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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 100-01

Press

Mis.

193-95

Dated 13

1

18/8.

Not to be folded or roughly handled

18

*Proceedings of the Madras Government, Public Works Department,
13th January 1868.*

No. 193. Read the following letter from the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 10th December 1867, No. 340:—

1. In reply to the Orders of Government, dated the 4th January and the 7th October last, Nos. 16 and 3,097, I have
• No. 336, dated 20th September 1867. the honor to enclose a letter,* with accompaniments, received from the Agent of the Madras Railway Company, and to submit the following observations upon the results of the experiment which has been made upon that line of differential fares in the day and night passenger traffic of the first and second classes.

2. It will doubtless be in the recollection of the Government that, before the 1st November 1865, the passenger fares upon the Madras Railway were—

First class 1 anna per mile.
Second class 5 pies „

which fares were common to both day and night trains. On the 1st November the fares were raised as follows:—

First class ... { 1 anna 6 pies per mile by day.
 { 1 anna 10 pies per mile by night.
Second class. { 6 pies per mile by day.
 { 7 pies per mile by night.

3. The Government of India have desired a report upon the result of the introduction of differential fares for day and night travelling; and the object of the papers now submitted is to show, as far as possible, the results of one year's trial of the new system, as compared with the results of the year immediately preceding; but it must be observed that the simultaneous raising of the fares for the classes to which the differential rates applied has complicated the question, and has made it a matter of considerable difficulty to ascertain the precise effect due to the introduction of the latter.

4. It must also be borne in mind that the year to which the returns now submitted apply expired on the 31st October 1866, and that it embraced the months during which the famine was at its worst, a period undoubtedly more unfavorable for passenger traffic than any since the commencement of Railway operations in this Presidency.

5. The accompanying papers show that during the year under review, as compared with the preceding one, there has been a decided falling off in the number of day and night passengers respectively, both in the first and second classes. The actual figures are these—

	First Class.			Second Class.			Two Classes		
	Day.	Night.	Total	Day.	Night.	Total	Day	Night.	Total.
Decrease	1,386	1,093	2,479	28,977	4,789	33,766	30,363	5,882	36,245
Per-centage	16 86	36 76	22 14	34 84	21 95	32 17	33 32	23 72	31 20

6. The receipts during the year under review have risen under every head, with the exception of the second class day traffic, the loss on which more than counterbalances the gains from the rest; the returns for both classes showing a net decrease of Rupees 4,296 or 1.56 per cent.

*Proceedings of the Madras Government, Public Works Department,
13th January 1868.*

7. The per-centage which the number of night fares bears to the total first class fares has decreased, during the year under review, from 26.55 to 21.56; while in the second class the per-centage of night fares has risen from 20.78 to 23.91.

8. As regards the receipts from the night traffic only, there has been, as noticed above, an increase in both classes; the receipts from the first class having increased by Rupees 6,409, or 12.45 per cent.; and from the second class by Rs. 729, or 1.17 per cent. Taking both classes together, there has been a gain from the night traffic, during the year under review, of Rupees 7,138, or 7.37 per cent.

9. The mileage of vehicles has decreased, in the first class by 8.08 per cent., and in the second class by 13.86 per cent.

10. From these facts it is clear that the introduction of higher fares for night travelling has been successful.

11. It seems also to be placed beyond doubt that the second class day fare is too high, and has been productive of loss to the Company; no less than 36,245 travellers having been thrown, by the operation of the enhanced rate, into the third class, of whom 30,363, or more than five-sixths, were day travellers.

12. The proper adjustment of the fares upon the Madras Railway is a subject which has, for some time past, occupied the careful and constant attention of all connected with the management; and I have purposely refrained, pending the full consideration of the points at issue, from replying to the orders of Government quoted at the head of this letter.

13. At a Meeting held upon the 5th instant, the proceedings of which I have this day the honor to submit for the approval of Government, a report by the Traffic Manager was read, in which the whole of the existing fares and rates, and their suitability, or otherwise, to the special circumstances of each description of traffic, were discussed most fully and clearly.

