East Indians to whom I should say the change causes inconvenience and discomfort; all of this class used invariably to travel by the second class. They are now obliged either to sit among the Natives or are driven to pay first class fare. Many Natives of the higher class, who used before to travel second class, now go by the first, and as the Company have never more than one first class carriage attached to each train, a lady travelling by herself would feel rather uncomfortable in having two or three fat perfumed half-naked Native gentlemen in the same carriage with her.

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24th October 1867*

No. 520. ORDER THEREON. 24th October 1867, No. 3,305.

RAILWAY, No. 50.

1. A proposal for the abolition of the second and third classes of accommodation and of the corresponding fares of the Great Southern of India Railway up to 1st March last, and the substitution for them of a single intermediate class of 5 Pies per mile having been submitted in the papers marginally noted, the Government, on a careful consideration of the grounds on which its adoption had been advocated by the Railway authorities and opposed by the Consulting Engineer, were of opinion that the change would have the effect of prohibiting the great mass of the people from availing themselves of the Railway, a result which would necessarily operate detrimentally to the interests of the Company. The Home Government having, however, decided that, as the Agent of the Company and the Railway Board of Directors were confident of its success, the proposed change should be allowed a trial, His Excellency in Council withdrew his objections to its introduction and sanctioned the measure as an experiment, to be reported upon at the end of six months.

2. The new arrangements came into operation on the 1st March last, and the Acting Consulting Engineer in his letter read at the head of these Proceedings now reports the result of their working.

3. Owing to the different dates on which the several sections of the line were opened for traffic, the Acting Consulting Engineer points out that there is some difficulty in making any direct comparison between the passenger traffic before and after the introduction of the change, but, for the reasons mentioned in paragraph 3 of his letter, the six months intervening between the 2nd December 1866 and the 1st June 1867, during the first and last thirteen weeks of which the two systems were respectively in force, may fairly be taken for the purposes of comparison, and the result, according to the figures in the margin, is a diminution of 23.35 per cent. in the number of travellers and of 2.11 per cent. in the receipts. A comparison of the traffic receipts during the four months of March, April, May, and June 1867 with the receipts of the corresponding period in 1866, shows that, with forty-eight additional miles of open line, the number of passengers in 1867 actually fell short of the number in 1866 by 6,583 or 5.02 per cent., while, from a further comparison of the number of passengers carried during July and August in the two years, respectively, it is observed that, although little more than half the length of line was open in those months of 1866, the number of passengers carried fell short of the number in 1867 by only 2,820 or 4.32 per cent.

	Passengers.	Receipts.
Dec., Jan., Feb. ..	1,22,613	72,301
March, April, May ..	94,001	70,772
Falling off ..	28,612	1,529

	Passengers.
1866	131,173
1867	124,590
	6,583

1866	62,514
1867	65,334
	2,820

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4. These statistics appear to furnish clear proof of the failure of the experiment, and they seem to be fully confirmatory of the opinion which the Government formed of the proposal of the Railway authorities when it was originally submitted to them. Looking on the one hand, as the Acting Consulting Engineer points out, to the progressive development of traffic which the facilities afforded to travelling by Railway ought unquestionably to create under ordinary circumstances, and on the other, to the unfavorable influence which the famine of 1866 is admitted to have exercised over the traffic of Railways in Southern India generally in that year as well as to the comparatively quicker development which that traffic ought to have shown as the result of reaction after a season of distress there is no reason to doubt that the scale of charge now in force as the lowest rate at which the mass of the people can travel is far above what their means will afford, and it follows that the continuance of that scale will detract from the usefulness of the Railway and check the progress of its revenue. In these opinions the Government are strengthened by the views of the officers who have been consulted by the Acting Consulting Engineer as to the effect of the changes recently introduced, and to whose testimony His Excellency in Council is disposed to attach much weight in a question of such public importance.

5. Under these circumstances the Government must withhold sanction to the continuance of the existing system of accommodation and the rates of fare in operation on the Great Southern of India Railway, and seeing that the junction of that Railway with the South-West Railway at Errode will shortly be completed, the Consulting Engineer will communicate to the Agent of the Company the opinion of Government that it is most advisable for the interests of both the Company and the public that the classes and fares on the Great Southern should be assimilated to those on the Madras line as early as possible. Major Shaw Stewart will report in due course the result of his communication.

(True Extract.)

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

No. 520A. (Docket No. 3,305A, dated 24th October 1867.)

Copy of the above forwarded to the Government of India with reference to their letter of the 8th March 1867, No. 234 K.

(True Extract.)

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

Exd. S. T. Augustin.

CONSULTING ENGINEER'S OFFICE,

Railway Department.

No. 277-

From

Major J. M. M. Shaw Stewart R.E.
Ag. Consulting Engineer for Railways,

To

Colonel C. A. Orr R.E.

Secretary to Government,

Public Works Department,

Fort Saint George.

