

(1) Number of pages 18

(2) Date of repair 24-5-43

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

Public works DEPARTMENT.

G.O. No. 3929	Press
394-95	Mis.
Dated 19 12 1867.	

Not to be folded or roughly handled

10.

*Proceedings of the Madras Government, Public Works Department,
19th December 1867.*

No. 394. Read the following letter from the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 12th December 1867, No. 347:—

1. The Agent of the Great Southern of India Railway has asked me to let him know, with reference to paragraph 10 of the Government of India Circular,*

* No. 10, dated 16th October 1867.
printed with the Order of this Government, under date the 8th ultimo, No. 3,466, whether, with the exception of the lowest passenger fare, and the rates for food-grains and coal, the maximum scale sanctioned by Government in 1862 is to remain unaltered. The question is important, and in soliciting the orders of Government I beg to draw their attention to the following considerations.

2. The subject of maximum fares for the conveyance of passengers and goods upon the Railways in this Presidency, and the advisability of adopting them, was mooted, for the first time, by the Directors of the Great Southern Railway

when addressing the Secretary of State
† Letter No. 7, vide G. O., dated 7th May 1862, No. 238. on the† 12th March 1862. A perusal of that letter, together with the Board's

instructions to their Agent, bearing the same date, and the Secretary of State's Despatch to this Government, dated the 31st idem, No. 5, can leave no doubt as to the course proposed. The maximum rates being once fixed by Government, the Company's Agent, as representing the Board, and the Consulting Engineer, as representing the Government, were to be at liberty to regulate the actual rates, and to vary them from time to time within the prescribed limits.

3. On the 5th June 1862, the Agent of the Great Southern submitted for sanction a schedule of maximum fares and rates for passengers and goods, and the Consulting Engineer, in laying it before Government, remarked on the unnecessarily high scale which had been adopted by the Agent, and recommended that all the rates should be halved: but, upon the ground that it was not proposed to suddenly increase the rates to the maximum, and that their approval was necessary

before any change in the existing rates could be made, the Government‡ resolved to sanction the adoption of the scale proposed by the Agent.

4. The scale which was then sanctioned, remains still in force; but a perusal

§ 14th July 1866, No. 2,229.
9th August „ „ 2,508.

of the papers printed with the orders of Government noted§ in the margin, will show that a claim was last year

made on the part of the Company's Agent to unrestricted freedom of action within the limits prescribed in the maximum scale: and although, in the Secretary of State's Despatch|| dated the 24th November 1866, it was stated to be desirable that the authority vested in the

¶ No. 12.
Vide G. O., 11th January 1867, No. 99.

Consulting Engineer should not for the present be withdrawn, there can be no doubt that a persistent effort is being made by the various Companies to free themselves altogether from Government control.

5. The proposal to establish a maximum schedule upon the Madras Railway was laid before Government on the 31st May 1866; and in their Order dated the 20th June, No. 1,942, the Government sanctioned the experimental adoption of

*Proceedings of the Madras Government, Public Works Department,
19th December 1867.*

the scale, subject to the condition that all changes within the maximum limits must have received the Consulting Engineer's approval. The Agent appealed against this condition, and requested a re-consideration of the question, but the Government* adhered to their former decision.

* G. O., 6th July 1866, No. 2,130.

6. The question now brought forward by Mr. Betts is, whether the maximum scale sanctioned in 1862 is still to remain in force; and I submit that the decision on this point must entirely hinge upon the mode in which the scale itself is to be applied, and upon the extent of authority to be vested in the Company's Agent in connection with it. If the rates within the maximum limits are to be unconditionally controlled by the Agent, I maintain that those limits, which were sanctioned by Government under an entirely different conception, must be considerably modified and restricted.

7. Without in the least questioning the ability or the zeal of the Agents of the Railway Companies in this Presidency, it is clear that those qualities are directed altogether towards promoting the direct and present interests of the Companies which they represent, and that the claims of the public, if considered at all, hold an entirely subordinate place. From the special circumstances of Indian Railways, there can be no doubt that the public have claims of a peculiar nature upon the consideration of those in whom the control over the several lines is vested; but unless that control is retained in the hands of Government, there is every prospect that the interests of the public will be put altogether aside.

8. The appended table shows the maximum scales which have been sanctioned for the Madras and the Great Southern Railways, as well as the fares and rates now in force. So long as the Government, through their Consulting Engineer, can control the changes proposed by the Companies Agents, it matters little what the maximum scales are; but if that control is to be withdrawn, I would urge most strongly a revision of the present scales.

Memorandum of the maximum rates, and the rates at present in force on the Madras and the Great Southern of India Railways.

	MADRAS RAILWAY.		GREAT SOUTHERN RAILWAY.	
	Maximum rates.	Present rates.	Maximum rates.	Present rates.
Passengers, 1st Class express, per mile.	30 Pies.			
" 2nd Class do. " "	16 "			
" 1st Class ordinary, " "	24 "	Day 18 Pies. Night 22 "	24 Pies.	12 Pies.
" 2nd Class do. " "	12 "	Day 6 "	16 "	5 "
" 3rd Class do. " "	8 "	Night 7 "	8 "	
Parcels, per pound per mile...	.....	3 Pies.	1 "	
Luggage, per Maund " "	.....	.....	6 "	
Goods Special, per ton per mile	.....	8 Pies.	.....	
1st Class " " "	10 "	12 "	18 "	12 "
2nd Class " " "	14 "	14 "	24 "	
3rd Class " " "	18 "	16 "	36 "	
4th Class " " "	24 "	24 "	48 "	24 "
5th Class " " "	36 "	36 "	.....	
Horses " " "	54 "	.....	48 "	
Carriages " " "	.....	.....	48 "	
Dogs " " "	.....	.....	4 "	
Live stock, per truck per mile	.....	.....	48 "	

MADRAS,
12th December 1867.

