

(1) Number of pages 1-11

(2) Date of repair _____

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 3961

Press
Mis.

477-78

Dated 21 12

1857.

Not to be folded or roughly handled*28*

21st December 1867.

No. 477. Read the following letter from the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 11th December 1867, No. 343:—

• No. 433, dated 3rd December 1867. 1. I have the honor to forward a letter* received from the Agent of the Madras Railway, with a comparative statement showing the favorable results which have followed the change of rates introduced for the conveyance of cotton on the Railway.

2. In G. O., No. 416, dated the 22nd July 1865, a rate of 24 pies per ton per mile for loose cotton was sanctioned upon the North-West Line, and of 14 pies per ton per mile for half-pressed cotton, experimentally for six months from the date of the opening of the Railway to Cuddapah. On the report furnished after the expiration of that period, Government allowed a continuance of the experimental rates pending further trial.

3. In August 1866, the rate for unpressed cotton on the North-West Line was raised from 24 to 30 pies per ton per mile, the approval of Government being communicated in G. O., No. 2,806, dated 4th September 1866. Again in November 1866, on an application from the Agent and Manager, Colonel Anderson authorized the levy of a rate of 36 pies per ton per mile for loose cotton on the North-West Line, and of 30 pies per ton on the South-West Line, with the exception of cotton carried from Arcot to Madras, which was to be at the rate of 18 pies per ton per mile; these rates were to be adopted experimentally for one year, and a report made of their effect on the cotton traffic.

4. As far as the interests of the Railway Company are concerned, the results from the higher rates have been highly satisfactory; the increase in the weight of cotton conveyed by the Railway being only 1,967 tons, or 14.7 per cent. above that of the twelve months preceding, while the difference in the receipts has amounted to Rupees 2,29,574-8-1, or 81.57 per cent.

5. The chief object aimed at by the Railway authorities in increasing the rates for loose cotton, was not to augment thereby the revenue of the Company, but to induce the owners to have their cotton pressed before being brought to the railway for transmission to Madras.

6. The necessity for adopting such compulsory measures is obvious, when the difference of weight between a truck-load of loose cotton and one of pressed cotton is considered. Of the latter a truck holds from five to six tons, which is the maximum weight put on one of these vehicles, and of the former from two and a quarter to three tons, being lighter than a truck-load of any other kind of goods. It is therefore only right that the Company should endeavour to get cotton from the freighters in such a state as will make a truck pay as much as it would if filled with other ordinary articles of traffic; and so long as these endeavours fall short of driving the traffic from the Railway to other means of transit, they are justified in doing so.

rates pending further review.

*Proceedings of the Madras Government, Public Works Department,
21st December 1867.*

7. Notwithstanding the advantage offered to the owners to have their cotton pressed before being sent to the Madras market, they have availed themselves to a very small extent only of the use of the presses which have been set up at Cuddapah and elsewhere. This may arise from the fact that the principal agents in the Presidency, who receive cotton for exportation, are themselves the proprietors of presses which have been set up at Madras at considerable cost, and as it is to their interest to find work for their presses, they have clearly an object in procuring cotton in a loose state.

8. The present rate of 36 pies per ton per mile for loose cotton on the North-West Line of the Madras Railway, is below the rates in force on the East Indian Railway and the Railways in the Bombay Presidency, those being 36-292 and 48 pies per ton per mile, respectively.

9. The Madras Railway authorities are ever anxious to promote trade, and they would certainly be most unwilling to place any impediment in the way of the transport by rail of cotton, which is an article of paramount importance in their goods returns. A reduction in the existing rates would affect the Company's interests injuriously, and I do not think that it would be followed by any increase in the growth of cotton. I therefore recommend the sanction of Government to a continuance of the present rates.

From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 3rd December 1867, No. 435.

1. With reference to the 3rd paragraph of Colonel Anderson's letter, No. 496, dated the 1st November 1866, I have the honor to forward a comparative statement exhibiting the quantity of cotton carried over this Railway, during the twelve months ended the 31st October 1866 as compared with 1867.

2. It will be seen that the tonnage increased 1,967 tons, and the receipts Rs. 2,23,571-8-1, a result which I trust the Government will consider satisfactory.

3. The rates in force were as follows :—

<i>South-West Line.</i>			
	1866.		1867.
	Pies per ton per mile.		Pies per ton per mile.
Loose Cotton	24	...	30
Bangalore Branch increased to	...	...	36
on 30th March 1867.	...	...	...
Full-pressed Cotton	14	...	14
<i>North-West Line.</i>			
Loose Cotton	24	...	30
Half pressed Cotton	16	...	16

*Proceedings of the Madras Government, Public Works Department,
21st December 1867.*

MADRAS RAILWAY.

Statement showing the Cotton Traffic for the twelve months ending 31st October 1866 and 1867, under different rates.

	LOOSE COTTON.		HALF-PRESSED COTTON.		FULL-PRESSED COTTON.		Total.	
	Tons.	Amount.	Tons.	Amount.	Tons.	Amount.	Tons.	Amount.
1866.		RS. A. P.		RS. A. P.		RS. A. P.		RS. A. P.
Forwarded from Stations on South-West Line	6,812	1,44,830 13 10	...		373	6,520 12 0	7,185	1,51,351 9 10
Do. do. on North-West Line	6,199½	1,29,947 13 1	...		...		6,199½	1,29,947 13 1
Total...	13,011½	2,74,778 10 11	...		373	6,520 12 0	13,381½	2,81,299 6 11
1867.								
Forwarded from Stations on South-West Line	3,058½	79,444 6 0	1½	31 5 0	213	3,896 0 0	3,273	83,371 11 0
Do. do. on North-West Line	11,811	4,19,528 1 0	467½	7,974 3 0	...		12,078½	4,27,502 4 0
Total...	14,869½	4,98,972 7 0	469½	8,005 8 0	213	3,896 0 0	15,351½	5,10,873 15 0

MADRAS,
3rd December 1867.