SIR,

As directed by Government
in their order dated the 11th January last, 1897,
and with reference to the correspondence con-
tained in the orders noted in the margin, I
have the honor to report upon the result of
the changes in the arrangements for passenger
traffic upon the Great Southern of India
Railway which were sanctioned in that order.
These changes, which came into effect from the
1st March last, consisted in the abolition of the

- * No. 3479, 11 Decr-65
- 2229, 14 July-66
- 2508, 9 Augt-66
- 2691, 24 Augt-66

the second and third class accommodation and fares, and in the substitution in their place of an intermediate class at a fare of 5 pice per mile. The fares of the second and third classes having previously been 8 and 4 pice per mile, respectively.

2. The dates, as noted below, upon which the several sections of the line were opened for traffic, make it a matter of some difficulty to institute any direct comparison between the receipts from passenger traffic before and after the changes in question.

Up to the 2^d December 1866, the line was opened between Nagapattam and Trichinopoly, ——— 77 miles.

On the 3^d December 1866, it was opened between Nagapattam and Caroor, ——— 127 miles.

On the 1st July 1867, it was opened between Nagapattam and Henderudi, ——— 144 miles.

When as the change of fares came into effect, as above

above mentioned, on the 1st March 1867.

3. Taking all things into consideration, the six months which elapsed between the 2^d December 1866 and the 1st June 1867 appear to afford the best means of determining the comparative results from the two systems. Of the 26 weeks comprised within this period, the old and the new arrangements prevailed, respectively, during the first and the last 13 weeks. Throughout the whole period the length of line open for traffic remained the same, vizt., 127 miles. While the Christmas holidays and the Peringham feast fell in the first half, the Easter holidays and the Privalore feast fell in the second. The comparison between these two consecutive three-monthly periods would therefore seem to be in every way as fair as possible.

4. The accompanying statement *A* will show that during the months of December and January

January, and February, there were conveyed,
at the ordinary fares, 122,643 passengers, the
receipts from whom amounted to Rupees
72,301; and that during the months of March,
April, and May, 94,001 passengers were conveyed,
who paid among them Rupees 70,772. (During
the latter period the number of ordinary
travellers upon the line had therefore di-
minished by 28,642, or 23.35 percent,
while the receipts had diminished by Rupees
1529, or 2.11 percent.

5. Statement **B** gives a comparison
between the years 1866 and 1867, of the weekly
passenger traffic receipts during the 4 months
of March, April, May and June. (During
the former period, with 79 miles of line open,
the number of ordinary passengers was 131,173,
and the receipts came to Rupees 68,098, giving
an average, per mile of open line, of 1660.42
passengers, and of Rupees 862.00. During
the corresponding period of this year, the number
of

of ordinary passengers was 124,590, from
whom a sum of Rupees 94,370 was realized,
the average per open mile being 981.02 pas-
sengers, and Rupees 743.07.

6. It will be seen that in 1867,
with 48 additional miles of open line, the
number of ordinary passengers actually fell
short of the number in 1866, by 6583, or 5.02
percent.

7. The statement **C** the passenger
traffic during the months of July and August
in the two years is compared. In 1866, with
79 miles open, the number of ordinary passen-
gers was 62,514, and the receipts Rupees
32,533; giving an average per mile of 791.31
passengers, and Rupees 411.81. In 1867, with
144 miles open, the number of passengers came
to 65,334, and the receipts to Rupees 50,130,
giving an average of 453.71 passengers, and
Rupees 348.12.

8. The number of passengers carried during the two months in 1866, with little more than half the length of open line, fell short of the number carried in 1867, by 2820, or 4.32 per cent.

9. In considering the annexed statements **A, B, and C**, allowances must be made not only for the regular development of the passenger traffic which each successive year brings with it, but also for the very unfavourable influences which last year's famine exercised over the passenger traffic of all the railways in Southern India: both causes tending to favour the figures for the year 1867 when compared with those for 1866.

10. In order to ascertain, from those best qualified to judge, the effect which the new arrangements have produced on the comfort and convenience of the public, I addressed the Officers named in the margin, and to their replies, which are enclosed

Col. R. L. of Bangalore
Collector of Brechin
Superintending Engineer
1st Division
of the
Supt. General
of Police Southern
Rang.

enclosed, I solicit the attention of Government. It will be seen that they are unanimous in condemning the present system, and there can be no doubt that the abolition of the third class of passenger carriages has caused extreme discomfort and annoyance to passengers of all creeds, castes, and classes. I beg especially to draw attention to the letter which Mr. Morris has forwarded with his own. It gives the opinion of an observant and intelligent native as to the effect which the new arrangements have produced on his countrymen, and as to the manner in which they regard it.

11. A careful consideration of these facts can lead to but one conclusion, that the changes which came into force on the 1st of March have proved detrimental, not only to the comfort and convenience of the public, but to the direct pecuniary interests of the Railway.

Railway Company, and therefore of the State. It is clear that not only have a very large number of people been prevented from using the railway, but that the revenue of the Company has also suffered considerably, and that therefore a larger sum has to come, in the shape of guaranteed interest, from the imperial exchequer.

