M.R.O. 1—77,006—3-6-37.

(1) Number of pages_____

(2) Date of repair_____

(3) Initials of the Referencer_____

MADRAS RECORD OFFICE.

Government of Madras.

Public works DEPARTMENT.

G.O. No. 2316 - 17 Press Mis. -

365-67

Dated 16 7 1867.

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department,
16th July 1869.

No. 365. Read the following letter from the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 26th June 1869, No. 200 :—

On receipt of G. O., No. 1,301, of 20th April last, forwarding letter No. 366-70-R., of 24th March, from the Assistant-Secretary to the Government of India, Public Works Department, I addressed the Collectors of Railway Districts in this Presidency, the Resident of Travancore, the Superintendent of the Bangalore Division in Mysore, and the Government Agent at Chepauk, requesting them to be good enough to ascertain the views of Native gentlemen with regard to the several points noticed in the Assistant-Secretary's letter. I have received replies to some of my letters, and, as the Government of India have called for an early answer to their communication, I have the honour to submit the following observations after carefully considering the various opinions and suggestions offered by the Native gentlemen who have been consulted.

2. On the Railways in this Presidency no carriages or compartments are reserved for any particular classes. At one time it was customary to reserve a third-class carriage for Native women, but the practice was abandoned on account of the alleged objection on their part to be separated from their male relatives.

3. By giving previous notice special accommodation can now be secured on the following terms :—

Compartment of a first-class carriage by day-train, on payment for six tickets.

Do. do. by night-train, on payment for four tickets.

Half of a second-class carriage, on payment for twenty tickets.

A third-class carriage, on payment for fifty tickets.

These are the numbers which the several compartments and carriages will hold when full.

4. With regard to the question of reserving a carriage or compartment for the exclusive use of Native women, the opinions of the Native gentlemen vary considerably : some consider that such accommodation is "absolutely necessary," whilst others state the reverse ; and a Committee of twenty-one Natives at Bangalore set forth no less than seven reasons against the measure.

5. At the same time the Native gentlemen are unanimous in considering that separate compartments should be made available for families of the upper classes, the price of such accommodation being fixed at a moderate rate.

6. Only one suggestion has been offered as to the special form of carriages for Native families ; it is proposed that the windows should be placed high up, and that the seats should be lowered and widened.

7. It is gratifying to find that, with one exception, the Native gentlemen all state that every attention is paid to those applying for special accommodation, and that no difference in the charges is made between European and Native applicants.

Proceedings of the Madras Government, Public Works Department, 16 th July 1869.

The Honourable V. Ramiengar, who remarks that "proper attention is not at "present habitually given to applications for reserved accommodation made by "Natives," has been requested to substantiate the charge.

8. I am of opinion that the charges now levied for special accommodation are prohibitive, and that it would be a matter of sound policy as well as an act of justice to the Native public, were the Railway Companies called upon to provide separate compartments to contain ten each in a certain number of second and third-class carriages, and that such compartments should be retained for applicants who give due notice.

No. 366.

ORDER THEREON, 16th July 1869, No. 2,316.

RAILWAY, No. 28.

ORDERED that this letter be forwarded to the Government of India :—

(Here enter No. 2,317, dated 16th July 1869.)

(True Extract.)

Colonel, R.E.,
Secretary to Government.

To the Consulting Engineer for Railways.

Exd. F. R. Bantleman.

PUBLIC WORKS DEPARTMENT,
FORT ST. GEORGE, 16*th July* 1869.

No. 2,317.

No. 367.

To.

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

SIR,

RAILWAY, No. 29.

WITH reference to the letter from the Assistant-Secretary to the Government of India, under date the 24th March 1869, No. 366-R., I am directed herewith to forward a letter from the Consulting Engineer for Railways, in which he reports on the several points therein noticed regarding the nature of the accommodation required to be provided for Native females of the upper classes travelling by rail.

