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(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

Public works DEPARTMENT.

G.O. No. 3378	Press Mis.
404-05	
Dated 20. 10	18/10/19.

Not to be folded or roughly handled

No. 404. Read the following letter from the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 20th September 1869, No. 304 :—

IN compliance with the instructions conveyed in the Order of Government, dated the 7th ultimo, No. 2,601, I have the honour to submit a list showing the whole of the Executive staff now entertained by the Indian Tramway Company, with full details as to salaries; the members of the different departments being shown separately.

2. An examination of this list will show that there is at present but little room for economy in the way of reduction of salaries. The scale upon which they are fixed is indeed so low that it is a matter of very great difficulty to induce efficient men to enter the Company's service, and to remain there. After going carefully through the list with the Resident Engineer, the only item in which I considered it possible to effect a saving was in the salary assigned to the Superintendent, who receives Rupees 230 per mensem. Looking to the salaries paid to men who hold similar positions on the Madras Railway, it seemed to me that a man in every way fit for the work might be secured for Rupees 100, or Rupees 150 per mensem. The Resident Engineer has, however, strongly protested against dispensing with the services of Mr. Lee Hair, the present Superintendent. He points out that the pay attached to other posts, such as drivers, store-keeper, etc., is so small that his men are frequently tempted to leave him by offers of higher pay elsewhere; and that were it not for Mr. Lee Hair's help, the Company's work must at times come to a stand-still. As the Secretaries and Agents support the Resident Engineer in this, I do not feel justified in pressing for an immediate reduction.

3. With regard to the proposal that one train only should be run daily in each direction, I am still of opinion that such a change would be injudicious. I have taken opportunities to make special inquiry regarding the nature of the ordinary passenger traffic on the line, and I find that it chiefly consists of people who go and return in both directions on the same day. People visit Conjeeveram in the morning, leaving it again in the evening; or they go from Conjeeveram to some neighbouring town, and return the same day. The present arrangement suits both sets of passengers; but this would not be the case if one train only were run daily in each direction. I have given full consideration to the subject, and I think that a more suitable reduction in the train mileage and the working expenses might be arrived at by continuing the existing number of trains, but by running them on four days only in the week. I am certainly of opinion that it would be well, at any rate, to try the experiment; and, with the permission of Government, I will call on the Secretaries and Agents to publish that in future, until further notice, trains will run between Arcunum and Conjeeveram only upon Mondays, Wednesdays, Fridays, and Saturdays. Special cases, such as festival traffic, etc., will of course be specially dealt with.

4. Before concluding this I wish to offer a few remarks upon the present position of the Indian Tramway Company's operations in this Presidency. The Government are well aware that the Company's capital amounts to £ 100,000; that it was raised without a guarantee; and that since the 1st January 1868 they have received from the State interest at the rate of three per cent. per annum upon that capital. The Company's line, which is under nineteen miles in length, has now been opened for more than four years; and it has been proposed to extend it to Pondicherry and Cuddalore, an extension which would raise the total length to nearly 100 miles. The Company's Indian agency is vested in one of the leading mercantile firms, Messrs. Arbuthnot & Co., who are styled "Secretaries and Agents," and who receive Rupees 200 per mensem, which is intended to cover all expenses of the agency. In their capacity of Agents, Messrs. Arbuthnot & Co. control all the operations of the Company, and all the correspondence with the Government is carried on through them.

5. In my letters* addressed to you on the 16th July and 7th September 1869, when discussing the general question of railway extension in this Presidency, I

* Nos. 216 and 283.

found it necessary to recommend that the Indian Tramway Company's operations should not on any account be extended; and that, if possible, their existing line should be purchased from them. The reasons for those recommendations are given at length in my previous letters, and it is not necessary to repeat them here. With reference, however, to the prospect of greater economy in the future working of the line, so as to insure the re-payment to the State of at least a fair portion of the guaranteed interest, I desire to state my conviction that the Company's operations, even if extended to Cuddalore, can never be conducted satisfactorily from a financial point of view. A railway extending over 100 miles could of course be managed more cheaply and more efficiently than one which extends over only nineteen miles; but all experience goes to prove the accuracy of the opinion recorded* by the Government of India, that 400 or 500 miles of line should form the minimum scope of a Railway Company's operations.