12. It will be remembered that the change of system upon which I have now the honor to report was uniformly opposed by the Government of Madras, and that, in accordance with instructions from the Secretary of State, it was tried as a temporary experiment. The experiment has signally failed; and in reporting to this effect, I once more urge the adoption by the Great Southern of the rates which have been successfully tried upon the Madras Railway.

1st class — 1 anna 6 pice per mile
2^d class — 5 pice — —
3^d class — 3 pice — —

5
I am convinced that the change would be beneficial not only to the public, but to the Company, and therefore to the State.

13. From various causes the junction of the Great Southern with the Madras Railway at Erode has been delayed from time to time, but there can now be no doubt that it will be effected in the course of a month or two. Looking to the early probability of this event, I would most strongly urge, upon every ground, the immediate discontinuance of the abnormal and exceptional arrangement which now prevails upon the Great Southern Railway. I believe that there is not another line of railway in Europe or India which is not provided with at least three classes of passenger carriages, and the hazardous experiment of having only two classes, in this country so full of different races and religions, has been twice tried upon the same line, and has twice completely failed.

Madras
10th October
1867

I have the honor to be,
Your most obedient servant,
Wm. Stewart Major R.E.
Acting Commr. Engrs for Railways.

579-520
Ch. 579

Received }
Dated 14th }
October 1867.
No. 277-
Recd: 20 ✓

From

RAILWAY DEPARTMENT.

Ms. A. 9. 2. 10. 12
Box 10 of papers for the
3891

Great Southern of India Railway

Statement showing the number of passengers and the receipts from them
127 Miles of line open

1 st Clap	2 nd Clap	3 rd Clap	4 th Clap	5 th Clap	6 th Clap	7 th Clap	8 th Clap	9 th Clap	10 th Clap	11 th Clap	12 th Clap	13 th Clap	14 th Clap	15 th Clap	16 th Clap	17 th Clap	18 th Clap	19 th Clap	20 th Clap	21 st Clap	22 nd Clap	23 rd Clap	24 th Clap	25 th Clap	26 th Clap	27 th Clap	28 th Clap	29 th Clap	30 th Clap	31 st Clap	32 nd Clap	33 rd Clap	34 th Clap	35 th Clap	36 th Clap	37 th Clap	38 th Clap	39 th Clap	40 th Clap	41 st Clap	42 nd Clap	43 rd Clap	44 th Clap	45 th Clap	46 th Clap	47 th Clap	48 th Clap	49 th Clap	50 th Clap	51 st Clap	52 nd Clap	53 rd Clap	54 th Clap	55 th Clap	56 th Clap	57 th Clap	58 th Clap	59 th Clap	60 th Clap	61 st Clap	62 nd Clap	63 rd Clap	64 th Clap	65 th Clap	66 th Clap	67 th Clap	68 th Clap	69 th Clap	70 th Clap	71 st Clap	72 nd Clap	73 rd Clap	74 th Clap	75 th Clap	76 th Clap	77 th Clap	78 th Clap	79 th Clap	80 th Clap	81 st Clap	82 nd Clap	83 rd Clap	84 th Clap	85 th Clap	86 th Clap	87 th Clap	88 th Clap	89 th Clap	90 th Clap	91 st Clap	92 nd Clap	93 rd Clap	94 th Clap	95 th Clap	96 th Clap	97 th Clap	98 th Clap	99 th Clap	100 th Clap	101 st Clap	102 nd Clap	103 rd Clap	104 th Clap	105 th Clap	106 th Clap	107 th Clap	108 th Clap	109 th Clap	110 th Clap	111 st Clap	112 nd Clap	113 rd Clap	114 th Clap	115 th Clap	116 th Clap	117 th Clap	118 th Clap	119 th Clap	120 th Clap	121 st Clap	122 nd Clap	123 rd Clap	124 th Clap	125 th Clap	126 th Clap	127 th Clap	128 th Clap	129 th Clap	130 th Clap	131 st Clap	132 nd Clap	133 rd Clap	134 th Clap	135 th Clap	136 th Clap	137 th Clap	138 th Clap	139 th Clap	140 th Clap	141 st Clap	142 nd Clap	143 rd Clap	144 th Clap	145 th Clap	146 th Clap	147 th Clap	148 th Clap	149 th Clap	150 th Clap	151 st Clap	152 nd Clap	153 rd Clap	154 th Clap	155 th Clap	156 th Clap	157 th Clap	158 th Clap	159 th Clap	160 th Clap	161 st Clap	162 nd Clap	163 rd Clap	164 th Clap	165 th Clap	166 th Clap	167 th Clap	168 th Clap	169 th Clap	170 th Clap	171 st Clap	172 nd Clap	173 rd Clap	174 th Clap	175 th Clap	176 th Clap	177 th Clap	178 th Clap	179 th Clap	180 th Clap	181 st Clap	182 nd Clap	183 rd Clap	184 th Clap	185 th Clap	186 th Clap	187 th Clap	188 th Clap	189 th Clap	190 th Clap	191 st Clap	192 nd Clap	193 rd Clap	194 th Clap	195 th Clap	196 th Clap	197 th Clap	198 th Clap	199 th Clap	200 th Clap	201 st Clap	202 nd Clap	203 rd Clap	204 th Clap	205 th Clap	206 th Clap	207 th Clap	208 th Clap	209 th Clap	210 th Clap	211 st Clap	212 nd Clap	213 rd Clap	214 th Clap	215 th Clap	216 th Clap	217 th Clap	218 th Clap	219 th Clap	220 th Clap	221 st Clap	222 nd Clap	223 rd Clap	224 th Clap	225 th Clap	226 th Clap	227 th Clap	228 th Clap	229 th Clap	230 th Clap	231 st Clap	232 nd Clap	233 rd Clap	234 th Clap	235 th Clap	236 th Clap	237 th Clap	238 th Clap	239 th Clap	240 th Clap	241 st Clap	242 nd Clap	243 rd Clap	244 th Clap	245 th Clap	246 th Clap	247 ^{th</}
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	Receipts, Mr. Muck	Cost of papering for Muck
Madison	569.30	965.69
October 1897	Intest " 668.59	1109.71