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

*Proceedings of the Madras Government, Public Works Department,
19th December 1867.*

No. 395.

ORDER THEREON, 19th December 1867, No. 3,929.

RAILWAY, No. 28.

The advisability of introducing a scale of maximum rates and fares for the conveyance of traffic upon the Great

Southern of India Railway, within which the Agent of the Company, with the consent of the Government Consulting Engineer, should be at liberty to make such variations as might from time to time seem expedient, was suggested by the Directors of the Company, and having been concurred in by the Secretary of State, the adoption of a scale proposed by the Agent was sanctioned in Proceedings of the 28th July 1862, No. 400. The Government have no intention at present to alter that scale, and as no changes of the actual rates and fares in force can be made without reference to the Consulting Engineer acting on behalf of Government, His Excellency in Council sees no necessity for disturbing the sanctioned scale of maximum charges, as it now stands.

(True Extract.)

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

To the Consulting Engineer for Railways.

Exd. S. T. Augustin.

19/10/41/48/4

Railway Department

Consulting Engineer's office
N^o 347-

From

Major J. M. M. 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,

N^o 10 dated 16th
October 1867.

The Agent of the Great Southern of India Railway has asked me to let him know with reference to paragraph 10 of the Government of India's Circular printed with the order of this Government under date the 8th ultimo, N^o 3466, whether, with the exception of the lowest passenger fares, and the rates for food-grains and coal, the maximum scale sanctioned by Government in 1862 is to remain unaltered. The question is important, and in soliciting the orders of Government, I beg to draw their attention to the following considerations.

2. The subject of maximum fares for the conveyance of passengers and goods upon the railways in this Presidency, and the advisability of adopting them, was mooted for the first time by the Directors of the Great Southern Railway.

* Letter No. 7
Vide G. O. 977
1862, No. 238.

2 G.O. No 400.
728. July 1862.

* 14th July 1866
No. 2229.
9th August 1866
No. 2508.

* № 12.

Wm. V. D. O.
11 January 1867
No. 99.

x
G. O. 6 July 1866.
No. 2100.

6. The question now brought forward by Mr Belto is whether the maximum scale sanctioned in 1862 is still to remain in force: and I submit that the decision on this point must entirely hinge upon the mode in which the scale itself is to be applied, and upon the extent of authority to be vested in the Company's Agent in connection with it. If the rates within the maximum limits are to be unconditionally controlled by the Agent, I maintain that those limits, which were sanctioned by Government under an entirely different conception, must be considerably modified and restricted.

7. Without in the least questioning the ability or the zeal of the Agents of the Railway Companies in this Presidency, it is clear that those qualities are directed altogether towards promoting the direct and present interests of the Companies which they represent, and that the claims of the public, if considered at all, hold an entirely subordinate place. From the special circumstances of Indian railways there can be no doubt that the public have claims of a peculiar nature upon the consideration of those in whom the control over the several lines is vested; but unless that control is retained in the hands of Government, there

there is every prospect that the interests of the public will be put altogether aside. 11

8. The appended table shows the maximum scales which have been sanctioned for the Madras and the Great Southern Railway, as well as the fares and rates now in force. So long as the Government, through their Consulting Engineer, can control the changes proposed by the Companies' Agents, it matters little what the maximum scales are; but if that control is to be withdrawn, I would urge most strongly a revision of the present scales.

Madras
12th December
1867

I have the honour to be,
Sir,

Your most obedient servant.

Wm. Belton Major R.E.

Consulting Engineer for
Railways.

I W 1867 12 Dec
Group No. of 4/43
The Consulting Engineer
for Railways.
To
The Secretary to Government
P. W. Department
Fort St. George

(Dated 12th Dec 1867)
Rec'd 12th Dec 1867

No. 347.
Rec'd 12th Dec 1867
Soliciting the
orders of Government
regarding the maximum
fares for the conveyance
of passengers & goods
upon the railways in
the Madras Presidency.

Ch 394
18th Dec 1867.

Railway

15d

Public Works Department.

No 3929

PROCEEDINGS of the MADRAS GOVERNMENT.

Under date the 19th Dec 1867

Read the following

From The Consulting Engineer for
Railways. } *(Here enter No. 347 dated 12th Dec 1867)*

N.
Adm.
by

The advisability of
introducing a scale of
maximum rates and fares
for the conveyance of traffic
upon the Great Southern
of India Railway, within
which the Agent of the
Company, with the Consent
of the Government Con-
sulting Engineer, should
be at liberty to make
such variations as might
from time to time seem

expedient, was suggested
by the Directors of the
Company, and having
been concurred in by
the Secretary of State, the
adoption of a scale pro-
posed by the Agent was
sanctioned in Pro: of the
28th July/62, No 1100 - The
Government have no in-
-tervention at present to
alter that scale, and as
no changes of the actual
rates and fares in force
can be made without refer-
-ence to the Consulting
Engineer acting on behalf
of Government, His Ex-
-cellency in Council

172
See no necessity for
disturbing the sanctioned
scale of maximum charges
in its own interests

Off

To
The Chief Eng for
Railways. ✓

Recd 19/12/67

394-395

(1)
P. W. 1867. Department.
Pro. of Govt. for December
No. 3929

PROCEEDINGS OF GOVERNMENT. *Madras*

Dated 19th December 1867

Informing the hon.
Engs that Govt. see no
necessity for altering the
present scale of maximum
rates and fares of the G. S.
I. Railway.

No 394-395

c. 18th Dec 1867