6. I wish also to take this opportunity to point out that, in my opinion, the present arrangements for conducting the Company's agency in Madras are of a very unsatisfactory nature. I have mentioned that the agency is vested in the firm of Messrs. Arbuthnot & Co. I have reason to believe that those gentlemen hold the post somewhat unwillingly; but, in any case, they can have no great inducement to retain it, inasmuch as the trifling salary they receive is barely sufficient to defray the wages of the clerk who is in charge of the Company's records and accounts. So far as efficient control over the Company's employés, and punctual attention to the Company's accounts are concerned, I am bound to state my opinion that the selection of the agency has been an unfortunate one for the interests of Government. But in saying this I wish to explain that the failure upon these two points has been due to circumstances over which Messrs. Arbuthnot & Co. have had no control. They have had no experience in Railway management; they reside at a distance from the line; they have no taste for the work; and they have no

time to devote to it. Under these circumstances, it is not to be wondered at if their control has been less efficient than it should have been.

7. It is my duty to point out that especially in the matters of expenditure and of accounts, the present management is far from satisfactory. In spite of repeated and earnest requests that no expenditure whatever may be undertaken without previous sanction, I have frequent occasion to complain of work being begun without authority and without notice, and satisfactory explanations are seldom obtained without difficulty and delay. The Examiner of Railway Accounts has been obliged to address me repeatedly regarding the careless and dilatory manner in which the accounts are prepared. The Company's books are kept in such a manner as to afford little or no information, and the entire labour of correcting them devolves upon the Examiner, who complains not only that his time and attention are unnecessarily occupied with the business of this small concern, but that his directions and suggestions are seldom attended to. When explanation on any point is required, the accounts have to be sent backwards and forwards between Arcot and Madras, thereby entailing great and needless delay. Upon my bringing to Messrs. Arbuthnot & Co.'s notice a recent case of neglect in the matter of the accounts, they replied by requesting sanction for an additional establishment at an extra charge of Rupees 200 per mensem: pointing out that since the line had come under Government control, the work had increased to such an extent as to render it impossible for them to perform it without some such assistance.

8. With a view to provide a remedy for the evils which have been pointed out, I beg to suggest the advisability of locating the Company's agency at Arcot, and of combining with it the management of the various executive departments of the line. Looking at the petty nature of the interests involved, I think that an intelligent and efficient Resident Engineer might well be intrusted with the Company's agency, and that he might continue also to hold the traffic management. It would probably be necessary to raise the pay somewhat above that now drawn by the Resident Engineer, and to strengthen his office establishment, so that the salary which the present Agents receive would perhaps be all appropriated. But as regards efficient control, there would be great and decided gain. Communications would pass direct from this office to the responsible management on the line itself, instead of finding their way through the indirect channel of a mercantile firm, whereby their effect is weakened and time is lost. And the Examiner of Railway Accounts would be able to maintain a far more efficient control over the Company's accounts, instead of, as at present, having to search for half of them at Arcot, and for the other half at Madras.

*Proceedings of the Madras Government, Public Works Department,
20th October 1869.*

INDIAN TRAMWAY COMPANY (LIMITED).

Statement showing the Executive Establishment of the Arconum and Conjeeveram Line.