1000 ft. 500 ft. 100 ft. 50 ft. 25 ft. 10 ft. 5 ft. 2 ft. 1 ft. 1/2 ft. 1/4 ft. 1/8 ft. 1/16 ft. 1/32 ft. 1/64 ft. 1/128 ft. 1/256 ft. 1/512 ft. 1/1024 ft. 1/2048 ft. 1/4096 ft. 1/8192 ft. 1/16384 ft. 1/32768 ft. 1/65536 ft. 1/131072 ft. 1/262144 ft. 1/524288 ft. 1/1048576 ft. 1/2097152 ft. 1/4194304 ft. 1/8388608 ft. 1/16777216 ft. 1/33554432 ft. 1/67108864 ft. 1/134217728 ft. 1/268435456 ft. 1/536870912 ft. 1/1073741824 ft. 1/2147483648 ft. 1/4294967296 ft. 1/8589934592 ft. 1/17179869184 ft. 1/34359738368 ft. 1/68719476736 ft. 1/137438953472 ft. 1/274877906944 ft. 1/549755813888 ft. 1/1099511627776 ft. 1/2199023255552 ft. 1/4398046511104 ft. 1/8796093022208 ft. 1/17592186044416 ft. 1/35184372088832 ft. 1/70368744177664 ft. 1/140737488355328 ft. 1/281474976710656 ft. 1/562949953421312 ft. 1/1125899906842624 ft. 1/2251799813685248 ft. 1/4503599627370496 ft. 1/9007199254740992 ft. 1/18014398509481984 ft. 1/36028797018963968 ft. 1/72057594037927936 ft. 1/144115188075855872 ft. 1/288230376151711744 ft. 1/576460752303423488 ft. 1/1152921504606846976 ft. 1/2305843009213693952 ft. 1/4611686018427387904 ft. 1/9223372036854775808 ft. 1/18446744073709551616 ft. 1/36893488147419103232 ft. 1/73786976294838206464 ft. 1/147573952589676412928 ft. 1/295147905179352825856 ft. 1/590295810358705651712 ft. 1/1180591620717411303424 ft. 1/2361183241434822606848 ft. 1/4722366482869645213696 ft. 1/9444732965739290427392 ft. 1/18889465931478580854784 ft. 1/37778931862957161709568 ft. 1/75557863725914323419136 ft. 1/151115727451828646838272 ft. 1/302231454903657293676544 ft. 1/604462909807314587353088 ft. 1/1208925819614629174706176 ft. 1/2417851639229258349412352 ft. 1/4835703278458516698824704 ft. 1/9671406556917033397649408 ft. 1/19342813113834066795298816 ft. 1/38685626227668133590597632 ft. 1/77371252455336267181195264 ft. 1/154742504910672534362390528 ft. 1/309485009821345068724781056 ft. 1/618970019642690137449562112 ft. 1/1237940039285380274899124224 ft. 1/2475880078570760549798248448 ft. 1/4951760157141521099596496896 ft. 1/9903520314283042199192993792 ft. 1/19807040628566084398385987584 ft. 1/39614081257132168796771975168 ft. 1/79228162514264337593543950336 ft. 1/158456325028528675187087900672 ft. 1/316912650057057350374175801344 ft. 1/633825300114114700748351602688 ft. 1/1267650600228229401496703205376 ft. 1/2535301200456458802993406410752 ft. 1/5070602400912917605986812821504 ft. 1/10141204801825835211973625643008 ft. 1/20282409603651670423947251286016 ft. 1/40564819207303340847894502572032 ft. 1/81129638414606681695789005144064 ft. 1/162259276829213363391578010288128 ft. 1/324518553658426726783156020576256 ft. 1/649037107316853453566312041152512 ft. 1/1298074214633706907132624082305024 ft. 1/2596148429267413814265248164610048 ft. 1/5192296858534827628530496329220096 ft. 1/10384593717069655257060992658440192 ft. 1/20769187434139310514121985316880384 ft. 1/41538374868278621028243970633760768 ft. 1/83076749736557242056487941267521536 ft. 1/166153499473114484112975882535043072 ft. 1/332306998946228968225951765070086144 ft. 1/664613997892457936451903530140172288 ft. 1/1329227995784915872903807060280344576 ft. 1/2658455991569831745807614120560689152 ft. 1/5316911983139663491615228241121378304 ft. 1/10633823966279326983230456482242756608 ft. 1/21267647932558653966460912964485513216 ft. 1/42535295865117307932921825928971026432 ft. 1/85070591730234615865843651857942052864 ft. 1/170141183460469231731687303715884105728 ft. 1/340282366920938463463374607431768211456 ft. 1/680564733841876926926749214863536422912 ft. 1/1361129467683753853853498429727072845824 ft. 1/2722258935367507707706996859454145691648 ft. 1/5444517870735015415413993718908291383296 ft. 1/10889035741470030830827987437816582766592 ft. 1/21778071482940061661655974875633165533184 ft. 1/43556142965880123323311949751266331066368 ft. 1/87112285931760246646623899502532662132736 ft. 1/174224571863520493293247799005065324265472 ft. 1/348449143727040986586495598010130648530944 ft. 1/696898287454081973172991196020261297061888 ft. 1/1393796574908163946345982392040522594123776 ft. 1/2787593149816327892691964784081045188247552 ft. 1/5575186299632655785383929568162090376495104 ft. 1/11150372599265311570767859136324180752990208 ft. 1/22300745198530623141535718272648361505980416 ft. 1/44601490397061246283071436545296723011960832 ft. 1/89202980794122492566142873090593446023921664 ft. 1/178405961

