

(1) Number of pages _____

(2) Date of repair _____

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.**Government of Madras.***Publications* **DEPARTMENT.**

G.O. No.	1035	Press
229-230		Mis.
Dated	20. 12. 1877.	

Not to be folded or roughly handled

122

*Proceedings of the Madras Government, Public Works Department,
20th April 1870.*

No 229. Read the following letter from the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 1st April 1870, No. 135 —

At the instance of the Agent of the Madras Railway Company I have the honour to request that you will have the goodness to lay before His Excellency in Council for consideration the accompanying letter* giving cover to a communication from the Board of Directors in which it is requested that the maximum scale of rates for passengers and goods, recommended by the Agent in May 1866, may be again submitted for the approval of Government.

2. When addressing you on the 22nd May 1869,† I entered at length into this very important question, and, as the Government after full consideration, were pleased to sanction the adoption experimentally for two years of the scale now in force, it does not seem necessary to enter again into a discussion of the subject. No new argument of any kind has been brought forward either by the Board or by the Agent, and the very strong objections against surrendering to the Railway authorities what would virtually be the entire control over the railway rates, remain altogether unanswered.

3 In the sixth paragraph of their letter, the Board state that, under the existing maximum scale, no margin is left at all for the exercise of a discretion by the Company in varying the rates for goods. The following figures will show how far this statement is correct —

Goods per ton per mile.				Actual rates in force	Maximum scale in force
				Pies	Pies
First Class	..	...	..	12	12
Second do	...	...		14	18
Third do	...	.	.	18	24
Fourth do		...		24	36
Fifth do	.	.	.	36	54
Food Grains	.	.	..	12	12
Coal		...		8	8

It may be mentioned that the existing maximum scale for goods corresponds with that in force on the Bombay lines, and the advantage of having identical charges for goods in the two Presidencies is self-evident.

4. With reference to the general question as to the necessity for depriving the Government of control over the changes which may from time to time be proposed in the railway rates for passengers and goods, I think it right to mention that

I learn from the Agent that he is not aware of any instance in which the control previously vested in the Government has at any time been interposed to prevent any augmentation recommended by him in the actual rates for passengers or goods. I do not think that this point has ever been brought to the notice of the Secretary of State. It cannot for a moment be doubted that any degree of control which may be vested in the Government would never be made use of except on behalf of the public.

From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 25th March 1870, No 161

In soliciting the attention of His Excellency the Governor in Council to the observations of the Board as contained in paragraphs 5 to 7 of the Secretary's letter, No 449, a copy of which is enclosed, I have the honour to apply for sanction to introduce the scale of maximum passenger fares and goods rates which I submitted to Government for approval in May 1866. A copy of that scale is also enclosed herewith.

2 His Excellency the Governor in Council will observe that the Railway Board declare that they have no wish or intention to raise existing rates at present or at any other time unless circumstances clearly show that a change in that direction is called for, but the Directors are of opinion that the scale which I have now the honour to submit is such a one as was contemplated by Sir Stafford Northcote in his despatch of 25th June 1868, which expressly directed that "the maximum rates fixed by the local Governments should leave a reasonable margin for the exercise of a discretion by the Company in varying the working rates as circumstances may, in their opinion, require."

Copy of scale of maximum Passenger fares and Goods rates recommended for adoption on the 10th May 1866, (vide letter to Consulting Engineer, No 270)

Passenger Fares			
First-class Express fare	30	pies	per mile
Second do do	16	"	"
First do Ordinary	24	"	"
Second do do	12	"	"
Third do do	8	"	"
Goods Rates.			
Special Class	10	pies	per ton per mile
First do	14	"	"
Second do	18	"	"
Third do	24	"	"
Fourth do	36	"	"
Fifth do	54	"	"
(True Copy)			

(Signed) R B ELWIN,
Agent and Manager.

Extract from a letter from the Secretary of the Madras Railway Company, No 449, dated London, 18th February 1870.

Paragraph 5—Since the receipt of your letter, No 849, enclosing and calling attention to the correspondence and latest orders of the Madras Government on the question of the scale of maximum rates and fares directed by the Secretary of State to be fixed for the Railway, the Board, though fully agreeing with you as to the inadequacy of the scale propounded by the

Government to meet the end in view, have abstained from offering any observations upon it. It was pointed out by you that this so termed maximum scale gave only a margin of 2 pies per mile in the first and second class night and first class day trains, and of 1 pie in the second and third class fares above the existing rates, while in the case of goods the proposed maximum was neither more nor less than the rates actually in operation.

6 It is almost superfluous to show that a scale of this description altogether fails to carry out the views and instructions of the Secretary of State which were concurred in by the Board. Sir Stafford Northcote's despatch of the 25th of June 1868 expressly directed "that the maximum rates fixed by the local Governments should leave a reasonable margin for the exercise of a discretion by the Company in varying the working rates as circumstances may, in their opinion, require." But it can hardly be contended, as appears to the Board, that under such a scale as the Government have adopted any such reasonable margin has been left in regard to passenger fares, whilst in the case of goods no margin is left at all.