14. With regard to the night passenger traffic, the Railway authorities have always been anxious to discourage it as much as possible, and there can be little doubt that the Company would be gainers by its total abolition. The introduction of differential fares has, as shown above, been successful; but as the result of careful observation has proved that many first class travellers have been induced by the almost certain security from the intrusion of native fellow-passengers, to travel at night by the second class, it was unanimously decided to recommend that the night fare for ordinary travellers by the second class should be raised from 7 to 10 pies per mile. I have no doubt as to the beneficial results of the enhancement.

15. With regard to the fare for travelling by day in the second class, the Traffic Manager showed, from most carefully prepared returns, that the chief falling off under this head had occurred in the portion of the line between Coimbatore and Beypoor. The total decrease, during the year under review, in the number of second class day travellers, was 28,977, and of this number no less than 17,959, or 61.98 per cent., occurred in the abovenamed section of the line. The result is similar if the receipts under this head are taken. Of a total falling off amounting to Rupees 13,875, no less than Rupees 8,949, or 64.59 per cent., is due to the section in question. The largeness of these per-centages will be apparent, when it is remembered that the distance between Coimbatore and Beypoor is only 104 miles, while the entire length of the South-West Line is 492 miles.

*Proceedings of the Madras Government, Public Works Department,
13th January 1868*

16. The Traffic Manager entered into full and very interesting explanation of the peculiar characteristics of the second class traffic on this portion of the line, upon which it may be mentioned that no night trains have yet been run. The questions at issue were very fully discussed, and it was unanimously resolved to recommend that, as an experiment, this portion of the line should be treated exceptionally, and that the second class fare should be reduced upon it to $4\frac{1}{2}$ pies per mile, being three-fourths of the existing fare.

17. If the proposed measure be approved of by Government, it will be most interesting to watch the results. I entertain no doubt that the change is in the right direction.

From the Agent and Manager of the Madras Railway Company, to the Acting Consulting Engineer for Railways, dated Madras, 20th September 1867 No 336

1. With reference to Colonel Anderson's Memorandum of the 7th January 1867, attached to a printed copy of Order of Government, No 16, I have the honor to submit copy of a report from the Traffic Manager, No 270 dated yesterday, together with a statement exhibiting the results of the differential day and night fares for twelve months ended the 31st October 1866.

2. Considering the trying and exceptional period through which we have recently passed, the effects of which are still keenly felt I do not look upon the accompanying return as unsatisfactory, and would not, therefore, advocate any change for the present. I trust that you will concur with me in thinking the decrease in the mileage of vehicles a hopeful sign.

From the Traffic Manager, to the Agent and Manager of the Madras Railway Company, dated Madras, 19th September 1867, No 270.

1. With reference to Order of Government No 16, of the 4th January last, I beg to forward a statement showing the results of the differential fares charged for day and night passengers of the first and second classes for the whole year ending 31st October 1866, and regret that this information has been so long delayed by circumstances beyond my control.

2. Compared with the results of a uniform fare charged for each class of passengers for the year ending 31st October 1865, the result of the differential fares has been a decrease in the aggregate receipt of Rupees 4,296, or 1.5 per cent. The receipt from first class travellers having increased Rupees 8,850, or 7.93 per cent, while that of the second class decreased Rupees 13,145, or 8 per cent.

3. The numbers in both classes have fallen. In the first class from 11,196 to 8,717, or 22 per cent; in the second class from 1,04,978 to 71,212, or 32 per cent.; and in the gross from 1,16,174 to 79,929 or 31 per cent.