2. It will be observed that carriages or compartments are not set apart in this Presidency for the special use of Native females or for any particular class, but that reserved accommodation can be secured by the payment of the fare for the full number of passengers which a carriage or compartment will hold.

3. From the information obtained from the most reliable native sources it would appear that, though opinions are conflicting on the subject, the prevalent feeling amongst Natives of the better classes is, that it is not desirable that females while travelling should be separated from their male relatives and protectors ; and to this cause is ascribed the failure of the experiment which was tried some time ago on the Madras Railway of setting apart a carriage for the exclusive accommodation of female passengers. No complaints have been made of Native females having been insulted or molested whilst journeying by rail, and it is found that the privacy with which the customs of the country require them to travel is secured in a great measure by families combining to occupy a whole compartment, for which all possible facilities are afforded by the Railway Authorities.

4. Under these circumstances, His Excellency the Governor in Council is not of opinion that there are sufficient grounds to warrant the Railway Company being called upon to incur the expense of providing separate carriages for the special accommodation of Native females, but should the Government of India think that, notwithstanding this, some concession should be made to Native prepossessions, His Excellency in Council believes that the requirements of the class of passengers in question will be amply met if, as suggested by Major Shaw Stewart, separate compartments be provided in a certain number of second and third-class carriages for the accommodation of not more than ten persons in each at a moderate rate of charge.

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

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

Exd. F. R. Bantleman.

Railway Department

Cons: Engineer's Office

57

No 200.

From

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

Cons: Engineer for Railways.

To

Colonel C. A. Orr R.E.

Secretary to Government

Public Works Department

Fort Saint George

Sir,

On receipt of G. O. No 1301 of 20th April last, forwarding letter No 366/70 R of 24th March from the Assistant Secretary to the Government of India Public Works Department, I addressed the Collectors of Railway Districts in this Presidency, the Resident of Travancore, the Superintendent of the Bangalore Division in Mysore, and the Govern=ment Agent at Chepauk, requesting them to be good enough to ascertain

the

the views of Native gentlemen with regard to the several points noticed in the Assistant Secretary's letter. I have received replies to some of my letters, and as the Government of India have called for an early answer to their communication I have the honour to submit the following observations after carefully considering the various opinions and suggestions offered by the Native gentlemen who have been consulted.

2. In the Railways in this Presidency no carriages or compartments are reserved for any particular class. At one time it was customary to reserve a third class carriage for Native women, but the practice was abandoned on account of the alleged objection on their part to be separated from their male relatives.

3. In giving previous notice special accommodation can now be secured on the following terms:—

Compartment of a first class carriage by day train, on payment for six tickets.

——Do—— by night train, on payment for four tickets.

Half of a second class carriage, on payment for twenty tickets.

A third class carriage, on payment for fifty tickets.

These are the numbers which the several compartments and carriages will hold when

when full.

4. With regard to the question of reserving a carriage or compartment for the exclusive use of Native women, the opinions of the Native gentlemen vary considerably, some consider that such accommodation is "absolutely necessary", whilst others state the reverse; and a Committee of twenty-one Natives at Bangalore set forth no less than seven reasons against the measure.

5. At the same time the Native gentlemen are unanimous in considering that separate compartments should be made available for families

families of the upper classes, the price of such accommodation being fixed at a moderate rate.

6. Only one suggestion has been offered as to the special form of carriages for Native families; it is proposed that the windows should be placed high up, and that the seats should be lowered and widened.

7. It is gratifying to find that, with one exception, the Native gentlemen all state that every attention is paid to those applying for special accommodation, and that no difference in the charges is made

made between European and Native applicants. The Honourable V. Ramiengar, who remarks that "proper attention is not at present "habitually given to applications for "reserved accommodation made by "Natives," has been requested to substantiate the charge.