7 The Board's opinion of the advantages of establishing a maximum scale within which the Railway Company should be at liberty to act has undergone no change, and as they consider that the scale submitted with this view to the Government by you in May 1866, and then approved by them, is such a scale as the Secretary of State's despatch contemplates, they desire that you will now submit it again for approval and adoption. At the same time the Board have no wish or intention to raise existing rates at present or at any other time unless circumstances clearly show that a change in that direction is called for.

(True Extract)

(Signed) R B ELWIN,
Agent and Manager

No 230. ORDER THEREON, 20th April 1870, No 1,035

RAILWAY, No. 28.

AFTER a careful consideration of the subject referred to in these papers His Excellency the Governor in Council is

unable to see that any inconvenience has been caused to the Madras Railway by the scale of maximum charges on which the rates and fares leviable on that line have been fixed. His Excellency in Council is not prepared to re-open the discussion which was brought to a close in Proceedings under date the 18th June 1869, No. 1,989.

(True Extract)

Colonel, R. E.,
Secretary to Government.

To the Consulting Engineer for Railways.

Exd. A. S. Rodgers.

Govt. of 1870 Madras.

PUBLIC WORKS.

THE CONSULTING ENGINEER FOR
RAILWAYS

Dated April 20th.

Recd

End

G. O., 20th April 1870, No 1,035

APRIL

Nos. 229-230

Rates and Fares (Railway) — Intima-
tion given that the discussion of the subject
of the maximum scale of rates and fares
which was brought to a close in G. O., No.
1,989, of 1869, will not be re-opened.

Railway Department.

Cous: Engineer's Office

N 135

From

Major J. H. M. Shaw Stewart R E

Cous: Engineer for Railways

To

Colonel R. A. Dorr R E.

Secretary to Government

Public Works Department

Fort Saint George

Sir,

At the instance of the
Agent of the Madras Railway Company,
I have the honour to request that you
will have the goodness to lay before
His Excellency in Council, for considera-
-tion, the accompanying letter, giving
cover to a communication from the Board
of Directors in which it is requested
that the maximum scale of rates for
passengers and goods, recommended by
the

*No 161 of 25
March 1870
with 2 enclosures

the Agent in May 1866, may be again submitted for the approval of Government.

2. When addressing you on the 22nd May 1869, I entered at length into this very important question; and as the Government, after full consideration, were pleased to sanction the adoption experimentally for two years of the scales now in force, it does not seem necessary to enter again into a discussion of the subject. No new argument of any kind has been brought forward either by the Board or by the Agent; and the very strong objections against surrendering to the Railway authorities what would virtually

* Vide G.O. 18th June 1869 No. 1989.

be the entire control over the railway rates, remain altogether unanswered. In the sixth paragraph of their letter the Board state that, under the existing maximum scale, no margin is left at all for the exercise of a discretion by the Company in varying the rates for goods. The following figures will show how far this statement is correct:—

Goods per ton per mile	Actual rate in force Pies	Maximum scale in force Pies
First class	12	12
Second do	14	18
Third do	18	24
Fourth do	24	36
Fifth do	36	54
Food grains	12	12
Coal	8	8

It may be mentioned that the existing maximum scale for goods corresponds with that in force on the Bombay lines, and the advantage of having identical charges for goods in the two Presidencies is self-evident.

4. With reference to the general question as to the necessity for depriving the Government of control over the charges in the railway rates for passengers and goods, I think it right to mention that I learn from the Agent that he is not aware of any instances in which the control previously vested in the Government has at any time been interposed to prevent any augmentation recommended,

Copy of scale of maximum Passenger fares and Goods Rates recommended for adoption on the 10th May 1866, vide letter to Consulting Engineer No. 270.

Passenger Fares

First Class Express Fare	30 pice per mile
Second class Express	16 — " — " — " — "
First class Ordinary	24 — " — " — " — "
Second Class — Do	12 — " — " — " — "
Third Class	8 — " — " — " — "

Goods Rates

Special class	10 pice per ton per mile
First class	14 — " — " — " — " — "
Second — Do	18 — " — " — " — " — "
Third — Do	24 — " — " — " — " — "
Fourth — Do	36 — " — " — " — " — "
Fifth — Do	54 — " — " — " — " — "

1 June 1866
 W. J. H. M.
 Agent Bellamere

Extract from a letter from the Secretary MRCO.
N^o 449 dated London the 18th February 1870

Para. 5. Since the receipt of your letter N^o 849, enclosing and calling attention to the correspondence and latest orders of the Madras Government on the question of the scale of Maximum Rates and Fares directed by the Secretary of State to be fixed for the railway, the Board, though fully agreeing with you as to the inadequacy of the scale proposed by the Government to meet the end in view, have abstained from offering any observations upon it. It was pointed out by you that this so termed maximum scale gave only a margin of 2 pies per mile in the 1st and 2^d Class night and 1st Class day trains, and of 1 pie in the 2^d and 3^d Class fares above the existing rates, while in the case of Goods the proposed maximum was neither more nor less than the rates actually in operation.

