

- (1) Number of pages.....
- (2) Date of repair.....
- (3) Initials of the Referee.....

MADRAS RECORD OFFICE.

Government of Madras.

P. W. DEPARTMENT.

G.O. No. <i>3472</i>	Press Mr.
Dated <i>6-11-62</i>	<i>1862</i>

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
6th November 1868.*

No. 86. Read the following Proceedings of the Government of India in the Public Works Department, (Railway,) dated Simla, 6th October 1868, No. 1,174 R :—

Maxima Fares and Rates on Guaranteed Railways.

Read again:—

- [From Secretary of State to Government of Madras, No. 12 of 1866.
- .. Government of India to Secretary of State, No. 26 of 1867.
- .. Secretary of State to Government of India, No. 8 of 1867.
- .. ditto to ditto No. 11 of 1867.
- .. ditto to ditto No. 37 of 1867.
- [Public Works Department Circular No. 10 R. of 1867.
- [From Government of India to Secretary of State, No. 104 of 1867.
- .. Government of the Punjab, No. 97, dated 20th September 1867.
- [To Government of the Punjab, No. 981 R., dated 31st October 1867.
- [Public Works Department Resolution Nos. 84-8 R., dated 21st January 1868.
- [From Government of India to Secretary of State, No. 15 of 1868.
- .. To Chief Commissioner of Oudh, No. 325 R., dated 19th March 1868.
- [From Government of Bombay, No. 403, dated 27th February 1868.
- [To Government of Bombay, No. 362 R., dated 27th March 1868.
- [From Government of Madras, No. 688, dated 2nd March 1868, and enclosures.
- [To Government of Madras, No. 359 R., dated 26th March 1868.
- [From Government of Madras, No. 1,042, dated 2nd April 1868.
- [To Government of Madras, No. 511 R., dated 30th April 1868.
- [From Government of India to Secretary of State, No. 79 of 1868.
- .. Public Works Department Circular No. 6 R. of 1868.
- [From Secretary of State to the Government of Madras, No. 4 of 1868.
- .. ditto to the Government of India, No. 17 of 1868.
- .. Public Works Department to Government of Madras, No. 489 R., dated 25th April 1868.
- [From Government of India to Secretary of State, No. 76 of 1868.
- .. Chief Commissioner of Oudh, No. 420 R., dated 19th April 1868, and enclosures.
- .. ditto ditto No. 482 R., dated 24th April 1868, and enclosures.
- [To Chief Commissioner, Oudh, No. 519 R., dated 30th April 1868.
- [From Government of India to Secretary of State, No. 80 of 1868.
- .. Chief Commissioner, Oudh, No. 666 R., dated 17th June 1868.
- [To Chief Commissioner, Oudh, No. 761 R., dated 8th July 1868.
- [From Government of India to Secretary of State, No. 103 of 1868.
- .. Chief Commissioner, Oudh, No. 877 R., dated 15th August 1868.
- [To Chief Commissioner, Oudh, No. 994 R., dated 27th August 1868.

Read also:—

- From Government of Bengal, No. 530 G., dated 31st March 1868.
- .. Government of Punjab, No. 89 P.—98 D., dated 8th April 1868.
- .. Government of Madras, No. 1,341, dated 30th April 1868.
- .. Chief Commissioner of Oudh, No. 677 R., dated 19th June 1868.
- .. Government of Bombay, No. 1,587, dated 23th July 1868.
- .. Government of Bengal, No. 1,744 G., dated 28th August 1868.
- .. Government of Bombay, No. 1,867, dated 7th September 1868.
- .. Secretary of State to the Government of India, No. 48 of 1868.
- .. ditto to the ditto No. 49 of 1868.

A Tabular Statement of the maxima fares and rates sanctioned for all Guaranteed Railways.

OBSERVATIONS.—The Secretary of State having decided on the general application of the principle of sanctioned maxima rates and fares within which the Guaranteed Railway Companies should have the option of varying the actual charges made to the public, the Government of India, in Circular No. 10 R. of 1867, delegated the settlement of the maxima to the Local Governments, merely reserving to itself a power of interference in those matters only in which, in accordance with what was then understood to be the desire of the Secretary of State, it seemed

expedient to fix a general policy. The charges for the lowest class of passengers and for food-grains and coal were accordingly excepted.

