M.R.O. 1—77,000—8-6-37.

(1) Number of pages _____

(2) Date of repair _____

(3) Initials of the Reference _____

MADRAS RECORD OFFICE.

Government of Madras.

Police (Secret) DEPARTMENT.

G.O. No. 3259-60 Press Mis.

1897

Dated 8- 10 1897.

Not to be folded or roughly handled

K.S.-B

No. 169. Read the following letter from the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 17th September 1869, No. 300 :—

UPON receiving the Order of Government, dated the 4th instant, No. 2,906, I requested the Agent of the Madras Railway to favour me with his observations upon the opinion expressed by His Excellency the Governor General in Council, "that "it will be to the ultimate benefit of the Company to look more at present to an "increase in numbers by the adoption of a lower fare for the 3rd class, than to any "immediate important addition to the "receipts." From Mr. Elwin's reply,* which I have the honour to enclose, it will be seen that he attributes the stationary character of the passenger traffic to the unfavourableness of the seasons, and that, in his opinion, a return of greater prosperity in trade is alone needed in order to insure its development.

* No. 505, 11th September 1869.

2. The opinion given in my letter of the 17th March 1869, No. 95, with regard to the degree of success which had attended the fares in force, had exclusive reference to the fares for 1st and 2nd class passengers. So far from thinking that the present 3rd class fare is suitable, as the lowest fare, to the circumstances of this Presidency, I have long been of opinion that it is too high; and every day's experience serves to convince me more strongly than before that if the benefits of the Railway system are to reach to the mass of the people of Southern India, the lowest passenger fare must not, for many years to come, exceed 2 Pies per mile.

3. Holding this opinion, I cannot but regard the experiment now being tried, of a 2 Pies fare for a "cooly class," as a move in the right direction. This fare has been in force only since the 1st January 1869, and time is of course required to develop a traffic of this nature, especially in India; but I do not entertain a doubt as to its ultimate success.

From the Agent and Manager of the Madras Railway, to the Consulting Engineer for Railways, dated Madras, 11th September 1869, No. 500.

ADVERTING to your letter of the 8th instant, No. 430, enclosing a copy of Order of Government, No. 2,906, dated the 4th instant, I have the honour to state that the stationary character of the passenger traffic upon our lines of railway has, for some time past, engaged the serious attention of the Traffic Manager and myself. Everything which experience could suggest has been tried in the arrangement of trains for the convenience of the public, and a return of greater prosperity in trade is only, I believe, needed to show development in our traffic.

2. With regard to the observations of His Excellency the Governor General in Council in para. 7 of letter dated the 10th August, No. 1,103-R., the Government of India are probably not aware, as pointed out by the Madras Government, "that a fare of 2 Pies per mile is in "experimental operation on the Madras Railway."

3. As explained in my communication of the 6th ultimo, No. 406, the results which have attended the introduction of the 2 Pies rate are not so satisfactory as I could have desired; but there are some encouraging features in the traffic, and, in the opinion of the Traffic Manager and myself, time only is needed to realize the expectations which were formed on the introduction of the reduced fare.

Proceedings of the Madras Government, Public Works Department, 8th October 1869.

No. 170. ORDER THEREON, 8th October 1869, No. 3,259.

RAILWAY, No. 27.

ORDERED that these papers be forwarded to the Government of India :—

(Here enter No. 3,260, dated 8th October 1869.)

(True Extract.)

Colonel, R.E.,
Secretary to Government.

To the Consulting Engineer for Railways.

Exd. S. T. Augustin.

PUBLIC WORKS DEPARTMENT,
FORT ST. GEORGE, *8th October* 1869.

No. 3,260.

No. 171.

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,
PUBLIC WORKS DEPARTMENT.

RAILWAY, No. 28.

SIR,—With reference to your letter of the 10th August 1869, No. 1,109 R., in which you communicate the observations of the Government of India on the results which have attended the working of the existing fares on the Madras Railway, and the opinion of that Government as to the expediency of adopting a lower fare than 3 Pies per mile for the 3rd class, I am directed, herewith, to forward a letter from the Consulting Engineer for Railways, and to state that, fully alive to the importance of bringing Railway travelling within the means of the poorer classes, this Government, in its orders as per margin, accorded its sanction to a proposal submitted by the Agent, with the approval of his Board of Directors, to run carriages in connection with goods trains, nominally for the conveyance of coolies at a fare of 2 Pies per mile, but open to all travellers who are contented to be carried at a low speed. This arrangement came into operation on the 1st January 1869, and, so far as the experiment has yet been carried, the result has not been so satisfactory as was expected; but, being still deemed to hold out a promise of ultimate success, it has been allowed a further trial.

G. O., No. 2,463, dated 13th August 1867.

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

Colonel, R.E.,
Secretary to Government.

Exd. S. T. Augustin.

CONSULTING ENGINEER'S OFFICE,

Railway Department.

No. 300-

From Major W. H. 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,

I have the honor to acknowledge the receipt of Government Order No. 2906, dated the 4th instant, forwarding the Report of the Madras Railway Company for the year 1868-69, and to state that I have observations upon the opinions expressed by His Excellency the Governor General in Council "that it will be to the "ultimate benefit of the Company to look "more at present to an increase in numbers "by the adoption of a lower fare for the "third class, than to any immediate con- "siderable addition to the receipts." From Mr. Elwin's reply, which I have the honor to enclose, it will be seen that he attributes

the

No. 505-11
dated 6th September 1869.

the Stationary character of the passenger traffic & the unfavourableness of the seasons, and that in his opinion a return of greater prosperity in trade is alone needed in order to insure its development.

