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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 74-75	Press
146-47-48	Mis.
Dated 11-1-18	62.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
11th January 1869*

No 146. Read the following letter from the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 2nd December 1868, No. 435 —

1. In compliance with the instructions contained in the Order of Government, dated the 6th ultimo, No 3,472, I have the honor to submit letters* from the Agents of the Madras and the Great Southern of India Railway Companies, from which it will be seen that the rate for food grains upon both lines is the same, viz, 12 Pies per ton per mile. For coal the rate upon the Madras Railway is 8 Pies per ton per mile, and, although the Agent of the Great Southern Railway states that no coal is conveyed over his line except for the Company's own use, it may be assumed that the rate is nominally the same as on the Madras Railway, the classification list of the latter Railway having been adopted upon the former.

2. Mr Elwin, as will be observed, has again solicited sanction to the adoption of the maximum scale of rates and fares which he last year submitted for approval, pointing out that the maximum scale now in force does not, as desired by the Government of India, 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.

3. The maximum scale now in force is given below, as well as the one suggested by Mr. Elwin. That now in force was sanctioned by Government† on the 17th February 1863, and on two subsequent occasions the Government declined to make any change.

4. With regard to the maximum rates for passengers, that for the third class has been fixed in compliance with the orders of the Government of India, at 3 Pies per mile. The rates fixed for the first and second classes, 18 Pies and 5 Pies per mile, certainly leave no margin to the Railway authorities to raise the existing fares, but I understand it to be the opinion of the Government that when those fares were adopted, the maxima reasonably suited to the circumstances of this Presidency had been reached, and that, except in special and extraordinary cases, any increase upon them would be undesirable and impolitic. I am decidedly of opinion that any extension of the maximum scale, as far as passengers are concerned, is uncalled for.

5. With regard to the maximum rates for goods, I have been led to modify my opinion somewhat since I addressed the Government§ on the 7th February last, and I think that a greater latitude

may with advantage be allowed to the Agents, who are far less likely to impose prohibitory rates for the conveyance of merchandise than in the case of passengers, and who are not disposed to adopt measures likely to drive off their lines any portion of their goods traffic. I therefore suggest the substitution of the maximum rates for goods now in force upon the Bombay lines, in place of those sanctioned on the 17th February last. The Bombay scale for goods is given below, in juxtaposition with the Madras scale.

† G O No 541
‡ 14th May 1868, G. O No 1,544
§ 29th Sept " " " 3,070

*Proceedings of the Madras Government, Public Works Department,
11th January 1869.*

position with the maximum scale now in force and with that recommended by the Agent of the Madras Railway Company.

6 It should be distinctly understood, that the sanction of a maximum scale gives no power to the Agents to alter the classification list, i. e., that no article in the goods list can be removed from one class to another without the express permission of Government.

	Maximum rates now in force	Maximum rates as proposed by the Agent	Modified rates now suggested by Consulting Engineer
Passengers, 1st Class, express or night train per mile	...	30 Pies	..
Do 2nd do do do	...	16 "	..
Do 1st do ordinary do	18 Pies	24 "	18 Pies
Do 2nd do do do	5 "	12 "	5 "
Do 3rd do do do	3 "	8 "	3 "
Goods, special, per ton	...	10 "	...
Do 1st Class, do do	12 Pies	14 "	12 Pies
Do 2nd do do do	14 "	18 "	18 "
Do 3rd do do do	16 "	24 "	24 "
Do 4th do do do	24 "	36 "	36 "
Do 5th do do do	36 "	54 "	54 "
Food grains	12 "	...	12 "
Coal	8 "	...	8 "

From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 11th November 1868, No 504

1 Adverting to my letter of the 12th September, No 403, and to Lieutenant-Colonel Prendergast's reply of the 1st ultimo, No 321, I have the honor, under the Resolution embodied in the Proceedings of the Government of India, dated Simla, 6th of October 1868, No 1,174 R, to apply for the sanction of His Excellency the Governor in Council to my adopting the maximum scale of rates and fares submitted for approval with my letter of the 29th July 1867, No 261

2. I am induced to do this, as the revised maximum scale suggested to Government in your letter of the 7th February last, No 49, does not, as desired by the Supreme Government, 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