2. In regard to these, it was held to be the duty of the Government of India to see that the Guaranteed Railways were brought into the most extensive use by the people of India, consistently with a due regard to the profits of the shareholders, and it was ruled, with reference to the known carrying cost, that for the lowest class of passengers on all open lines, the existing fares should be the maxima, but that, on all lines opened hereafter, a fare of two pies per mile should be the maximum, the minimum accommodation afforded to the lowest class being covered carriages without seats.

3. For food-grains and coal, it was ruled in view of exceptional times, of cases of the passage of grain from the territories of one Local Government to those of another, of cases of extreme pressure from other descriptions of traffic, and in the case of coal, of the possible competition of one railway with another, that on all open lines the existing rates should be the maxima, but that on all lines subsequently opened, a rate of one-fourth of a pie per maund per mile should be the maximum.

4. It was, however, explained that it was not intended that the fares and rates thus laid down should be blindly adhered to under all circumstances, but that any increase on them should not be allowed without the previous sanction of the Government of India. The desideratum is that a maximum of profit shall be obtained, not, as is quite possible, from a minimum, but from a maximum, of traffic. Having indicated the general policy of the Government, it was also thought desirable to have the means of seeing that this policy is uniformly pursued, as also of regulating matters by which a Railway Company, working within the territories of one Local Government, may affect a Railway Company working within the territories of another Local Government.

5. The maxima fares and rates which have been sanctioned for each line under these orders, are exhibited in the Statement just read. The practical effect of these orders has, on the whole, been in satisfactory accordance with the views of the Government of India.

6. For the Madras lines, a maximum fare of 3 pies per mile has been approved for the lowest class of passengers. This charge is less than that actually in operation on the Great Southern of India Railway when Circular No. 10 R. of 1867 was issued; but the running of only two classes of passengers on that line, the lowest at 5 pies, was simply an experiment which had failed so far as it had gone. The Madras Government should be requested to report the maxima rates for food-grains and coal in force. It is presumed that on all the lines of that Presidency, they are now placed in the lowest class, if not in a special one.

7. The Government of Bombay represented that the working expenses on railways in that Presidency were higher than on other Indian lines, and proposed a maximum fare of 4 pies per mile for the lowest class of passengers, adding that on the Great Indian Peninsula Railway a 2½ pies fare was being tried in local trains in carriages with single roofs and without seats, and that there was every disposition to provide for this class of traffic. On this line, four classes of fares have been

sanctioned, the maximum of the lowest being 3 pies, and practically the same has been authorized for the other two Railways,—those of the Bombay, Baroda, and Central India, and the Sindh Companies,—under the control of the Bombay Government; for, though a maximum of 8 pies has been fixed for the third class on those lines, and a fourth class is not at present run, it is provided that such must be run, subject to a maximum of 3 pies, whenever the present third class fare is in excess of 4 pies.

Food-grains and coal have been placed in the lowest class of goods.

8. On the East Indian and Eastern Bengal Railways, the existing lowest class fares and rates have been made the maxima. The carriages of the lowest class of passengers, where there are four classes, are unprovided with seats and venetians.

On the East Indian line, food-grains have for some years been carried at one-fourth of a pie per maund per mile for distances above 300 miles.

9. On the Punjab and Delhi Railways, the maximum fare of the lowest class of passengers is 2½ pies per mile for the line from the Beas to Rajghât, near Mooltan, and 3 pies per mile for the Meerut section.

10. For the Lucknow line of the Oudh and Rohilkhand Railway, which lately came under guarantee, the fares and rates settled are those laid down by the Government of India for lines opened subsequent to the issue of the orders, viz., 2 pies per mile for the lowest class of passengers, and ¼ pie per maund per mile for food-grains and coal.