2. The opinion given in my letter of the 17th March 1869, No. 95, in regard to the degree of success which had attended the fares in force, had exclusive reference to the fares for first and second class passengers. So far from thinking that a present third class fare is suitable as the lowest fare to the circumstances of this Presidency, I have long been of opinion that it is too high; and every day's experience serves to convince me more strongly than before that if the benefits of the railway system are to reach to the mass of the people of Southern India, the lowest passenger fare must not, for many years to come, exceed two pies per mile.

3. Holding this opinion I cannot but regard the experiment now being tried of a two pies fare for a "Coolly class" as a move in the right direction. This fare has been in force only since the 1st January 1869, and time is of course required to develope a traffic of this nature, especially in India: but I do not entertain a doubt as to its ultimate success.

I have the honour to be

Sir

Your most obedient Servant

Madras
17th September
1869

Chas. Trevelyan
Chief Secretary
Govt. of Madras

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 11th September 1869.

From

A. D. Erwin Esqr.

Agent and Manager. of the M.R.

To

Major J. H. A. Shaw Stewart R.E.

Consulting Engineer for Railways.

Sir

I have to acknowledge your letter of the 8th instant, No 4030, enclosing a copy of Order of Government No 2916, dated the 4th instant, I have the honor to state, that the Stationary Shunters of the passenger traffic upon our Lines of railway has for some time past engaged the serious attention of the Traffic Manager and myself. Everything which experience could suggest has been tried in the arrangement of trains for the Convenience of the public, and a return of greater prosperity in trade is only, I believe, needed to show development in our traffic.

With regard to the observations of His Excellency the Governor General in Paragraph VII of letter

---

The Secretary to Government,
Public Works Department,
Fort Saint George;

The Consulting Engineer
for Railways.

Railway Department.

Dated 11th September 1869.

Received 13th do

No. 5000-

Submitting a letter from the Chief Engineer, Madras Railway Co. stating his opinions with regard to the suggestions contained in Paragraph VII of the Govt. Letter dated 4th Augt. 1869.

Ordered, that the same be submitted to the Consulting Engineer for Railways for favor of report.

By Order,

[illegible]

Secretary.

Rd. 30th Sept.

letter dated the 10th August a/c 1109 R,
the Government of Dublin also gradually
not come to be pointed out by the Austrian
Government, "that a sum of £2 pieces per
mile in the Expenditure operation on the
Western Railway."

2 We explained in my Communication of the 6th ultimo, a/c 1106, the reasons which made extended the notification of the £2 per mile as not to satisfactory as Dublin have decided first then due no Engineering Section in the Traffic, and, in the opinion of the Traffic & Manager and myself, £2 only is needed to realize the Expectations which were formed, on the introduction of the reduced fare.

Have the honor to be,
Sir,
Your most obedient Servant,
W. B. Lucas
Agent and Manager

P. W. D.

No. 3259.

Proceedings of the Madras Govt:
Under date the 8 October 69.
Read the following:-

From the Chief Engr for Railways - (M.E. No 300 dtd 16 Sept 69)

Ordered that these papers be forwarded to the Government of India &c

To the Secretary to the Government of India (P.W.D.)

Sir

With reference to your letter of the 10th August 1869. No 1109 R. in which you communicate the observations of the

To the Consulting Engineer for Railways.

Dated Madras Office, 13th October 1869.

Read 13.

No. 3775.

Copy sent to Govt. for 4 Oct. 1869. with Report & Tube Cards, & Tube Diagram and Profile of Line.

MADRAS RAILWAY.

From

The Agent and Manager,

To

Government of India
on the results which
have attended the
working of the ex:
:isting fares on the
Madras Railway, and
the opinion of that
Government as to the
expediency of adopting
a lower fare than
three pies per mile
for the 3rd Class,
I am directed hereby
to forward a letter
from the Consulting
ing Engineer for Rail
:ways, and to state
that, fully alive to the

G.O. No. 2463 J
13th August 1867.

importance of
bringing Railway
travelling within the
means of the poorer
classes, this Govt.
is, in its orders as per
margin, accorded its
sanction to a proposal
submitted by the agent
with the approval of
his Board of Directors
to form carriages in
connection with goods
trains, nominally
for the conveyance
of coolies at a fare
of 2 pies per mile,
but open to all tra:
:vellers who are con:
:tented to be carried
at a low speed - this

~~Clear~~ arrangement came into operation on the 1st January 1869, but, so far as the experiment had yet been carried, the result has not been so satisfactory as was expected; but being still deemed to hold out a promise of ultimate success, it has been allowed a further trial. —

Despd with Copy of Govt. 3259 of 11th. 9/1869

C. 25m. Sch. 1869 - R. 30m

Rec 3954

Govt. of [illegible] Madras.

PUBLIC WORKS.

To

The Consulting Engineer
for Railways

Dated

Read

Ans. 8th Oct. 1870. No. 2758/K

3266

Nos. 169-170 & 171

Passenger traffic (Rly.) Papers noted on the letter from the Engineering Office No. 2906 of 1869 re-forming the Development of the Passenger traffic of the [illegible] Rly.

Passenger traffic (Rly.) A letter from the Engineer relative to the development of passenger traffic on the Madras Rly, forwarded & the papers noted in Index Remarks.