4. The per centage of day and night travellers in the two periods was:—

Period.	FIRST CLASS		SECOND CLASS	
	Day.	Night.	Day	Night
1865	73	27	79	21
1866	78	22	76	24

The mileage of vehicles was—

	First Class.	Second Class.
1865	7,28,466	9,93,801
1866	6,69,613	8,30,149
Decrease per cent...	8.08	13.86

5. The raising of the fares for first class day and night travelling, and for second class night travelling, has been attended with success, while the falling off in the second class day traffic would indicate too high a fare for the means of travellers, who formerly patronized that class. It must, however, be borne in mind that the high prices of food in 1866, pressed with undue severity on native travellers, and to this cause, in no small degree, may the falling off in our second class day traffic be attributed.

6. In explanation of the discrepancy which will be found in comparing the number of travellers in the statement now forwarded, with that shown in the statement of traffic for the nine months ending July 1866, it must be stated that in the latter each passenger booked to and from the Bangalore Branch and the South-West Line was inadvertently accounted for as two passengers in the "totals" of each class. This error has been corrected in the statement now submitted, which shows the actual number of passengers booked in each period.

Proceedings of the Madras Government, Public Works Department,
13th January 1868.

MADRAS RAILWAY.

Comparative Statement of the First and Second Class Passenger Traffic, including Return Fairs, for 12 months ending the 31st October 1865 and 1866.

Comparative Statement of the First and Second Class Passenger Traffic, including account 1865, 1866.																				
FIRST CLASS						SECOND CLASS						First Class total		Second Class total		Grand Total				
Day			Night			Day.		Night												
Number	Amount		Number	Amount.		Number	Amount	Number.	Amount			Number	Amount			Number	Amount			
	RS	A. P.		RS.	A. P.		RS	A. P.		RS	A. P.		RS.	A	P.		RS. A	P.		
8,223	76,135	9 11	2,973	35,415	3 7	83,161	1,00,637	7 3	21,817	62,315	1 11	11,196	1,11,550	13 6	1,04,578	1,63,032	9 2	1,16,174	2,74,583	6 8
6,837	78,576	9 11	1,880	41,824	2 3	54,184	86,763	9 9	17,028	63,124	2 6	8,717	1,20,400	12 2	71,212	1,49,886	12 3	79,929	2,70,287	8 5
1865																				
1866																				

Signed F. CHURCH.

(Signed) F. CHURCH,
Chief Auditor.

(True copy)

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

(True copy)

(Signed) W. F. HOOPER,
For Agent and Manager.

MADRAS,
11th September 1867.

Proceedings of the Madras Government, Public Works Department,
13th January 1868.

No. 194

ORDER THEREON, 13th January 1868, No. 100.

RAILWAY, No. 17.

Ordered that these papers be for-
warded to the Government of India :—

(Here enter No. 101, dated 11th January 1868.)

(True Extract.)

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

Exd. S. T. Augustin.

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PUBLIC WORKS DEPARTMENT,
FORT ST. GEORGE,
13th January 1868.

No. 101.

No. 195.

To

THE SECRETARY TO THE GOVERNMENT OF INDIA.

SIR,

RAILWAY, No. 18.

27th November 1866, No. 036 R.
27th October 1867, No. 969.

1. With reference to your letters as per margin, I am directed to forward herewith the accompanying reports upon the effect of the system of charging differential fares for day and night travel-

ling, which was brought into operation on the Madras Railway on the 1st November 1865, as an experiment for a year.

2. It is necessary to premise that owing to the enhancement of fares for first and second class passengers having been adopted simultaneously with the introduction of differential rates, there is considerable difficulty in determining with any precision the extent to which the results under review have been affected by the change of system, and this difficulty is in no small measure increased by the adverse agricultural season of 1866 having produced a depressing effect on the passenger traffic upon Railways generally in this Presidency.

3. A comparison of the operations of the year ending 31st October 1866, with those of the year preceding it, shows that there was a falling off during the former period in the first and second classes of 1,386 and 28,977, respectively, in the number of day passengers, and of 1,093 and 4,789 in the number of night passengers, the per-centage of decrease being 16.85 and 13.84 in the former and 36.76 and 21.95 in the latter case. The receipts rose under every head except from the second class day traffic, the loss on which more than counterbalanced the increase under all other heads, exhibiting a net decrease in the returns from both classes of Rupees 4,296 or 1.56 per cent. The receipts from the night traffic, taken apart, show an increase in both classes of Rupees 7,138 or 7.37 per cent.