11. The Company has remonstrated against these rates, but the result, so far as it is yet allowable to judge, has justified the action of the Government. The goods traffic of this short (42 miles long) line, with the Gauges at Cawnpore unbridged, is necessarily too limited to admit of any judgment being formed; but the passenger traffic has expanded in a remarkable degree under the influence of the low fare of two pies. It came into force on the 1st May last, and in the three months following, the number of passengers carried was 88 per cent. in excess of the corresponding period of the previous year, and 42 per cent. of the previous three months. The receipts were respectively 9 per cent. better and 9 per cent. worse.

12. The short time this fare has been in force, and the newness and shortness of the line which was only opened in April 1867, prevent any generalization from these results; but it must be admitted that they show that the Railway has been brought into more extensive use by the mass of the people. The continued working of this fare will be watched with interest.

RESOLUTION.—Having briefly recapitulated the action that has followed on the circular orders of 1867, in respect of those fares and rates the control of which was reserved by the Government of India, and having thus practically exemplified the general policy which the Government of India desired to see followed, the Governor General in Council is now pleased to declare, in accordance with the recently expressed wishes of the Secretary of State, that the maxima of all fares and rates shall henceforth be fixed by Local Governments, that the actual charges within such maxima shall be regulated by the Railway Companies, and that the maxima shall

*Proceedings of the Madras Government, Public Works Department,
6th November 1868.*

leave a reasonable margin for the exercise of a discretion by the Companies in varying the working rates, as circumstances may, in their opinion, require.

2. Any modifications of the maxima that may, from time to time, be made, should be reported to the Government of India for information. It has already been ordered that the actual fares and rates charged should be stated in the reviews of the revenue accounts.

ORDER.—Ordered that a copy of this Resolution and of the Tabular Statement, be forwarded to the Governments noted in the margin for information and guidance, and to the Government, North-Western Provinces, and Chief Commissioners, Central Provinces and Oudh, for information only.

Madras. Bengal.
Bombay. Punjab.

(Signed) C. H. DICKENS, Colonel, R. A.,

Secretary to the Government of India.

To the Secretary to the Government of Madras, Public Works Department (Railway).

*Proceedings of the Madras Government, Public Works Department,
6th November 1868.*

Table showing the maxima fares and rates sanctioned for all Guaranteed Railways.

Table showing the maximum fares and rates sanctioned for all Guaranteed Railways.												
MADRAS.			BOMBAY.			BENGAL.						
Madras Railway.			Great South- ern of India Railway.	Great Indian Peninsula Railway.	Bombay, Baroda, and Central In- dia Railway.	Sindh Rail- way.	East Indian Railway.	Eastern Bengal Rail- way.	Calcutta and South- Eastern Railway.	Punjab Railway.	Delhi Rail- way.	Oudh and Rohilkhand Railway.
PASSENGERS.			Pies per mile.	Pies per mile.	Pies per mile.	Pies per mile.	Pies per mile.	Pies per mile.	Pies per mile.	Pies per mile.	Pies per mile.	Pies per mile.
1st Class	...	...	18	24	24	24	18	18	18	18	18	18
2nd „	...	...	5	12	12	12	9	9	9	9	9	9
Intermediate	...	...	.....	.....	.....	.....	4½	4½	.....	.....	.....	.....
3rd Class	...	...	3	8	8	8	3	3	3	2½	2½ and 3	2
4th „	...	...	.....	3	.....*	.....*	.....	.....	.....	.....	.....	.....
GOODS.			Pies per ton per mile.	Pies per ton per mile.	Pies per ton per mile.	Pies per ton per mile.	Pies per maund per mile.	Pies per maund per mile.	Pies per maund per mile.	Pies per maund per mile.	Pies per maund per mile.	Pies per maund per mile
1st Class	...	...	12	12	12	12	½	½	½	½	½	½
2nd „	...	...	14	18	18	18	¾	¾	¾	¾	¾	¾
3rd „	...	...	16	24	24	24	1	1	1	1	1	1
4th „	...	...	24	36	36	36	2	2	2	2	2	2
5th „	...	...	36	54	54	54	3	3	3	3	3	3
Food grains	...	...	.....	12	12	12	½†	½	½	½	½	½
Coal	...	...	.....	10	10	10	¾†	¾	¾	¾	¾	¾

* On the Bombay, Baroda, and Central India, and Sindh Railways the 4th Class is compulsory whenever the 3rd Class exceeds 4 Pies per mile. † All food grains are in the 1st Class, but for distances above 300 miles, they are carried at the rate of ½ Pie per maund per mile.