3 In reply to your enquiry arising out of Order of Government, No 3,472, dated 6th instant, I have the honor to state that the rates at which food grain and coal are conveyed on this Railway are 12 and 8 Pies per ton per mile, respectively

From the Agent of the Great Southern of India Railway, to the Consulting Engineer for Railways, dated Negapatam, 19th November 1868, No 2,813

1. In reply to your inquiry, based on Government Order No 3,472, of the 6th instant, I have the honor to state that rice, paddy, and similar grains are placed in the first class division of our Goods Classification, and that the maximum rate fixed for this class is 1 Anna per ton per mile

2 The only coal conveyed over this Company's line is coal required for the Company's own use, and this is worked up to coaling stations free of cost to the Revenue Account

No. 147.

ORDER THEREON, 11th January 1869, No 74.

RAILWAY, No. 13.

1. As the scale of maxima fares now in force for the conveyance of passengers was adopted after the fullest consideration, and has been approved by the Government of India, the Government are not disposed to authorize any departure from it.

*Proceedings of the Madras Government, Public Works Department,
11th January 1869.*

2. Under the circumstances stated by the Consulting Engineer in paragraph 5, His Excellency in Council will not object to the proposed assimilation of the maxima rates for goods on the Railways in this Presidency to those prevailing on the Bombay lines. It is observed that, except in the first class, those rates correspond with the charges recommended by the Agent of the Madras Railway.

3. The modified scale of Goods Rates will be as follows —

1st Class	12 Pies per ton per mile.
2nd do	18 " "
3rd do.	24 " "
4th do	36 " "
5th do.	54 " "
Food Grains	12 " "
Coal	8 " "

4. The view taken by the Consulting Engineer in paragraph 6 is correct. Ordered that the following letter be sent :—

(Here enter No. 75, dated 11th January 1869.)

(True Extract)

Colonel, R E,
Secretary to Government

To the Consulting Engineer for Railways.

Exl S T Augustin.

Port of 1869

PUBLIC WORKS.

To

THE CONSULTING ENGINEER AT

RAILWAY

11/11/11

Recd.

11/11/11

JANUARY.

Nov. 14-11

Rate (Railway) - 12 Pies per ton per mile for food grains in the first class. On the Madras Railway the special rate for coal is 8 Pies per ton per mile, while on the Great Southern of India Railway, the Agent states that no coal except for the Company's use is conveyed. As the classification list adopted by the two Railways is identical, the rate for coal may be assumed to be nominally the same on both Railways.

PUBLIC WORKS DEPARTMENT,
FORT ST GEORGE, 11th January 1869

No. 75.

No 148.

To

THE SECRETARY TO THE GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

SIR,

RAILWAY. No. 13.

With reference to paragraph 6 of the Proceedings of the Government of India under date the 6th October 1868, No 1,174 R, I am directed to state that on both the Madras and the Great Southern of India Railways, the rate for food grains is 12 Pies per ton per mile, being the charge for goods which are placed in the first class. On the Madras Railway the special rate for coal is 8 Pies per ton per mile, while on the Great Southern of India Railway, the Agent states that no coal except for the Company's use is conveyed. As the classification list adopted by the two Railways is identical, the rate for coal may be assumed to be nominally the same on both Railways

I have the honor to be,

Sir,

Your most obedient servant,

Colonel, R E,
Secretary to Government

Exd S T. Augustin

N^o 504

MADRAS RAILWAY COMPANY

AGENT AND MANAGER'S OFFICE

Madras, 11th November 1868.

From

A. B. Clew Esq.
Agent and Manager *M. R. Co.*

To

Major J. H. St. Shaw Stewart Esq.
Consulting Engineer for Railways.

SIR,

Adverting to my letter of the 12th September No 403, and to Lieutenant Colonel Prendergast's reply of the 1st ultimo No 321, I have the honor under the resolution embodied in the Proceedings of the Government of India dated London, 16th of October 1868, No 1174 B., to apply for the sanction of His Excellency the Governor in Council to my adopting the Maximian Scale of Rates and Fares submitted for approval with my letter of the 29th July 1867, No 261.