W 280 of / papers for Dale
740.16
944.09.

Mrs. M. C. C. C.
Acting Consulting Engineer for
London

B *Great Southern of Wales Railway*
Amount of the number of passengers and of receipts from March to June 1886 and corresponding period of 1887.
79 Miles of line open *127 Miles of line open*

	1886	1887
March	19th 19 53 40 84 5685 2947	11th 11 154 706 5078
	17th 24 72 97 109 4602 3410	10th 28 145 726 5168
	24th 28 82 85 97 7911 4053	28th 65 147 4023 5778
	31st 11 22 80 103 8883 4150	5th 50 111 7146 5171
April	7th 33 105 70 97 7483 3695	12th 55 117 7246 5099
	14th 32 95 68 93 6990 3476	19th 50 122 7395 5248
	21st 14 24 95 106 7048 3961	26th 43 176 8440 4984
	28th 19 59 53 89 8085 3942	3rd 56 172 8842 5330
May	5th 20 49 84 113 7377 3639	10th 55 210 8887 5388
	12th 12 45 78 106 7914 4024	17th 54 115 7055 5547
	19th 23 73 82 126 7778 4050	24th 58 148 6694 5221
	26th 33 95 81 113 8095 3904	31st 48 148 6935 5528
June	2nd 25 59 126 199 7721 3839	7th 41 157 7327 5351
	9th 17 62 91 97 7008 3838	14th 71 199 7710 5914
	16th 11 31 90 123 7711 3819	21st 43 112 7649 5533
	23rd 21 60 90 104 8372 4210	28th 74 150 7803 6047
	30th 19 57 84 110 7788 4012	4th 48 122 7291 5541
Grand Total	124 142 1414 1579 12939 65784	1132 2690 14929 9847 150880 101357
	124 142 1414 1579 12939 65784	1132 2690 14929 9847 150880 101357
	124 142 1414 1579 12939 65784	1132 2690 14929 9847 150880 101357

Receipts for Road Receipts for Road
 Ordinary from 862.00 1640.42
 Total " 980.35 1978.51

Wm. Thomas
Acting Consulting Engineer

*In a letter from me
 setting to meeting Engineers
 for Railways to the Dept
 to Government P. M. Dept
 of 11th October/87 etc etc.*

1923.09.1/87

A

*Statement show:
 up the number of pas-
 sengers and the receipts
 from them.*

State ment show:-
ing the number of pads:-
supers of receipts from
March to June 1866 and
corresponding periods
of 1867-

Great Southern of India Railway

Statement of the number of passengers and of receipts for July & August 1886 and July and August 1887.

74 miles of line open

[illegible]

Transacted	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322
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Wachter
10^{ten} October 1843

	Receipts for Mills.	No of papermills for which
Ordinary fares	411.88	790.81
Hotel - "	436.19	881.66

Great Southern of India Railway

144 Miles of line open

[illegible]

except 1000
 348° 12'
 282° 14'
 20 of passengers per mile
 488° 71'
 460° 05' 9"

Wm. Brewster
Archy Consulting Engineer from
of Portland,

Nº 902
Tanjore Collectors office
Valluam 23rd September 1864

From E. A. Morris Esq
C. E. of Tanjore
To Major G. E. M. Howard Esq
Ag. Consulting Engineer for
Railways

Sir,
With reference to your letter dated
5th September 1864, Nº 336, I have the
honour to state, that I consider that the
abolishing of the 3rd Class carriages
by the S. S. Railway has not
conduced in any way to the comfort
or convenience of the travelling public:
for the better class of natives on the
one hand very naturally object to
being obliged to either pay first
class fares, or to travel with and
sit along side of those who are their
inferiors in every way; whilst the
poorer class on the other hand do
not appreciate the comfort of seats
and windows, and will be quite
content

In a letter from me
detailing the reasons
for refusing to the
S. S. Railway Co. the
3rd class carriages
of the 1st & 2nd class.