3. I am of opinion that the charges now levied for special accommodation are prohibitive, and that it would be a matter of sound policy as well as an act of justice to the Native public were the Railway Companies called upon to provide separate compartments to contain ten each in a certain number of

Dated 26th June 1869

second and third class carriages, and that such compartments should be retained for applicants who give due notice.

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

Madras
26th June
1869

Mountstuart E. Grant
Major R.E.
Comr: Engrs for Railways

Public Works Department

Proceedings of the Madras Government
Under date the 16th July 1869

No. 2316. Read the following Letter
from the Consulting Engineer for Railways, No. 200 dated 26th June 1869

Ordered that the
letter be forwarded to the

Govt. of Bengal
Govt. of India
Secretary to the
Govt. of India

for information.

No. 2317.

From the Secretary to the
Govt. of India,
Public Works Department,

To the Chief Engineer
for Railways.

Sir,

With reference to the
letter from the Assistant
Secretary to the Government of
India under date the 24th
March 1869, No. 588 R. Comm
marked as in the margin, I
am directed to request you
would be pleased to move the
Consulting Engineer for
Railways, in which he
reports on the remarks
recorded on the records
pertaining thereto noticed
in the margin, and
requests that the matter may
be brought to the notice of
the Secretary of State
for

No. 2316.

7th July 1869. No. 105

No. 2316

From Govt. of India Public Works Dept.
Forwg. No. 200 dated 26th June 1869.
The Cons: Engr.
for Railways
To the Secretary to Govt.
P. W. Deptt
Fort St. George

Dated 26th June 1869
Recd 29th June 1869

No. 200

Submitting observations regarding the provision of carriages or compartments for the separate and special use of native females of the upper classes of society.

No. 2317

No. 2316-16 July 69.

required to be provided
for Native females of the
upper classes travelling
by rail.

It will be observed
that carriages or compart-
ments are not set apart
in this Presidency for the
special use of Native fe-
males or for any par-
ticular class, but that
reserved accommodation
can be secured by the
payment of the fare for
the full number of
passengers which a car-
riage or compartment
will hold.

From the information
obtained from the most
reliable native sources

it

it would appear that, though
opinions are conflicting
on the subject, the preva-
lent feeling amongst Na-
tives of the better classes is
that it is not desirable
that females while travel-
ling should be separated
from their male relatives
and protectors; and to this
cause is ascribed the
failure of the experiment
which was tried some time
ago on the Madras Railway
of setting apart a carriage
for the exclusive accom-
modation of female
passengers. No complaints
have been made of
Native females having
been insulted or molested
whilst journeying by

rail

rail, and it is found that the privacy with which the customs of the country require their to travel is secured in a great measure by families combining to occupy a whole compartment for which all possible facilities are afforded by the Railway Authorities.

Under these circumstances His Excellency the Governor in Council is not of opinion that there are sufficient grounds to warrant the Railway Company being called upon to incur the expense of providing Separate Carriages for the Special accommodation of Native Females, but

Should the Govt. of India notwithstanding this think that some compensation should be made to Native passengers His Excellency in Council believes that the requirements of the class of passengers in question will be amply met if, as suggested by Major Shaw Stewart, Separate Compartments be provided in a certain number of Second and third class carriages for the accommodation of not more than ten persons each at a moderate rate of charge.

Desp. 17/7/79 with copy of Govt. 2316 of 1879.

Rec 2691

Govt. of 1869 Madras.

PUBLIC WORKS.

To The Consulting Engr. for Railways

Dated

Read

G. O. No. 1863. Nos 2316 & 2317

Nos 365-366 & 367

Carriages (By) Passing orders on the letter from the Cons Engr submitting his observations on the subject of the provision of Carriages or Compartments for the separate and special use of native females of the upper classes of society.

Carriages (By) The Govt of India informed that there are not sufficient grounds to warrant the Railway Companies being called upon to incur the expense of providing separate carriages for the special accommodation of native females

females but that, notwithstanding the explanation given, this should any exception be thought necessary, certain arrangements will be made to meet the requirements of those persons