

(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. 3905

Press
Mis-

Dated 17 12 1867.

Not to be folded or roughly handled

No. 337. Read the following letter from the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 16th December 1867, No. 352 :—

1. I have the honor to report that the Order of Government, dated the 14th instant, No. 3,879, was duly communicated to the Agent of the Madras Railway, and that at his request I met him and the Traffic Manager this morning, and discussed with them the changes in the fares which have been suggested by Government.

2. Both Mr. Elwin and Mr. Church deprecated strongly the proposal to reduce generally, throughout the line, the second class day fare to five pies per mile. They pointed out that in consequence of the unsuccessful operation of that rate, the fare was increased in November 1865 to six pies, and that the returns which accompanied the Minutes of the late Meeting showed that between Madras and Bangalore, while the number of day travellers in the second class had decreased by 12 per cent., the receipts had increased by 4 per cent. On the other hand, between Coimbatore and Beypore the number of travellers had decreased by 38 per cent., and the receipts by 26 per cent. In the intermediate portion of the line, between Jollarapett (the Bangalore Junction) and Coimbatore, the number of travellers had also fallen off by 48 per cent., and the receipts by 22 per cent.; but it was very doubtful whether this was wholly, or even chiefly, attributable to the rise of one pie per mile in the fare, as the construction of the trains had been at the same time altered, the alteration enabling third class passengers to book through from Madras to Coimbatore and the west by the same train, instead of having, as formerly, to alight at Salem, and either remain there a night, or proceed by the second class.

3. Mr. Church also showed how differently the second class traffic between Coimbatore and Beypore was composed, from that on the eastern section of the line. Even in 1866, after the increase in the rate, the proportion of native travellers in the second class on the western portion of the line was 85 per cent., while on the eastern portion it was about 40 per cent. It was on account of this very decided disposition on the part of the West Coast Natives to travel in a superior class to the third, and the great check which that disposition received from the imposition of an additional pie to the second class fare, that the experiment was proposed of making a considerable reduction, and of trying the effect of a four and a half pies fare.

4. Mr. Elwin begged me to submit the matter again for the consideration of Government, and in the event of its being still thought unadvisable to adopt the four and a half pies rate, experimentally, for the western section, he trusted that Government would allow the present rate of six pies per mile to continue in force between Madras and Bangalore, the five pies rate being adopted for the rest of the line.

5. In now submitting to Government the representations made by the Railway authorities, I would, with all respect, recommend that the experiment suggested by them be allowed a trial. The Railway traffic has been long watched, closely and keenly, by Mr. Church, and I agree with him in thinking that the second class traffic between Madras and Bangalore would show decreased results

*Proceedings of the Madras Government, Public Works Department,
17th December 1867.*

consequent upon a return to the old fare of five pies per mile. On the other hand, I have no doubt that the adoption of a lower rate between Coimbatore and Baypore would be attended with success.

6. The suggestions made by the Railway authorities involve no question of an experiment upon the lowest fare: I should object most strongly were it proposed to raise or to lower that capriciously or differentially, with the sole object of deriving from it a larger revenue. It is different, I think, with the fares for the first and second classes. Comparatively speaking, the passenger traffic in these classes has always been unproductive to the Company, and it would be profitable to them to discontinue them altogether. Any reasonable changes, which may be expected to improve the receipts from these classes, should be, I think, admitted, at least experimentally.

7. Upon these grounds I solicit a re-consideration by Government of the third paragraph of their Order of the 14th instant.

No. 338. ORDER THEREON, 17th December 1867, No. 3,905.

RAILWAY, No. 22.

On a full consideration of what the Consulting Engineer has urged in support of the proposal of the Agent of the Madras Railway to maintain the present second class fare by day on the line between Madras and Bangalore at six pies, while the rate of charge on the other portions of the Railway should be reduced to five pies, the Government remain of opinion that a diversity of charge for the same description of travelling accommodation on the Railway is very undesirable, and they are therefore constrained to adhere to the views expressed by them in paragraph 3 of their Order of the 14th instant, No. 3,879.

(True Extract.)

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

To the Consulting Engineer for Railways.

Exd. S. T. Augustin.

Railway Department

Consulting Engineer's office
No. 352

From

Major J. H. de Shaw Stewart R.E.
Consulting Engineer for Railways

To

Colonel C. A. Orr, R.E.

Secretary to Government

Public Works Department

Fort Saint George

Sir,

I have the honour to report that the order of Government dated the 14th instant, No. 3879, was duly communicated to the Agent of the Madras Railway, and that at his request I met him and the Traffic Manager this morning, and discussed with them the changes in the fares which have been suggested by Government.