Per 309/1/4

(3)

The enclosed shows
the number of
passengers & of receipts
for 1st & 2nd class
for 1st & 2nd class.

content to sit on the floor under an open sky, if the Railway fares are lowered in consequence.

2. I do not know how the present plan has arisen, or on a financial point of view, but I certainly think that there ought to be three classes of passengers carriages: viz. a 1st and a 2^d as at present, with the fares for the 2^d class raised to 6 pice per mile; and in addition a 3^d class, the fare being 3 pice per mile; and the carriages being nothing more than open trucks with high sides to prevent the passengers from falling out, but without seats, or windows or tops.

3. If this plan were adopted I am of opinion that few but the lowest and poorest class of natives would travel in the 3^d class, whilst the better classes of natives would not have any ground for complaint

as

as they have now.

4. I have received a sensible letter (with nearly the whole of which I agree) on this subject from Sheshiah Sastriam, my Treasury Deputy Collector, who is a very intelligent man: and as I am sure, that you will like to hear what the native opinion is on this matter, I beg herewith to send you a copy for perusal.

I am, Sir,
Your most obedient servant.

G. E. Morris.
Collector

No 67. Treasury Deputy Collector's Office
Surgeon 13 September 1867

From The Deputy Collector
Incharge of Treasury
Surgeon
To The Collector of
Surgeon

I have the honor to acknowledge the receipt of your Memo No 658 dated the 10th instant calling for my opinion on the desirability of the present arrangements for passenger traffic on the C. S. India Railway.

I have no means of saying whether the arrangements for passenger traffic introduced from 1st March have resulted in pecuniary loss to the Company but it often stands vice and I have also often heard it from others that fewer passengers make use of the Railway in consequence of the abolition of third class Carriages and the increase of the lowest fare from 4 to 5 pice per mile.

The absence of an intermediate class of Carriage has been felt almost as grievance by those to whom, especially when travelling with family, first class was too high and second class too promiscuous to be agreeable. It may be true that on this line the passengers usually taking the intermediate class when it existed have been comparatively few but at the same time I believe the existence of the class was really no source of burden as Composite Carriages

1867 Dist. Agent

To The Collector

Surgeon

Office of the Deputy Collector
for the Railway

Madras

Dated 25th September 1867

No 26.3

M. A. 102
Enclosure 1

Per 3891/67

Living Officer on the
Muzut Classification
of the Railway Company
Manager on the C. S. India

Carriages were used for the most part, while it came to those who had sufficient self-respect, the means of travelling without falling into the midst of a heterogeneous crowd.

4. The third class Carriages ought to be re-introduced but at a lower rate of fare say 3 instead of 5 pence per mile. This is the rate on the Great Western & I see no reason why it should not be given a trial on this. The labourer class & the poorest of other classes who now prefer walking a distance of 10 or 15 miles to paying a high Railway fare, would I think be induced to attempt to travel by the Railway when they find that it would not cost them more than a couple of days wages.

5. A low table of fare is the more necessary in this line because the line itself is a short one, and the stations are at such short intervals that there is great temptation for a poor traveller to walk it out rather than pay for the Railway, a fare sufficiently low to be inviting and yet it not so low as to occasion a disadvantage to the Company is indispensable & I think three pence per mile would be such a fare. The Company must always look for profit to the increase of the passenger traffic & not to high fares which have a prohibitory effect.

6. With regard to the second class Carriages I think it would be a desirable experiment to retain them with all their present accommodation that is, windows & seats & to reduce the present fare of 5 pence per mile to 4 pence.

7. I would propose that the 3rd class

Carriage, when restored at 3 pence per mile, should contain the least accommodation consistent with the safety of the passengers & no more. They should consist of nothing more than trucks covered in with tarpaulin without seats or other comforts and their uninviting appearance ought to deter those who could afford & yet would not pay for a better class of carriage from using the Railway. By this means I hope that all well to do people will have it in their power for a trifling addition of pence per mile to travel comfortably, protected from the sun & weather while the very poor will still command the benefit of speedy locomotion but with less comfort.

9. As first class passenger traffic on this line is very limited it matters little whether the fare stands as at present at 12 pence per mile or is reduced. But I think a reduction to 8 pence may be tried without any risk & the experiment will show if people who could afford it, are really willing to benefit by the liberal concession.