I am induced to do this as the Revised Maximian Scale suggested to Government in your letter of the 7th February last No 419, does not as devised by the Supreme Government, leave a reasonable margin for the exercise of a discretion
by

by the Companies in varying the Working
rates, as circumstances may in their
opinion require.

3. In reply to your enquiry
arising out of Order of Government No 3472,
dated 10th instant, I have the honor
to state that the rates at which goods
freight and Cab are conveyed on this
Railway are 12 and 8 pice per ton per
mile respectively.

I have the honor to be,
Sir,

Yours most obed^t servant;

W. J. Brown

Agent and Manager

Great Southern of India Railway
Agent's office Negapatam 19 Nov/68

No 2813

From

The Agent

Great Southern of India Railway

To

The Consulting Engineer

for Railways Madras

Sir, In reply to your inquiry based on Government Order No 3472 of the 6th instant, I have the honor to state that Rice, paddy and similar grains are placed in the first class division of our Goods classification, and that the maximum rate fixed for this class is one anna per ton per mile.

2. The only coal conveyed over this Company's line, is coal required for the Company's own use, and this is worked up to coaling stations free of cost to the Revenue Account.

Have

From

MADRAS RAILWAY

The Agent and Manager

To

The Consulting Engineer

for Railways

Dated 11 November 1868
Recd 12

No. 2813
Applying for clearance to
carry off the Progress
cart of rails and for
cartage for all kinds
with full toll of 1000
days 1869 Rs 60/-

Sir,
Your most obedient servant
William S. B. Co.
Agent

from
The Agent
W. H. C. Co.
The Consulting Engineer
for Railways
Water &c
at Liverpool 1868
Dec 21
J. R. L. / 44 / 68
Weaver that the Vice,
Lecty, and Vice-Lecty
are placed in the first
class division of our goods
Classification.

No 435

CONSULTING ENGINEER'S OFFICE

l'rom

MAYOR J. W. HAWKSWORTH & CO
Consulting Engineers for Railways,

10

Colonel C. A. Orr P.E.

Secretary to Government

Public Works Department,
Fort Saint George

5113

10.504 dated 11th
November 1868
10.2812 dated 19th
November 1868

In compliance with the instructions contained in the order of Government dated the 6th ultimo N^o 3472, I have the honour to submit letters from the Agents of the Madras and the Great Southern of India Railway Companies, from which it will be seen that the rate for food grains upon both lines is the same, viz: 12 pies per ton per mile. For coal the rate upon the Madras Railway is 8 pies per ton per mile, and, although the Agent of the Great Southern Railway

Railway states that no coal is conveyed over his line except for the Company's own use, it may be assumed that the rate is nominally the same as on the Madras Railway, the Classification list of the latter Railway having been adopted upon the former.

2 Mr. Elwin, as well he observed, has again solicited sanction to the adoption of the maximum scale of rates and fares which he last year submitted for approval, pointing out that the maximum scale now in force does not, as desired by the Government of India, 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.

3 The maximum scale now in force is given below, as well as the one suggested by Mr. Elwin. That now in force was sanctioned by Government on the 17th February 1868, and on two subsequent occasions the Government declined to make any change.

4 With regard to the maximum rates for passengers, that for the first class has

+ G.O. 541

* 14th Aug 1868
G.O. 1544

27th Dec 1868
G.O. 2070

has been fixed, in compliance with the orders of the Government of India, at 3 pios per mile. The rates fixed for the first and second classes, 18 pios and 5 pios per mile, certainly leave no margin to the Railway ^{Authorities} to raise the existing fares, but I understand it to be the opinion of the Government that when those fares were adopted, the maxima reasonably suited to the circumstances of this Presidency had been reached, and that, except in special and extraordinary cases, any increase upon them would be undesirable and impolitic. I am decidedly of opinion that any extension of the maximum scale, as far as passengers are concerned, is uncalled for.

5. With regard to the maximum rates for goods, I have been led to modify my opinion somewhat since I addressed the Government on the 7th February last, and I think that a greater latitude may with advantage be allowed to the Agents, who are far

Ch. Off. 1869

far less likely to impose prohibitory rates for the conveyance of merchandise than in the case of passengers, and who are not disposed to adopt measures likely to drive off their lines any portion of their goods traffic.