No. 87. ORDER THEREON, 6th November 1868, No. 3,473.

RAILWAY, No. 7.

1. Communicated to the Consulting Engineer for Railways for information and guidance.

2. Lieutenant-Colonel Prendergast will submit the report called for in paragraph 6 of the observations of the Government of India regarding the maximum rates for food grain and coal in force on the Madras and Great Southern of India Railways.

(True Extract.)

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

To the Consulting Engineer for Railways.

Exd. S. T. Augustin

Enclosure to Public Works Department Nos. 1174-80 P. of 1868.

Table showing the maximum fares and rates sanctioned for all Guaranteed Railways.

MADRAS.		BOMBAY.				BENGAL.					
Madras Rail- way.	Great Southern of India Rail- way.	Great Indian Peninsular Rail- way.	Bombay, Baro- da, and Central India Railway.	State Railway.	East Indian Railway.	Eastern Bengal Railway.	Calcutta and South-Eastern Railway.	Punjab Railway.	Dahli Railway.	Oudh and Gorakhpur Railway.	
PASSENGERS.											
1st Class	Pies per mile.	Pies per mile.	Pies per mile.	Pies per mile.	Pies per mile.	Pies per mile.	Pies per mile.	Pies per mile.	Pies per mile.	Pies per mile.	
2nd "	15	18	24	24	24	18	18	18	18	18	
Intermediate	5	5	12	12	12	9	9	9	9	9	
3rd Class	3	3	8	8	8	4½	4½	.....	.....	.....	
4th "	.....	.....	3	*	*	3	3	3	2½ and 3	2	
GOODS.											
	Pies per ton per mile.	Pies per ton per mile.	Pies per ton per mile.	Pies per ton per mile.	Pies per ton per mile.	Pies per hundred per mile.	Pies per hundred per mile.	Pies per hundred per mile.	Pies per hundred per mile.	Pies per hundred per mile.	
1st Class	12	12	12	12	12	1	1	1	1	1	
2nd "	14	14	18	18	18	1	1	1	1	1	
3rd "	16	16	21	24	24	1	1	1	1	1	
4th "	24	24	36	36	36	1	1	1	1	1	
5th "	36	36	54	54	54	2	2	2	2	2	
Food grains	.....	.....	12	12	12	1	1	1	1	1	
Coal	.....	.....	10	11	10	1	1	1	1	1	

* On the Bombay, Baroda, and Central India, and State Railways the 4th Class is compulsory whenever the 2nd Class exceeds a rate of 10 paces per mile.

† All food grains are carried at 10 paces per mile.

* On the Bombay, Baroda, and Central India, and State Railways the 1st Class is compulsory whenever the 2nd Class exceeds 4 pice per mile.
† All food grains are in the 1st Class, but for distances above 200 miles, they are carried at the rate of 1 pice per maund per mile.

No. 1174 R.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.

Railway.

SIMLA, 6TH OCTOBER 1868.

Maxima Fares and Rates on Guaranteed Railways.