(Signed) H. E. CHURCH,
Traffic Manager.

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

No. 478.

ORDER THEREON, 21st December 1867, No. 3,961.

RAILWAY, No. 31.

Under the circumstances set forth in the Consulting Engineer's letter above recorded, the Governor in Council sanc-

tions the continuance of the existing rates for the carriage of cotton on the Madras Railway.

(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 Engineers' office
No. 343.

From

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

To

Colonel C. A. Ord R.E.

Secretary to Government

Public Works Department

Fort Saint George.

Sir,

No. 435738

December 1865.

I have the honour to forward a letter received from the Agent of the Madras Railway, with a comparative statement showing the favourable results which have followed the change of rates introduced for the conveyance of cotton on the railway.

2. In G.O. No. 416, dated the 22^d July 1865, a rate of 24 pios per ton per mile for loose cotton was sanctioned upon the North-West line, and of 14 pios per ton per mile for half-packed cotton, experimentally for six months from the date of the opening of the railway to Cuddapah. On the report furnished after the expiration of that period Government allowed a continuance of the experimental rates pending further trial.

G.O. No. 898

20th March 1866.

2. In August 1866 the rate for unpressed cotton on the North-West line was raised from 24 to 30 pies per ton per mile, the approval of Government being communicated in G. O. No 2806 dated 4th September 1866.

Again in November 1866, on an application from the Agent and Manager, Colonel Anderson authorized the levy of a rate of 36 pies per ton per mile for loose cotton on the North-West line, and of 30 pies per ton on the South-West line, with the exception of cotton carried from Arcot to Madras, which was to be at the rate of 18 pies per ton per mile; these rates were to be adopted experimentally for one year, and a report made of their effect on the cotton traffic.

4. As far as the interests of the Railway Company are concerned, the results from the higher rates have been highly satisfactory; the increase in the weight of cotton conveyed by the railway being only 1967 tons, or 14.7 per cent above that of the twelve months preceding, while the difference in the receipts has amounted to Rupees 229,574-8-1, or 81.57 per cent.

5. The chief object aimed at by the Railway Authorities in increasing the rates for loose cotton was not to augment thereby the revenue of the Company, but to induce the owners to have their cotton pressed before being brought to the railway for transmission to Madras.

6. The necessity for adopting such compulsory measures is obvious when the difference of weight between a truck-load of loose cotton, and one of pressed cotton, is considered. Of the latter a truck holds from 5 to 6 tons, which is the maximum weight put on one of these vehicles, and of the former from $2\frac{1}{2}$ to 3 tons, being lighter than a truck-load of any other kind of goods. It is therefore only right that the Company should endeavour to get cotton from the freighters in such a state as will make a truck pay as much as it would if filled with other ordinary articles of traffic; and so long as these endeavours fall short of driving the traffic from the railway to other

means

2. means of transit, they are justified in doing
us so.

7. Notwithstanding the advantage
offered to the owners to have their cotton pressed
before being sent to the Madras market, they
have availed themselves to a very small extent, only
of the use of the presses which have been set up
at Cuddalore and elsewhere. This may
arise from the fact that the principal agents
in the Presidency who receive cotton for ex-
portation are themselves the proprietors
of presses which have been set up at Cuddalore
at considerable cost, and as it is to their
interest to find work for their presses, they
have clearly an object in procuring cotton in
a loose state.

8. The present rate of 36 pies
per ton per mile for loose cotton on the North-
West line of the Madras Railway is below
the rates in force on the East Indian Railway,
and the railways in the Bombay Presidency,
those being 36.292 and 48 pies per ton per
mile, respectively.

9. The Madras Railway Au-
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and

95
and they would certainly be most unwilling
to place any impediment in the way of the
transport by rail of cotton, which is an article
of paramount importance in their goods returns.
A reduction in the existing rates would
affect the Company's interests injuriously,
and I do not think that it would be
followed by any increase in the growth of
cotton. I therefore recommend the
sanction of Government to a continuance
of the present rates.

Madras
11th December
1867

I have the honour to be,

Sir,

Your most obedient Servant

Wm Stewart Major R.E.
Consulting Engineer for Railways

Pro. of Govt. for C. E. Eng.
1867.

RAILWAY DEPARTMENT.

From

L 4733

The Consgr. Engineer for Railways,

To

The Secretary to Government,
P. W. Dept.

Dated *11th*

Received *12th*

December 1867.

No. 343.

Enclosures, No. 2.

Forwarding a letter from the Agent of the Madras Railway with a comparative statement showing the favorable results which have followed the change of rates introduced for the carriage of cotton on the Railway.

No 3961-21st Decr/67

No 477
re 11th Decr/67. R-18m

Public Works Department.

135

No 3961

PROCEEDINGS of the MADRAS GOVERNMENT.

Under date the *21st December/67*

Read the following.

The Consgr. Engineer for Railways. (Here enter No. *343* dated *11th Decr/67*)

Under the circumstances set forth in the Consulting Engr's letter above recorded, the Governor in Council sanctions the continuance of the existing rates for the carriage of cotton on the Madras Railway.

To
The Consgr. for Railways. with two original enclos.

Decr 24/12/67

[Signature]

P. W. 1867. Department.
Pro: of Govt for the member
No. 3961

PROCEEDINGS OF GOVERNMENT. *Madras*

Dated 21st December 1867

*Sanctioning the
continuance of the Rates
at present existing for the
Carriage of Cotton on the
Madras Railway.*

Ok 477-478

11.12.1867 or 1868