4. There is no means of determining what proportion of the falling off of the number of night travellers is due to the differential fares, and what to the augmentation of the fares generally, but it seems evident from the particulars now given that the increase of night fares has been financially successful. On the other hand, the enhancement of the rate of day fare for second class passengers has been decidedly obstructive of the development of that class of traffic and has proved unfavorable to the Company's interests, inasmuch as it is shown that out of a total decrease of 30,363 day-travellers, 28,977 were of the second class, and that the receipts had fallen off by Rupees 13,146.

5. It is believed that a change in the constitution of the trains between Jollarett and Coimbatore, whereby third class carriages were run through instead of only as far as Salem, tended greatly to diminish the number of second class passengers on that portion of the line; but, as no such change was made between Coimbatore and Beypore, and yet, out of the total decrease of 28,977 second class passen-

gers, no less than 17,959 occurred in that section of the Railway, it is clear that a charge of 6 pies per mile is a heavier fare than suits the circumstances of the classes who at a lower rate of charge have shown a disposition to avail themselves of better travelling accommodation than the third class affords.

6. Admitting this, so far as concerns the section of the line between Coimbatore and Beypore where the greatest proportional number of second class travellers has always been found, the Railway Officers, with the concurrence of the Consulting Engineer, have proposed to lower the second class fare on that part of the line, and, as an encouragement to fix it at $4\frac{1}{2}$ pies per mile.

7. On the rest of the line, and particularly between Madras and Bangalore, where, taken by itself, the enhanced fare has been profitable, they would leave it at 6 pies per day trains, and, with a view to checking the disposition that passengers, who would ordinarily travel first class, have evinced to content themselves with second class accommodation owing to the security from the intrusion of natives into the latter class of carriages which the small differential fare of 7 pies per mile by night trains has produced, the Railway Officers would raise the second class night fare to 10 pies, except in the case of the servants of first class passengers, for each of whom one servant would be carried at the present night fare of 7 pies.

8. The Government, however, being of opinion that it is very objectionable to have a different rate of charge for the same description of travelling accommodation on separate portions of the same line of Railway, and being desirous of establishing a uniform scale of charges on both the Railways of this Presidency, have objected to any partial reduction, and have recommended that the former second class rate of 5 pies per mile should be reverted to throughout the line as the fare by day trains; and, as a concession to the Railway authorities as well as a discouragement to the second class being resorted to at night by persons in a condition of life for whose accommodation the Railway Company cannot be expected to run night trains at a loss, the Government have authorized the fare being increased in night trains to the amount proposed by the Railway Officers, or even to one Anna per mile, one servant for each first class passenger who pays a first class fare being carried for the day fare of 5 pies.*

9. Seeing that the first class traffic by day as well as by night has been financially advantageous, and looking to the class to which, almost exclusively, that description of accommodation is a convenience, the Government have not thought it necessary to suggest any modifications of the first class fares.

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

Colonel, R. E.,
Secretary to Government.

Railway Department

Consulting Engineer's Office
No 340.

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

16 Colonel C. A. O'R R R.E.
Secretary to Government
Public Works Department.
Fort Saint George

Sir,

In reply to the orders of Govern-
ment dated the 4th January and the 7th October
last, Nos 16 and 3097, I have the honour
to enclose a letter, with accompaniments, re-
ceived from the Agent of the Madras Railway
Company, and to submit the following obser-
vations upon the results of the experiment
which has been made upon that line of
differential fares in the day and night
passenger traffic of the first and second
classes.

2. It will doubtless be in the
recollection of the Government that before
the 1st November 1865, the passenger fares
upon the Madras Railway were,

First class—1 anna per mile
Second class—5 pice per mile

2236720
September 1867

wh

which fares were common to both day and night trains. On the 1st November the fares were raised as follows:—

First class { 1 anna 6 pies per mile by day
1 anna 10 pies per mile by night
Second class { 6 pies per mile by day
7 pies per mile by night.