I therefore suggest the substitution of the maximum rates for goods now in force upon the Bombay lines, in place of those sanctioned on the 17th February last. The Bombay scale for goods is given below, in juxtaposition with the maximum scale now in force, and with that recommended by the Agent of the Madras Railway Company.

It should be distinctly understood that the sanction of a maximum scale gives no power to the Agents to alter the Classification list, i. e. That no article in the goods list can be removed from one class to another without the express permission of Government.

	Maximum rates now in force.	Maximum rates now in force.	Modified rates now suggested by the Agent Engineer
Passengers, 1 st Class, express or night train, per mile	30 pice		
Do 2 nd Do Do Do	16 "		
Do 1 st Do ordinary Do	18 pice	24 "	18 pice
Do 2 nd Do Do Do	5 "	12 "	5 "
Do 3 rd Do Do Do	3 "	8 "	3 "
Parcels, per pound per mile			
Luggage, per maund	10 pice		
Goods, spec. B, per ton			
Do 1 st Class Do Do	12 pice	14 "	12 pice
Do 2 nd Do Do Do	14 "	18 "	18 "
Do 3 rd Do Do Do	16 "	24 "	24 "
Do 4 th Do Do Do	24 "	36 "	36 "
Do 5 th Do Do Do	36 "	54 "	54 "
Food grains	12 "		12 "
Coal	8 "		8 "

I have the honour to be,
Sir,

Your most obedient servant.

Major V. E. C. Consulting Eng^r for Railways

Madras
2nd (December)
1868

Public Works Department

No 74

PROCEEDINGS of the MADRAS GOVERNMENT.

Under date the 11th Jan 1869

Read the following

From The Consulting Engineer (Here enter No. 435, dated 2nd December 1868) for Railways

As the scale of maximum fares now in force for the conveyance of passengers was adopted after the fullest consideration, and has been approved by the Government of India, the Government are not disposed to authorize any departure from it.

Under the circumstances stated by the Consulting Engineer in Para 5, N.C. in Council

To
The Consulting Engineer
for Railways
The Secretary to Government,
Public Works Department,
Fort Saint George

Date 2nd Dec 1868
Received
No. 435
Recd: 21

submitting letters from the officers of the Madras R.G. & N.G. Rly. stating that the rates for food grains upon the lines is the same as 14-8-75-11th Jan 1869

C. 9 Nov 1868 D.A. 1868

will not object to the proposed approximation of the maxima rates for goods on the Railways in this Presidency to those prevailing on the Bombay lines. It is observed that, except in the 1st Class, those rates correspond with the charges recommended by the Agent of the Madras Railway.

The modified scale of goods rates will be as follows:-

1 st Class	12 pice per ton
2 nd do	18 pice per ton
3 rd do	24 pice per ton
4 th do	36 pice per ton
5 th do	54 pice per ton
Food grains	12 pice per ton
Coals	8 pice per ton

The view taken by the Consulting Engineer in Para 6 is correct.

Ordered that the following letter be sent:-

To The Commr Engr for Railways

Sept 12/1/69

To Secy 75
The Secretary to the Govt of India, Secy.

With reference to Para 6 of the Pro of the Govt of India under dated the 6 October 1888, No 1174 A, I am directed to state that on both the Madras & Great Southern of India Railways, the rates for food grains is 12 pice per ton per mile, being the charge for goods which are placed in the first class.

On the Andra. Railway
the special rate for coal
is 9 pices. per ton per mile,
while on the Great Southern
of Andra. Railway, the
Agent states that no coal
except for the Company's
use is conveyed. As
the Classification List
adopted by the two Rail-
ways is identical, the
rate for coal may be
applied to the nominally
the same on both Railways.

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PUBLIC WORKS.

Consulting Engineer
for Railways

Dated

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G O 11th Jan 1899 Nos 74 & 75

Nos. 146 147 & 148

Notes (By) Copying notes on the
letter from the Comptroller regarding
the rates at which Coal & food
freights are carried by the Madras
& Great S. of I. Ry., &c.

Notes (By) The fact of error in-
formation of the rates at which coal
& food freights are carried by the
Madras & G. S. of I. Ry.

C. G. 1868 (R. 18)