6. It is almost superfluous to show that a scale of this description altogether fails to carry out the views and instructions of the Secretary of State which were concurred in by the Board Sir Stafford Northcote's Despatch of the 25th of June, 1868, expressly directed that the maximum rates fixed by the Local Government should leave a reasonable margin "for the exercise of a discretion by the Company in varying the working rates as circumstances may in their opinion require." But it can hardly be contended, as appears to the Board, that under such a scale as the Government have

2/11/70

have adopted any such reasonable margin
has been left in regard to passenger fares,
whilst in the case of goods no margin is
left at all.

7. The Board's opinion of the
advantages of establishing a maximum
scale within which the Railway Company
should be at liberty to act has undergone
no change, and as they consider that the
scale submitted with this view to the Govern-
ment by you in May 1866, and then approved
by them, is such a scale as the Secretary
of State's Despatch contemplates, they desire
that you will now submit it again for
approval and adoption. At the same time
the Board have no wish or intention to
raise existing rates at present, or at any
other time unless circumstances clearly show
that a change in that direction is called for.

1 True Extract
Wm. G. Smith
Agent & Manager

Comptroller

Wm. G. Smith

922
recommended by him in the actual rates
for passengers or goods. I do not
think that this point has ever been
brought to the notice of the Secretary
of State. It cannot for a moment be
doubted that any degree of control
which may be vested in the Government
would never be made use of except
on behalf of the public.

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

Madras
10th April
1870

Wm. G. Smith Major R. E.

Cons: Eng: for Railways

§ 20

15-58201-1

Madras, 25th March 1890.

R. B. Cluett Esq.,
Agent and Manager. of the M.R.C.

Major H M Shaw Stewart R E
Consulting Engineer for Railways.

In soliciting the attention of His Excellency the Governor in Council to the observations of the Board as contained in paras 5 to 7 of the Secretary's letter no 449, a copy of which is enclosed, I have the honor to apply for sanction to introduce the scale of maximum Passenger fares and Goods rates which I submitted to Government for approval in May 1866. a copy of that scale is also enclosed herewith -

2 His Excellency the Governor in Council well observe that the Railway Board declare that they have no wish or intention to raise existing rates at present, or at any other time unless circumstances clearly show that a change in that

1835
 No 1335. 20. April 1835
 Reguering to
 pay before Court after
 No 161 1835 March 1835
 regarding the maximum
 of the facts for
 passengers and goods
 1835

direction is called for, but the Directors are of opinion that the scale which I have now the honor to submit is such a one as was contemplated by Sir Stafford Northcote in his Despatch of 25th June 1868, which expressly directed that "the maximum rates fixed by the Local Governments should leave a reasonable margin for the exercise of a discretion by the Company in varying the working rates as circumstances may in their opinion require."

I have the honor to be,
 Sir
 Your most Obedient servant

W. J. L. W.

Agent Kellanager

Phdph.
No 1028

Proceedings of the Madras Government.
Under date the 20. April 1900.
Read the following:-

From the Hon. Secy. for
Railways - (No. 13507/1 April 1900) -

After a careful consideration of the subject referred to in these papers His Excellency the Governor in Council is unable to see that any inconvenience has been caused to the Madras Railway by the scale of maximum charges on which the rates and fares leviable on that line have been fixed ~~as the Government entirely concur in opinion with~~

the

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways
No. 10297/70

Dated 25 March 1887
Recd. 26.11

No. 101

valoury attention
to the alterations of the
Board as contained
in para 5 to 7 of the
circular letter No 1149.
and app. by the Secy.
to the Hon. Secy. for
Railways. The Secy. for
Railways is requested to
approve in March 1888.

W.H.C.

A.A.

S.D.

~~the [unclear] [unclear] that [unclear]
[unclear] [unclear] [unclear] [unclear] [unclear]
[unclear] [unclear] [unclear] [unclear] [unclear]
[unclear] [unclear] [unclear] [unclear] [unclear]~~

His Excellency in Council
is not prepared to reopen
the discussion which was
brought to a close in Pro-
ceedings under date the
18th June 1869. N^o 1789



30
10 to the C. [unclear] [unclear]
[unclear] [unclear]
Recd. 22/4/70

Cue 1297
Govt. of 1870 Madras.

PUBLIC WORKS.

The Consulting Engr.
for Railways.

8.3.11.

Dated

Recd

10. April 1870 10.35

Nos. 229-230

Rates of fares (By) Information
given that the ^{disruption of the} subject of the
maximum scale of rates of fares
which was brought to a close
on the 19th of 1869, will not
be reopened