3. The Government of India have desired a report upon the result of the introduction of differential fares for day and night travelling; and the object of the papers now submitted is to show, as far as possible, the results of one year's trial of the new system, as compared with the results of the year immediately preceding; but it must be observed that the simultaneous raising of the fares for the classes to which the differential rates applied, has complicated the question, and has made it a matter of considerable difficulty to ascertain the precise effect due to the introduction of the latter.

4. It must also be borne in mind that the year to which the returns now submitted apply, expired on the 31st October 1866, and that it embraced the months during which the famine was at its worst, a period undoubtedly more unfavourable for passenger traffic than any since the commencement of railway operations in this Presi-

5. The accompanying papers show that during the year under review, as compared with the preceding one, there has been a decided falling off in the number of day and night passengers respectively, both in the first and second classes. The actual figures are these,...

	First Class			Second Class			Two Classes		
	Day	Night	Total	Day	Night	Total	Day	Night	Total
(Decrease—)	1386	1093	2479	28977	4789	33766	30263	5882	36245
Percentage—	16.85	36.76	22.14	34.84	21.95	32.17	33.32	23.72	31.20

6. The receipts during the year under review have risen under every head, with the exception of the second class day traffic, the loss on which more than counterbalances the gain from the rest; the returns for both classes showing a net decrease of Rupees 4,296 or 1.56 per cent.

7. The percentage which the number of night fares bears to the total first class fares has decreased, during the year under review, from 26.55 to 21.56;— while in the

second class the percentage of night fares has risen from 20.78 to 23.91.

8. As regards the receipts from the night traffic only, there has been, as noticed above, an increase in both classes; the receipts from the first class having increased by Rs. 6,409, or 12.45 per cent; and from the second class by Rs. 729, or 1.17 per cent. Taking both classes together, there has been a gain from the night traffic, during the year under review, of Rs. 7,138, or 7.37 per cent.

9. The mileage of vehicles has decreased, in the first class by 8.08 per cent, and in the second class by 13.86 per cent.

10. From these facts it is clear that the introduction of higher fares for night travelling has been successful.

11. It seems also to be proved beyond doubt that the second class day fares is too high, and has been productive of loss to the Company; no less than 36,245 travellers having been thrown, by the operation of the enhanced rate, into the third class, of whom 30,363, or more than five-sixths, were day travellers.

12. The proper adjustment of the fares upon the Madras Railway is a subject which has for some time past occupied the careful and

constant attention of all connected with the management; and I have purposely refrained, pending the full consideration of the points at issue, from replying to the orders of Government quoted at the head of this letter.

13. At a meeting held upon the 5th instant, the proceedings of which I have this day the honour to submit for the approval of Government, a report by the Traffic Manager was read, in which the whole of the existing fares and rates, and their suitability or otherwise to the special circumstances of each description of traffic, were discussed most fully and clearly.

14. With regard to the night passenger traffic, the Railway Authorities have always been anxious to discourage it as much as possible, and there can be little doubt that the Company would be gainers by its total abolition. The introduction of differential fares has, as shown above, been successful; but as the result of careful observation has proved that many first class travellers have been induced, by the almost certain security from the intrusion of native fellow-passengers, to travel at night by the second class, it was unanimously decided to recommend

that the night fare for ordinary travellers by the second class should be raised from 7 to 10 pice per mile. I have no doubt as to the beneficial results of the enhancement.

15. With regard to the fare for travelling by day in the second class, the Traffic Managers showed, from most carefully prepared returns, that the chief falling off under this head had occurred in the portion of the line between Coimbatore and Mysore. The total decrease, during the year under review, in the number of second class day travellers, was 28,977, and of this number no less than 17,959, or 61.98 per cent, occurred in the above named section of the line. The result is similar if the receipts under this head are taken. Of a total falling off amounting to Rupees 13,875, no less than Rupees 8,949, or 64.50 per cent, is due to the section in question. The largeness of these percentages will be apparent when it is remembered that the distance between Coimbatore and Mysore is only 104 miles, while the entire length of the South-West line is 492 miles.