READ again:—

- { From Secretary of State to Government of Madras, No. 12 of 1866.
- { „ Government of India to Secretary of State, No. 26 of 1867.
- { „ Secretary of State to Government of India, No. 8 of 1867.
- { „ ditto to ditto No. 11 of 1867.
- { „ ditto to ditto No. 37 of 1867.
- { Public Works Department Circular No. 10 R. of 1867.
- { From Government of India to Secretary of State, No. 104 of 1867.
- { „ Government of the Punjab, No. 97, dated 20th September 1867.
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- { To Government of Bombay, No. 362 R., dated 27th March 1868.
- { From Government of Madras, No. 688, dated 2nd March 1868, and enclosures.
- { To Government of Madras, No. 359 R., dated 26th March 1868.
- { From Government of Madras, No. 1042, dated 2nd April 1868.
- { To Government of Madras, No. 511 R., dated 30th April 1868.
- { From Government of India to Secretary of State, No. 79 of 1868.
- { Public Works Department Circular No. 6 R. of 1868.
- { From Secretary of State to the Government of Madras, No. 4 of 1868.
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- { „ ditto ditto No. 482 R., dated 24th April 1868, and enclosures.
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- { „ Chief Commissioner, Oudh, No. 666 R., dated 17th June 1868.
- { To Chief Commissioner, Oudh, No. 761 R., dated 8th July 1868.
- { From Government of India to Secretary of State, No. 103 of 1868.
- { „ Chief Commissioner, Oudh, No. 877 R., dated 15th August 1868.
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Read also:—

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- „ Government of Punjab, No. 89 P.—98 D., dated 8th April 1868.
- „ Government of Madras, No. 1341, dated 30th April 1868.
- „ Chief Commissioner of Oudh, No. 677 R., dated 19th June 1868.
- „ Government of Bombay, No. 1587, dated 28th July 1868.
- „ Government of Bengal, No. 1744 G., dated 28th August 1868.
- „ Government of Bombay, No. 1867, dated 7th September 1868.
- „ Secretary of State to the Government of India, No. 48 of 1868.
- „ ditto to the ditto No. 49 of 1868.
- A Tabular Statement of the maxima fares and rates sanctioned for all Guaranteed Railways

OBSERVATIONS.—The Secretary of State having decided on the general application of the principle of sanctioned maxima rates and fares within which

(2)

the Guaranteed Railway Companies should have the option of varying the actual charges made to the public, the Government of India, in Circular No. 10 R. of 1867, delegated the settlement of the maxima to the Local Governments, merely reserving to itself a power of intervention in those matters only in which, in accordance with what was then understood to be the desire of the Secretary of State, it seemed expedient to fix a general policy. The charges for the lowest class of passengers and for food-grains and coal were accordingly excepted.

2. In regard to these, it was held to be the duty of the Government of India to see that the Guaranteed Railways were brought into the most extensive use by the people of India, consistently with a due regard to the wishes of the shareholders, and it was ruled, with reference to the known carrying cost, that for the lowest class of passengers on all open lines, the existing fares should be the maxima, but that, on all lines opened hereafter, a fare of two pies per mile should be the maximum, the minimum accommodation offered to the lowest class being covered carriages without seats.

3. For food-grains and coal, it was ruled in view of exceptional times, of cases of the passage of grain from the territories of one Local Government to those of another, of cases of extreme pressure from other descriptions of traffic, and in the case of coal, of the possible competition of one railway with another, that on all open lines the existing rates should be the maxima, but that on all lines subsequently opened, a rate of one-fourth of a pie per maund per mile should be the maximum.

4. It was, however, explained that it was not intended that the fares and rates thus laid down should be blindly adhered to under all circumstances, but that any increase on them should not be allowed without the previous sanction of the Government of India. The desideratum is that a maximum of profit shall be obtained, not, as is quite possible, from a maximum, but from a maximum, of traffic. Having indicated the general policy of the Government, it was also thought desirable to have the means of seeing that this policy is uniformly pursued, as also of regulating matters by which a Railway Company, working within the territories of one Local Government, may affect a Railway Company working within the territories of another Local Government.

5. The maxima fares and rates which have been sanctioned for each line under these orders, are exhibited in the Statement just read. The practical effect of these orders has, on the whole, been in satisfactory accordance with the views of the Government of India.

6. For the Madras lines, a maximum fare of 3 pies per mile has been approved for the lowest class of passengers. This charge is less than that actually in operation on the Great Southern of India Railway when Circular No. 10 R. of 1867 was issued; but the running of only two classes of passengers on that line, the lowest at 5 pies, was simply an experiment which had failed so far as it had gone. The Madras Government should be requested to report the maxima rates for food-grains and coal in force. It is presumed that on all the lines of that Presidency, they are now placed in the lowest class, if not in a special one.