10. I think it is an undoubted fact that the Railways have not merely facilitated travelling but have engendered a disposition to travel in those who would not have otherwise left the precincts of their native villages. Social relationships have greatly multiplied and are daily multiplying. Parents who would not think of marrying their children in distant places have

Free Monks
Collector

[illegible]

From Enquiries I have made on the subject, it would appear that many of the European & East Indian Subordinates in the various Departments regard the reduction of the number of papers

as a great hardship in as much they are unable to afford to travel by the 1st Class & if they travel by the Second they may be shut into a carriage full of natives in all sorts of costumes or in next to none & in the former case the clothes are often not of the cleanest.

The better class of natives & those employed in the service of government also miss an intermediate class between the two which exist.

Some of the higher class of natives are I believe driven to the 1st class under the present arrangements & some are prevented from using the Railway at all.

Among the poorer natives there is no doubt that many are precluded from using the Railway altogether under existing rates & have cars attached to the D.P.W. when paid the fare have been known to pocket the fare & proceed by Road.

Whether the Railway has really
lost

Let many Passengers under existing
arrangements. The weekly pro-
duced reports of Passengers will
show & the individual cases brought
to my notice may be exceptional.

I have the honor to be

Sir,

Your most obed^t serv^t

Wm. H. Drake Capt. R.R.

Sup^r Engineer 6th Divⁿ

21.9.67
M.

4. With few exceptions Europeans & Natives mutually dislike sitting together in the same first class carriage, & the assignment of separate compartments therein would be esteemed a great comfort.

5. The 2nd & 3^d classes would be occupied by the bulk of the upper & by the middle classes of Natives respectively. The 4th class should have no seats & would be resorted to by the lower orders only.

6. The only part of the present system which gives satisfaction to the Natives is the provision of separate compartments for women & this arrangement should certainly be retained.

7. I am also strongly of opinion that, on every line in India, a separate compartment should be set apart for the convenience of European ladies & children - accompanied as they are by Native women servants.

I have the honor to be

Sir

Your most obedient servant

G. M. M. M. M.

Acting Collector.

Office of Dy. Insp. Genl of Police
 Trichinopoly 24th Sept 1867.
 45

From Major G. Stearn
 Dy. Insp. Genl of Police
 Southern Range

To Major J. St. M. Shaw Stewart
 M. Consulting Engineer Railway

Sir,

I have the honor to state
 in reply to your letter No 329 of the 5th September
 asking for my opinion as to the comfort
 and convenience of the traffic on the Great
 Southern of India Railway.

That on the abolition of the
 3rd class carriage on this line 6 months
 ago. I observed a diminution in the passenger
 traffic from the very first. and it has not
 since come back to its former proportions.
 Those who have to go long distances still
 travel by Rail as before, but when it has
 to be materially, is in the short runs. People
 going, say, from Nagapetam to Kumbakonam and
 Tiruvalur or from Nedamangalam to Tanjore
 or from Tiruadachery to Nedamangalam
 and other short distances, prefer walking
 or paying the extra charge. People from Combar-
 cum going to Tanjore and Trichinopoly
 used formerly to go to Nedamangalam and

1867.
 From the Dy. Insp. Genl of Police
 Trichinopoly
 To the Consulting Engineer
 Trichinopoly
 Madras
 Dated 19th October 1867
 Received 23,
 No. 11. 24th 66
 3891/67 (6)
 Approving his
 opinion in the
 meeting of the Dy. Insp.
 Genl. on the 14th inst. he is the
 fact 6 months after, the
 Great Southern Railway
 Company has been
 running only two
 class of passenger
 carriages -

catch the train there, but now they almost all go to Tarrytown. I believe there has been an actual increase of revenue by the change but there has been a most decided falling off in the number of passengers.

There is a certain class of Europeans and East Indians to whom I should say the change causes inconvenience and discomfort; all of this class used invariably to travel by the 2^d class. They are now obliged either to sit among the natives or are driven to pay 1st class fare. Many natives of the higher class who used before to travel 2^d class now go by the 1st and as the Company have never more than one 1st class carriage attached to each train a Lady travelling by herself would feel rather uncomfortable in having 2 or 3 half-perfumed half-naked native gentlemen in the same carriage with her.

I have the honor to be
Yours most obedt Servt

*J. Green Insp.
of Insp. Genl. of Ohio*

June 24 "October 1692" 22.579

Reed 30.6/17/97

Mr 3891/57.

Public Works Dept
#3305
3305- 47

Proceedings of the Madras Government

Under date the 24th October 1867.

Read the following

From the Consulting Engineer
for Railways-

(Here enter 10. October 1867
to 27.)