Names.	Capacity.	Supervising Establish-ment.			Working Establish-ment.			Remarks.
		RS.	A.	P.	RS.	A.	P.	
B. M. Holloway	Resident Engi- neer and Traf- fic Manager.	545	7	3	...	...	...	
Do. Deputation allowance ...	...	93	0	0	...	...	...	Rs. 3 per day for thirty-one days.
A. Lee Hair	Superintendent.	230	0	0	...	...	...	
OFFICE.								
J. Watson	Clerk	...	...	...	110	0	0	
J. H. Lazaro	Store-keeper ..	...	...	...	35	0	0	Dismissed.
P. Chuckrapany	Clerk	...	...	...	30	0	0	
Nurasiah	Do.	...	...	...	20	0	0	
2 Peons	Do.	...	...	...	10	0	0	
1 Water-woman	...	...	...	...	13	0	0	
LOCOMOTIVE DEPARTMENT.								
J. D'Monte	Engine Driver.	...	...	...	2	6	9	Rs. 0-1-3 per day for thirty-one days.
Mottay	Do.	...	...	...	35	0	0	Resigned.
Anthony	Do.	...	...	...	35	0	0	
2 Firemen	...	...	...	...	20	0	0	
4 Cleaners	...	...	...	...	19	6	0	Rs. 0-5-0 per day for thirty-one days.
2 Water Coolies	...	...	...	...	23	4	0	Rs. 0-3-0 do. do.
TRAFFIC DEPARTMENT.								
Guard	...	...	...	...	11	10	0	Rs. 0-3-0 do. do.
Arconum Station.								
1 Station Master	...	...	...	...	10	0	0	
2 Pointsmen	...	...	...	...	15	0	0	
2 Porters	...	...	...	...	12	0	0	
2 Coolies	...	...	...	...	10	0	0	
1 Signalmen	...	...	...	...	11	10	0	
Pulloor Station.								
1 Station Master	...	...	...	...	5	0	0	
1 Peon	...	...	...	...	10	0	0	
1 Pointsmen	...	...	...	...	6	0	0	
Chengulroy Choultry Station.								
1 Station Master	...	...	...	...	6	0	0	
1 Pointsmen	...	...	...	...	10	0	0	
Conjeeveram Station.								
1 Station Master	...	...	...	...	6	0	0	
2 Pointsmen	...	...	...	...	25	0	0	
1 Signalmen	...	...	...	...	13	0	0	
1 Sweeper	...	...	...	...	5	0	0	
PERMANENT-WAY DEPART- MENT.								
1 Section Maistry	...	...	...	...	6	0	0	
1 Assistant do.	...	...	...	...	20	0	0	
3 Gang Maistries	...	...	...	...	15	0	0	
1 Gang Cooly	...	...	...	...	30	0	0	
37 Do. Coolies	...	...	...	...	6	12	0	Rs. 0-4-0 per day for twenty-seven days.
11 Watchmen	...	...	...	...	187	5	0	Rs. 0-3-0 do. do.
					55	0	0	

*Proceedings of the Madras Government, Public Works Department,
20th October 1869.*

*Statement showing the Executive Establishment of the Arconum and Conjeeveram
Line.—(Concluded.)*

Line. — (Continued.)

Names.	Capacity.	Supervising Establish- ment.	Working Establish- ment.	Remarks.
WORKSHOP.		RS. A. P.	RS. A. P.	
J. D'Rozario	Painter and Car- penter.	...	54 0 0	Rs. 2-0-0 per day for twenty-seven days.
W. Lewcock	Engine Fitter...	...	40 8 0	Rs. 1-8-0 do. do.
	Total ...	868 7 3	923 13 9	

(Signed) B. M. HOLLOWAY,
Resident Engineer and Traffic Manager.
(Signed) ARBUTHNOTT & Co.,
Secretaries and Agents.

No. 405. ORDER THEREON, 20th October 1869, No. 3,378.

RAILWAY, No. 56.

ORDERED that this letter be for-
warded to the Government of India
with reference to their letter, No. 939R.,
dated 10th July 1869, and that the Secretary of State be addressed on the
subject of the local agency by which the affairs of the Company are managed,
with a view to his moving the Board of Directors to adopt a more efficient arrange-
ment, as suggested by the Consulting Engineer:—

(Here enter No. 3,379, dated 20th October 1869.)