7. The Government of Bombay represented that the working expenses on railways in that Presidency were higher than on other Indian lines, and proposed a maximum fare of 4 pies per mile for the lowest class of passengers, adding that on the Great Indian Peninsula Railway a 2½ pies fare was being used in local trains in carriages with single roofs and without seats, and that there was every disposition to provide for this class of traffic. On this line, four classes of fares have been sanctioned, the maximum of the lowest being 3 pies, and practically the same has been authorized for the other two Railways—those of the Bombay, Baroda, and Central India, and the Sindh Companies—under the control of the Bombay Government; for, though a maximum of 8 pies has been fixed for the third class on those lines, and a fourth class is not at present run, it is provided that such must be run, subject to a maximum of 3 pies, whenever the present third class fare is in excess of 4 pies.

(3)

Food-grains and coal have been placed in the lowest class of goods.

8. On the East Indian and Eastern Bengal Railways, the existing lowest class fares and rates have been made the maxima. The carriages of the lowest class of passengers, where there are four classes, are unprovided with seats and ventilators.

On the East Indian line, food-grains have for some years been carried at one-fourth of a pie per maund per mile for distances above 300 miles.

9. On the Punjab and Delhi Railways, the maximum fare of the lowest class of passengers is 2½ pies per mile for the line from the Beas to Rajghat, near Moodtan, and 3 pies per mile for the Meerut section.

10. For the Lucknow line of the Oudh and Rohilkhand Railway, which lately came under guarantee, the fares and rates settled are those laid down by the Government of India for lines opened subsequent to the issue of the orders, viz., 2 pies per mile for the lowest class of passengers, and ¼ pie per maund per mile for food-grains and coal.

11. The Company has remonstrated against these rates, but the result, so far as it is yet allowable to judge, has justified the action of the Government. The goods traffic of this short (42 miles long) line, with the Ganges at Cawnpoor unbridged, is necessarily too limited to admit of any judgment being formed; but the passenger traffic has expanded in a remarkable degree under the influence of the low fare of 2 pies. It came into force on the 1st May last, and in the three months following, the number of passengers carried was 88 per cent. in excess of the corresponding period of the previous year, and 42 per cent. of the previous three months. The receipts were respectively 9 per cent. better and 9 per cent. worse.

12. The short time this fare has been in force, and the newness and shortness of the line which was only opened in April 1867, prevent any generalization from these results; but it must be admitted that they show that the railway has been brought into more extensive use by the mass of the people. The continued working of this fare will be watched with interest.

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2. Any modifications of the maxima that may, from time to time, be made, should be reported to the Government of India for information. It has already been ordered that the actual fares and rates charged should be stated in the reviews of the revenue accounts.

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Madras.
Bombay.
Bengal.
Punjab.

(A)itchison Colonel, R.A.,
Secretary to the Govt. of India.

To
The Secy. to the Govt. of Madras
P.W. Dept. (Railway)

12th Apr 1868 Dept
Public Works

GOVERNMENT OF INDIA
PUBLIC WORKS DEPARTMENT.
Railways

To N^o 4043

No. 1174R.

Dated Simla, 6th October 1868.

Received 19

En: 1

Maximum Fares and Rates on Guaranteed Railways.

No. 1724-C.10-68-683

1286
e. 21201/1868-2917

No. 3472-6-10-68-683

Public Works Department
No. 3472

Proceedings of the Madras Government
Under date the 6th October 1868

Read the following

From The Gov^{rs} of India A.E. No. 1174 R. dated 6th Oct/68

Communicated
to the Consulting En-
gineer for Railways
for information and
guidance.

Serially Colonel Prendergast
will submit the report called
for in para 3 of the
observations of the Gov-
ernment of India
regarding the maximum
rates for food grain
and coal in force
on the Madras and
Great Southern of India
Railways.

To The Engineer for
Railways
Dated 11/10/68

16
Civ 4043
Govt. of 1868 Madras.

PUBLIC WORKS

The Consulting Engrs
for Railways

No. 86-87

Fares & Rates Circular from
the Govt of India regarding
maximum — on Guaran-
teed Railways. Consider the
Offt concerned.