A proposal for the abolition of the second and ^{of accommodation and of the corresponding} third classes fares of 8 and 4 pice per mile which prevailed on the Great Southern of India Railway up to 1st March last, and the substitution for them of a single intermediate class at the rate of 5 pice per mile - having been submitted in the papers marginally noted, the Govt. on a careful consideration of the grounds on which its adoption had been advocated by the Railway authorities and opposed by

Thirid Lapon
Lk S of St. Louis
of Indian

Dr. L. O. 14th July/66 No 2229
 do. 9th Aug/66 - 2508
 do. 24th do. " 2691

by the Cons. Engineer,
were of opinion that the
change would have the
effect of prohibiting
the great mass of the
people from availing
themselves of the rail-
way, a result which
would necessarily operate
detrimentally to the
interests of the Company.
The Home Govt. having,
however, decided that,
as the Agent of the Com-
pany and the Railway
Board of Directors were
confident of its success,
the proposed change
should be allowed a
trial, His Excellency
in Council withdrew
his objections to its in-
troduction and sanc-
tioned the measure as
an experiment, to be
reported upon at the
end

L. G. 11 Jan'y 1874: 99

end of 6 months. 49

The new arrangements
came into operation on
the 1st March last, and the
Ag. Cons. Engineer in
his letter read at the
head of these Proceedings
now reports the result
of their working.

Owing to the differ-
ent dates on which the
several sections of the
line were opened for
traffic, the Ag. Cons.
Engineer points out
that there is some dif-
ficulty in making
any direct comparison
between the passenger
traffic before and after
the introduction of the
change, but, for the
reasons mentioned in
para 3 of his letter, the
six months interven-
ing between the 2^d Decr.
1866 and the 1st June/67, during
the

the first and last 13 weeks of which the two systems were respectively in force, may fairly be taken for the purposes of comparison, and the result, according to the figures in the margin, is a diminution of 23.35 per cent in the number of travellers & of 2.11 per cent in the receipts. A comparison of the traffic receipts during the 4 months of March, April, May and June 1867 with the receipts of the corresponding period in 1866, shows that, with 48 additional miles of open line, the number of passengers in 1867 actually fell short of the number in 1866 by 6,583 or 5.02 per cent, while, from a further

Comparison

	Passengers.	Receipts
Dec ^r , Jan, Feb.	1,22,143 -	72,301
March, Apl, May.	94,001 -	70,772
Falling off.	28,642	1,529

	Passengers.
1866 -	1,31,173
1867 -	1,24,590 -
	<u>6,583</u>

1866 -	62,514
1867 -	65,334
	<u>28,20</u>

Comparison of the number of passengers carried during July and August in the two years, respectively, it is observed that, although little more than half the length of line was open in those months of 1866, the number of passengers carried fell short of the number in 1867 by only 2820 or 4.32 per cent.

^{apparently} These statistics furnish clear proof of the failure of the experiment, and they ^{seem to be} fully confirmatory of the opinion which the ^{ed} ~~book~~ ^{ed} ~~were~~ ^{ed} ~~induced~~ ^{ed} ~~to~~ ^{ed} ~~form~~ ^{ed} of the proposal of the Railway authorities when it was originally submitted to them. Looking on the one hand, as the ag.

Concl.

Cons. Engineer points
out, to the progressive
development of traffic
which the facilities af-
forded to travelling by
Railway ought unques-
tionably to create un-
der ordinary circum-
stances, and on the other,
to the unfavorable in-
fluence which the fa-
mine of 1866 is admitted
to have exercised over
the traffic of Railways
in Southern India gener-
ally, ^{in that year} as well as to the com-
paratively quicker de-
velopment which that
traffic ought to have shown
as the result of reaction
after ^{a season of} ~~the~~ distress of
~~last year~~, there is no
reason to doubt that
the scale of charge now
in force as the lowest
rate at which the mass

of

53
of the people can travel
is far above what their
means will afford, and
it follows that the con-
tinuance of that scale
will detract from the
usefulness of the Rail-
way and check the pro-
gress of its revenue. In
these opinions the Govt.
are strengthened by the
views of the Officers who
have been consulted by
the Ag. Cons. Engineer
as to the effect of the
changes recently in-
troduced, and to whose
testimony His Excellency
in Council is disposed
to attach much weight
in a question of such
public importance.

Under these cir-
cumstances, the Govt.
must ~~withhold~~ withhold
sanction to the contin-
uance of the existing
system

System of accommodation
and the rates of fare in
operation on the G. S. of
I. Railway, and seeing
that the junction of
that Railway with
the S. P. Railway ^{at Erode} will
shortly be completed,
the Consg. Engineer will
communicate to the
Agent of the Company
the opinion of Govt. that
it is most advisable
for the interests of both
the Company and the
public that the classes
and fares on the Great
S. should be assimila-
ted to those on the
Madras line as early
as possible. Major
Shaw Stewart will re-
port in due course the result
of his communication

e. 16 Oct 1867.

W. H.

10th

The Consg. Engr for Railways
Sept 28/10/67

103341504

Copy of the
above forwarded to
the Government of
India with reference
to their letter of the
March 1867 No 234R.

W. H.

Sept 28/10/67

519 56
Pub: Works by Departs

Delivered October

No 3575. 5057

Pro of the Madras Govt.

21st October 1877

Issuing instructions
for the discontinuance of the
existing system of classes
and fares on the G. S. & A.
Railway and for its
assimilation to that on the
Madras line.

Furnishing the Govt.
of India with a copy
of the above order.

No 519-520+520A

Sept 28/1867