16. The Traffic Manager entered into full and very interesting explanation of the

the peculiar characteristics of the second class traffic on this portion of the line, upon which it may be mentioned that night trains have yet been run. The questions at issue were very fully discussed, and it was unanimously resolved to recommend that, as an experiment, this portion of the line should be treated exceptionally, and that the second class fare should be reduced upon it to $4\frac{1}{2}$ pice per mile, being three-fourths of the existing fare.

17. If the proposed measure be approved by Government, it will be most interesting to watch the results. I entertain no doubt that the change is in the right direction.

I have the honour to be,
Sir,

Madras
10th (December
1867)

Your most obedient servant

Wm Stewart Major R.E.

Consulting Engineer for Railways

1867
Rd. of Govt. for Railway
RAILWAY DEPARTMENT.

From

The Cons. Engineer for Railways,

To

The Secretary to Government,
P. W. Dept.

Dated 14th December 1867.

Received

No. 440.

Enclosures, No. 2.

nos 100 & 101-13th Dec 1867

Enclosing a letter
from the Chief Engineer
of the M. & C. Ry., and
submitting observations
upon the results of the
experiment which has been
made upon that line of
differential fares in the day
& night passenger traffic
of the 1st & 2nd classes.

No 193

23 Dec 1867

Public Works Dept
100
No 100
Proceedings of the Madras Government
January 1868
Under date the 13th Dec 1867
Had the following

From the Cons. Engineer
for Railways

(Here enter 10th December 1867
No 340)

Ordered that these
papers be forwarded to
the Govt. of India.
To the Cons. Eng. for Rys.
Desps 14/12/67 with 3 right enclos.

No 101

The Secretary to the
Govt. of India.
101

27 Nov 66, No. 036 R.
30 Dec 67, No. 969 R.

Sir, With reference to your
letters, as per margin, I
am directed to forward
herewith the accompany-
ing reports upon the ef-
fect of the system of
charging differential fares
for day and night travel-
ling, which was brought
into

into operation on the
Madras Railway on the
1st November 1865, as an
experiment for a year.

It is necessary to
premise that owing to
the enhancement of fares
for 1st and 2^d Class passen-
gers having been adopted
simultaneously with the
introduction of differential
rates, there is considerable
difficulty in determining
with any precision, the
extent to which the re-
sults under review have
been affected by the
change of system, and this
difficulty is in no small
measure increased by the
adverse agricultural sea-
son of 1866 having produced
a depressing effect on the
passenger traffic upon
Railways generally in
this Presidency.

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A comparison of
the operations of the year
ending 31st Oct. 1866, with those
of the year preceding it,
shows that there was a fall-
ing off during the former
period, in the 1st and 2^d.
Classes, of 1386 and 28,977
respectively in the num-
ber of day passengers, and
of 1093 and 4789 in the num-
ber of night passengers, the
percentage of decrease being
16.85 and 13.84 in the former
and 36.76 and 21.95 in the
latter case. The receipts rose
under every head except
from the second class day
traffic, the loss on which
more than counterbalanced
the increase under ^{all} other
heads, exhibiting a net
decrease in the returns from
both classes of Rs. 4295 or
1.55 per cent. The receipts
from the night traffic,
taken apart, show an
increase in both classes
of

of Rs: 7138 or 737 per cent

There is no means of determining what proportion of the falling off of the number of night travellers is due to the differential fares, and what to the augmentation of the fares generally, but it seems evident from the particulars now given that the increase of night fares has been financially successful. On the other hand, the enhancement of the rate of day fare for 2nd Class passengers has been decidedly obstructive of the development of that class of traffic and has proved unfavorable to the Company's interests, in as much as it is shown that out of a

total

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total decrease of 30,363
Day Travellers, 28,977 were
of the 2nd Class, and that
the receipts had fallen
off by Rs: 13,146.