(True Extract.)

Captain, R.E.,
Acting Under Secretary to Government.

To the Consulting Engineer for Railways.

Exd. S. T. Augustin.

Cert. of 1869 Madras.

PUBLIC WORKS.

To

THE CONSULTING ENGINEER FOR
RAILWAYS.

Dated October, 20th.

Recd.

Encl.

G. O., 20th October 1869, No. 3,378

OCTOBER.

Nos. 404 405

Indian Tramway Company.—Passing orders on the letter from the Consulting Engineer, submitting a list of the whole Executive staff employed on the line of the Indian Tramway Company between Arcum and Conjeeveram.

Indian Tramway Company Limited.
Statement Showing the Executive Establishment of the Arcum and Conjeeveram Line.

Names	Capacity	Supervising Establishment			Working Establishment			Remarks
M. M. Holloway	Res Engr & Insp	545	7	3				
do	Deputation Allowance	73						3/1/- per day for 31 days.
A. Lea Hair	Super	230						
J. Watson	Clerk				110			
	Store Keeper				35			Dismissed
J. H. Lazarus	Clerk				30			
P. Chundrapany	do				20			
Narasiah	do				10			
2 Peons					13			
1 Waterman					2	6	9	1/13/- per day for 31 days
J. D. Monte	Exp. Driver				35			Resigned.
Mottay	do				35			
Anthony	do				20			
2 Fireman					19	6		1/5/- per day for 31 days
4 Cleaners					23	4		1/3/- do do
2 Water Coolies					11	10		1/3/- do do
Guard					10			
1 Station Master					15			
2 Pointmen					12			
2 Porters					10			
2 Coolies					11	10		1/3/- per day for 31 days
1 Signaller					5			
		868	7	3	428	4	9	

Name	Capacity	Supervising Establishment	Working Establishment	Remarks
<u>Triller Station</u>		868 7 3	428 4 9	
1 Station Master			10	
1 Peon			6	
1 Pointman			6	
<u>Chingiridour Station</u>				
1 Station Master			10	
1 Pointman			6	
<u>Conner Station</u>				
1 Station Master			25	
2 Pointmen			13	
1 Signaller			5	
1 Sweeper			6	
<u>Triller Station</u>				
1 Section Master			20	
1 Assistant do			15	
3 Gang Masters			30	
1 Gang Cooly			6	12 1/4 per day for 27 days
37 do Coolies			187 5	1/3 do do
11 Watchmen			55	
<u>Port Station</u>				
J. D. Hazaro	Painter & Carpenter		54	2 1/4 per day for 27 days
W. Sewerth	Engine Fitter		40 8	1/8 do do
Total		868 7 3	923 13 9	

Arbuthnot

Secretary & Agents

M. J. M. M. M.
Resident Engineer & Traffic Manager

Railway Department

Cons. Engineer's Office

No 304

From

Major J. H. McPherson Stewart R.E.
Consulting Engineer for R.F.

To

Colonel C. A. O. R. E.

Secretary to Government
Public Works Department
Fort Saint George

Sir

In compliance with the instructions conveyed in the order of Government dated the 7th ultimo, No 260, I have the honour to submit a list showing the whole of the Executive Staff now entertained by the Indian Railway Company, with full details as to salaries; the members of the different departments

departments being shown separately.

2. An examination of this list will show that there is at present but little room for economy in the way of reduction of salaries.