2. Both Mr Elwin and Mr Church deprecated strongly the proposal to reduce generally, throughout the line, the second class day fare to five pies per mile. They pointed out that in consequence of the unsuccessful operation of that rate, the fare was increased in November 1865 to 6 pies, and that the returns which accompanied the minutes of the late meeting showed that between Madras and Bangalore, while the number

numbers of day travellers in the second class had decreased by 12 per cent, the receipts had increased by 4 per cent. On the other hand, between Coimbatore and Beypoor the number of travellers had decreased by 38 per cent, and the receipts by 26 per cent. In the intermediate portion of the line, between Jollapett (the Bangalore junction) and Coimbatore, the number of travellers had also fallen off by 48 per cent, and the receipts by 22 per cent; but it was very doubtful whether this was wholly, or even chiefly, attributable to the rise of one pie per mile in the fare, as the construction of the trains had been at the same time altered, the alteration enabling third class passengers to book through from Madras to Coimbatore and the west by the same train, instead of having, as formerly, to alight at Salem, and either remain there a night, or proceed by the second class.

3. Mr. Church also showed how differently the second class traffic between Coimbatore and Beypoor was composed, from that on the eastern section of the line. Even in 1866, after the increase in the rate, the proportion of native travellers in the second class on the western portion of the line was 85 per cent, while on the eastern portion it was about 40 per cent. It was on account of this very decided disposition

on

(2)
on the part of the west coast natives to travel in a superior class to the third, and the great check which that disposition received from the imposition of an additional pie to the second class fare, that the experiment was proposed of making a considerable reduction, and of trying the effect of a $4\frac{1}{2}$ pie fare.
4. Mr. Elwin begged me to submit the matter again for the consideration of Government, and in the event of its being still thought unadvisable to adopt the $4\frac{1}{2}$ pie rate, experimentally, for the western section, he trusted that Government would allow the present rate of 6 pies per mile to continue in force between Madras and Bangalore, the five pie rate being adopted for the rest of the line.

5. In now submitting to Government the representations made by the Railway Authorities, I would with all respect recommend that the experiment suggested by them be allowed a trial. The railway traffic has been long watched, closely and keenly, by Mr. Church, and I agree with him in thinking that the second class traffic between Madras and Bangalore would show decreased results

results consequent upon a return to the old fare of five pias per mile. On the other hand I have no doubt that the adoption of a lower rate between Coimbatore and Mysore would be attended with success.

6. The suggestions made by the Railway Authorities involve no question of an experiment upon the lowest fare: I should object most strongly were it proposed to raise or to lower that capriciously or differentially, with the sole object of deriving from it a larger revenue. It is different, I think, with the fares for the first and second classes. Comparatively speaking, the passenger traffic in these classes has always been unproductive to the Company, and it would be profitable to them to discontinue them altogether. Any reasonable changes, which may be expected to improve the receipts from these classes, should be I think admitted, at least experimentally.

7. Upon these grounds I
solicit

(11)
solicit a reconsideration by Government of the third paragraph of their order of the 14th Instant.

Madras
16th December
1867

I have the honour to be,
Sir,

Yours most obedient servant

~~Madras~~ Major P.E.

Consulting Engineer for
Railways.

No 3905-17-Dep't of P.W.
 3900
 Proceeding of the Madras Railway
 Board the following

From the (M: Eng: for { N.E. No 352 8/11/07 }
 Railways

On a full consideration of what the Consulting Engineer has urged in support of the proposal of the Agent of the Madras Railway to maintain the present 2nd Class fare by day on the line between Madras and Bangalore at 8 pice, while the rate of charge on the other portions of the Railway should be reduced to 5 pice, the Govt remain of opinion that a diversity of charge for the same description of

M. M.

W. R.

W. R.

To the Secretary to Govt
 P.W. - Dept
 The Consulting Engineer
 for Railways.

Order 16th } Date 1/11/07
 No 3905-17

No 3905-17

Collecting a
 reconsideration by
 Government of the 2nd
 class of the order No 3905-17
 of 14th instant, respecting
 the charges in the fare.

No 3905-17-Dep't of P.W.

No 3905-17-Dep't of P.W.

100-443887-100

- h.s. def: 17/2/67.
P.A. - 19/2/67

537 15538
Pub. Works 1867 Department

Pro. of Govt. for December

No. 3905

Pro. of the Madras Govt.

D. 19th December 1867

Informing the Coms.
Engg. that Govt. adhere to the
views expressed in the Orders
of the 14th inst. ant. No. 3879.
against a diversity of charge
for the same description of
travelling accommodation
on the Madras Railway.

No 337-338