It is believed that a change in the constitution of the trains between Solapur and Coimbatore, whereby third Class Carriages were run through instead of only as far as Salem, tended greatly to diminish the number of 2nd Class passengers on that portion of the line, but, as no such change was made between Coimbatore and Kefpore, and yet, out of the total decrease of 28,977 2nd Class passengers, no less than 17,959 occurred in that section of the railway, it is clear that a charge of 6 pices per mile is a heavier fare than suits the circumstances

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of the classes who, at a lower rate of charge, have shown a disposition to avail themselves of better travelling accommodation than the 3^d Class affords. Admitting this, so far as concerns the section of the line between Coimbatore and Bangalore, where the greatest proportional number of 2^d Class travellers has always been found, the Railway Officers, with the concurrence of the Consulting Engineer, have proposed to lower the 2^d Class fare on that part of the line, and, as an encouragement to fix it at $4\frac{1}{2}$ pies per mile.

On the rest of the line, and particularly between Madras and Bangalore, where, taken by itself, the enhanced fare has been profitable, they would leave it at 6 Pies.

per day trains, and, with a view to check the disposition that passengers, who would ordinarily travel 1st Class, have resorted to content themselves with 2^d Class accommodation, owing to the security from the intrusion of natives into the latter class of carriages which the small differential fare of 7 pies per mile by night trains has produced, the Railway Officers would raise the 2^d Class night fare to 10 Pies, except in the case of the servants of first class passengers for each of whom one servant would be carried at the present night fare of 7 pies.

The Govt., however, being of opinion that it is very objectionable to have a different rate of charge for the same description of travelling

a.c.

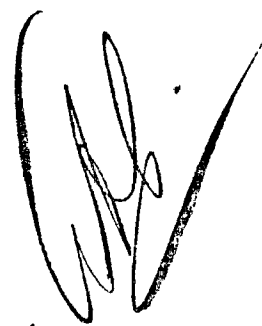
accommodation on separate portions of the same line of Railway, and being desirous of establishing a uniform scale of charges on both the Railways of this Presidency, have objected to any partial reduction, and have recommended that the former Second Class rate of 5 pice per mile should be resorted to throughout the line as the fare by day trains; ~~this the Govt. have reason to believe will be acceded to by the Railway authorities~~ and as a concession to the ^{Railway authorities} as well as a discouragement to the 2^d Class being resorted to at night by persons in a condition of life for whose accommodation the Railway Company cannot be expected to run

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night trains at a loss, the Govt. have authorized the fare being increased in night trains to the amount proposed by the Railway Officers, or even to one anna per mile, one servant for each 1st Class passenger who pays a first Class fare being carried for the day fare of 5 pice.

Seeing that the 1st Class traffic by day as well as by night has been financially advantageous, and looking to the class to which, almost exclusively, that description of accommodation is a convenience, the Govt. have not thought it necessary to suggest any modifications of the 1st Class fares.

~~The change will come into operation~~

on the 1st proximo as
an experiment for a
year, and the ~~1st~~ classes
of fares will then be
First Class { 10 p^{cs} per mile by day
 10 p^{cs} 10 p^{cs} by night
Second Class { 5 p^{cs} per mile by day
 5 p^{cs} 5 p^{cs} by night
Third Class. 3 p^{cs} per mile.



Wm. D. Young
13th Jan 1868

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Depts with f.o. no 100 of 60
14/1/68

Pub. Works 1868 Septth

Pro. of the Madras Govt.

No 100-101

Pub. Works 1868 Sep^r

Pr. of Govt for January

No 100 & 101

Pr. of the Madras Govt.
Of 13th January 1868

Passing orders on a
report of the Cons Engineer on
the result of the experiment of
Differential Ties on the Madras
Railway.

Furnishing the Government
of India with the accounts of the

No 193-194 & 195