The scale upon which they are fixed is indeed so low that it is a matter of very great difficulty to induce efficient men to enter the Company's service, and to remain there. After going carefully through the list with the Resident Engineer, the only item in which I considered it possible to effect a saving was in the salary assigned to the Superintendent, who receives Rupees 200 per mensem. Looking to the salaries paid to men who hold

hold similar positions on the Madras Railway, it seemed to me that a man in every way fit for the work might be secured for Rupees 100 or Rupees 150 per mensem. The Resident Engineer has however strongly protested against dispensing with the services of Mr Lee Hain, the present Superintendent. He points out that the pay attached to other posts, such as drivers, storekeeper, &c., is so small that his men are frequently tempted to leave him by offers of higher pay elsewhere; and that were it not for Mr Lee Hain's help, the Company's work must at times come to a stand still. As the

Secretary

Secretaries and Agents support the Resident Engineer in this, I do not feel justified in pressing for an immediate reduction.

3. With regard to the proposal that one train only should be run daily in each direction, I am still of opinion that such a change would be injudicious. I have taken opportunities to make special inquiry regarding the nature of the ordinary passenger traffic on the line, and I find that it chiefly consists of people who go and return in both directions on the same day. People visit Conjeraw in the morning, leaving it again in the evening

evening; or they go from Conjeraw to some neighbouring town, and return the same day. The present arrangement suits both sets of passengers; but this would not be the case if one train only were run daily in each direction. I have given full consideration to the subject, and I think that a more suitable reduction in the train mileage and the working expenses might be arrived at by continuing the existing number of trains, but by running them on four days only in the week. I am certainly of opinion that it would be well, at any rate, to try the experiment, and with the

the permission of Government, I will call on the Secretaries and Agents to publish that in future, until further notice, trains will run between Arcore and Conjeeravaram only upon Mondays, Wednesdays, Fridays, and Saturdays. Special cases, such as festival traffic, &c, will of course be specially dealt with.

4. Before concluding this I wish to offer a few remarks upon the present position of the Indian Tramway Company's operations in this Presidency. The Government are well aware that the Company's Capital amounts to £100,000; that it was raised without a guarantee; and that

4
15
that since the 1st January 1868 they have received from the State interest at the rate of 3 per cent per annum upon that Capital. The Company's line, which is under 19 miles in length, has now been opened for more than four years; and it has been proposed to extend it to Pondicherry and Cuddalore, an extension which would raise the total length to nearly 100 miles.

The Company's Indian agency is vested in one of the leading mercantile firms, Messrs. Ashurst & Co., who are styled "Secretaries and Agents", and who receive Rupees 200 per mensem, which is intended to cover all expenses of the agency. In

their

their capacity of Agents, Messrs
Arbutnot & Co. control all the
operations of the Company, and all
the correspondence with the Govern-
ment is carried on through them.

5. In my letters
addressed to you on the 16th July and
the 7th September 1869, when discussing
the general question of Railway
extension in this Presidency, I found
it necessary to recommend that the
Indian Tramway Company's operations
should not on any account be extended;
and that if possible their existing
line should be purchased from them.
The reasons for those recommendations
are given at length in my previous
letters

* Nos 216 and
283.

letters; and it is not necessary to
repeat them here. With reference
however to the prospect of greater
economy in the future working of the
line, so as to increase the repayment
to the State of at least a fair portion
of the guaranteed interest, I desire
to state my conviction that the
Company's operations, even if
extended to Cuddalore, can never
be conducted satisfactorily, from
a financial point of view. A
railway extending over 100 miles
could of course be managed
more cheaply and more efficiently
than one which extends over only 19
miles; but all experience goes to
prove the accuracy of the opinion
recorded

recorded by the Government of India, ^{Trade G.O.}
that 200 or 500 miles of line should ^{8th January 1868}
form the minimum scope of a
Railway Company's operations.
I wish also to take
this opportunity to point out that
in my opinion the present arrange-
ments for conducting the Company's
agency in Madras are of a very
unsatisfactory nature. I have
mentioned that the agency is vested
in the firm of Messrs. Ashurst
& Co. I have reason to believe that
those gentlemen hold the post
somewhat unwillingly, but in any
case they can have no great induc-
ement to retain it, inasmuch as
the trifling salary they receive is

barely sufficient to defray the wages
of the clerk who is in charge of the
Company's records and accounts.
So far as efficient control over the
Company's employees, and punctual
attention to the Company's accounts
are concerned, I am bound to
state my opinion that the selection
of the agency has been an unfortu-
nate one for the interests of the
Government. But in saying this
I wish to explain that the failures
upon these two points have been due
to circumstances over which Messrs.
Ashurst & Co. have had no
control. They have had no expe-
rience in Railway management;—
they reside at a distance from the
line;

line;—they have no taste for the work, and they have no time to devote to it. Under these circumstances it is not to be wondered at if their control has been less efficient than it should have been.

7. It is my duty to point out that especially in the matters of expenditure and of accounts the present management is far from satisfactory. In spite of repeated and earnest requests that no expenditure whatever may be undertaken without previous sanction, I have frequent occasion to complain of work being begun without

without authority and without notice; and satisfactory explanations are seldom obtained without difficulty and delay. The Examiner of Railway Accounts has been obliged to address me repeatedly regarding the careless and dilatory manner in which the accounts are prepared. The Company's books are kept in such a manner as to afford little or no information, and the entire labour of correcting them devolves upon the Examiner, who complains not only that his time and attention are unnecessarily occupied with the business of this small concern, but that his directions and suggestions

suggestions are seldom attended to.
When explanation on any point is
required, the accounts have to be
sent backwards and forwards
between Arcotum and Madras,
thereby entailing great and needless
delay. Upon my bringing to
Messrs. Ashurst & Co. notice a
recent case of neglect in the matter
of the accounts, they replied by
requesting sanction for an additional
establishment at an extra charge
of Rupees 200 per mensem; pointing
out that since the line had come
under Government control, the
work had increased to such an
extent as to render it impossible
for them to perform it without some
such

such assistance. With a view to provide
a remedy for the evils which have
been pointed out, I beg to suggest
the advisability of locating the
Company's agency at Arcotum,
and of combining with it the
management of the various
executive departments of the line.
Looking at the petty nature of the
interests involved, I think that
an intelligent and efficient
Resident Engineer might well
be intrusted with the Company's
agency and that he might continue
also to hold the traffic manage-
ment. It would probably be
necessary to raise the pay somewhat
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above that now drawn by the
Resident Engineer and to strengthen
his office establishment, so that
the salary which the present Agents
receive would perhaps be all
appropriated. But as regards
efficient control, there would
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Communications would pass
direct from this Office to the
responsible management on the
line itself, instead of finding
their way through the indirect
channel of a mercantile firm,
whereby their effect is weakened
and time is lost. And the
Examiners of Railway Accounts
would be able to maintain a far

more

more efficient control over the
Company's accounts, instead of,
as at present, having to search
for half of them at Arcconum,
and for the other half at Madras.

I have the honour to be

Sir,

Madras -
20th September
1869

Your most obedient Servant

Montgomery Major R. E.

Cous: Engineer for R. E.

P. H. D.

C-3378

Proceedings of the Madras Govt.
Under date the 20. October 1869.
Read the following:

From the Messrs. for
Railways - (N. R. No. 304 of 20. Sept 69)

Ordered that this letter
be forwarded to the Govt.
of India with reference to
their letter No 939 N. dated
16. July 1869 and that the
Secretary of State be ad-
dressed on the subject of the
local agency by which the
affairs of the Company
are managed, with a view
to his moving the Board
of Directors to adopt a
more efficient arrange-
ment as suggested by

the

W. A.

A. A.

Copy in V.L. Letter to England
D/25: October 1869 No. 10.

Cue 3999

Court of 1869 Madras.

PUBLIC WORKS.

To The Consulting Engineer
for Railways

Dated

Recd.

G. O. No. 1869, No. 3378

Nos. 401-465

Indian Railway Co. Papering orders on
the letter from the Comptroller sub-
mitting a list of the whole enu-
merate staff employed on the line
of the Indian Railway Co. between
Arcot and Conjeveram -