

(1) Number of pages.....

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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. <i>1061</i>	Press Mis.
<i>187-88</i>	
Dated <i>18</i>	<i>18</i> / <i>1</i> .

Not to be folded or roughly handled

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*Proceedings of the Madras Government, Public Works Department,
15th April 1871.*

No. 187. Read the following Endorsement of the Public Department, dated 11th April 1871 :—

Letter from the Chairman of the Chamber of Commerce, to the Chief Secretary to Government, Fort Saint George, dated Madras, 11th April 1871.

From a notice of the Agent and Manager of the Madras Railway, bearing date the 10th instant, which appears in this morning's newspapers, the Chamber have learnt that on and after next Saturday, the 15th instant, the through North-West mail trains will leave Madras for Raichore and Bombay at 1 P.M.; and that the down-train from Bombay and Raichore will arrive at Madras at 1-20 P.M. Allowing one hour and a quarter for the Post Office to make up the mail, and to carry it to Royapooram in the former, and a similar time for the delivery of the mail in the latter case, the mails from Bombay, Calcutta, and the Northern Districts of this Presidency will be closed at 11-45 A.M., and those from the localities indicated will be received at about 2-30 P.M.

2. The inconvenience of such an arrangement will, the Chamber believe, be great. Under existing circumstances letters received in the early morning from the north can be answered during the day; but under the new plan a letter received at 2-30 one afternoon cannot be replied to until noon the following day, and it may often happen that the European letters will arrive two or three hours after the despatch of the homeward mail.

3. The Chamber may also remark that the hours for the arrival and departure of the train from and to Bombay are the hottest in the day, and not only will passengers be compelled to endure a maximum of heat between Arcunum and Madras, and *vice versa*, but they will arrive and leave at a time which will virtually waste a whole day. The arrangement may probably be convenient from a Bombay point of view; but of this the Chamber are quite sure that had the Railway authorities been actuated by a desire to inconvenience the mercantile, official, and travelling public, they could not have devised a time-table better calculated to secure that end.

5. The reasonable convenience of the general public might, the Chamber consider, have been better consulted by the executive of a Railway Company that owes its very existence to a guarantee paid by the public.

5. I am, therefore, to solicit His Excellency the Governor in Council to withhold his sanction, or, if already given, to revoke it, from the new time-table of the North-West Line, and that the Agent and Manager may be invited to reconsider the arrangement he has announced, with more regard than he has therein shown to the exigencies of correspondence and of locomotion in this country.

6. I have only further to state that, before settling a time-table regulating the postal arrangements of Madras, the Chamber had expected to be consulted, or I would have ere this addressed Government on the subject.

TRANSFERRED to the Department of Public Works for early disposal.

(Signed) R. S. ELLIS,
Chief Secretary.

No. 188. ORDER THEREON, 15th April 1871, No. 1,061.

COMMUNICATED to the Consulting Engineer for Railways who will, in communication with the Agent and the Government with such observations of regulating the time of the arrival and departure in accordance with the convenience

(True Extract.)

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

To the Acting Consulting Engineer for Railways,
Chairman of the Chamber of Commerce

Exd. S. T. Aug. 1900.

Abraham of Damascus
March 16th April 1895

2. ¹⁸⁹⁷ *Le Noble, S. Magdalen*
Chairman
Committee of Finance

John Knittle B. S. Elder & S.
Chief Secretary to Governor
Fort Saint George

From a notice of the Agents and Managers of the Gardens Railway, bearing date the 10th inst. which appears in the morning's newspapers, the Traveller has learnt, that on and after, next Saturday, the 18th inst. inst., the through North-West Mail trains will leave Madras for Aitchison and Bombay at 1 P.M.; and that the down train from Bombay and Aitchison will arrive at Madras at 1-20 P.M. It remains now but to enquire for the Post Office, to make up the mail, and to carry it to Royapuram in the forenoon, and a similar time for the delivery of the mail in the latter case, the mails from Bombay, Calcutta, and the northern Districts of this Presidency, will be closed at 11-40 a.m.

and those from the localities indicated will be received at about 2.30 P.M.

The inconvenience of such an arrangement with the Chamber being so great. Under existing circumstances letters received in the early morning from the north, can be answered during the day; but under the new plan a letter received at 2.30 one afternoon cannot be replied to until noon the following day, and it may often happen that the European letters will arrive two or three hours after the despatch of the homeward mail.

The Chamber may also remark that the hours for the arrival and departure of the train from and to Bombay are the hottest in the day, and not only will passengers be compelled to endure a maximum of heat between Acconum and Madras, and vice versa, but they will arrive and leave at a time which will virtually waste a whole day. The arrangement may probably be convenient from a Bombay point of view; but of this the Chamber are quite sure that had the Railways authorities been actuated by a desire to inconvenience the mercantile, official and travelling public, they could not have devised a time-table better calculated to secure that end.

The reasonable convenience of the general public, might the Chamber consider,

have been better consulted by the executive of a Railway Company, that owes its very existence to a guarantee paid by the public.

I am therefore to solicit Mr. Evelyn, the Governor in Council, to withhold his sanction, or, if already given, to revoke it, from the new time-table of the North-West line, and that the agent and manager may be invited to reconsider the arrangements he has announced with more regard than he has therein shown to the exigencies of correspondence and of locomotion in this country.

I have only further to state, that before settling a time-table regulating the postal arrangements of Madras, the Chamber had expected to be consulted, and would have ere this addressed Government on the subject.

I have the honor to be
Yours very truly

Your most obedient servant

Macfarlane

Chairman

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in Com
t. R

than at present arranged

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Further down page 15-16-17
1852/1-6-71

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The Longm. for Ry.
Chapman
Chamber of Commerce
in S. depts to total 15/11/71
P.C. 22/4/71

3/5-11
Govt of 1871 Madras.

PUBLIC WORKS.

to Henry Consulting Eng^r
for Railways

Patent

Read

15th April 1861.

Nos 1077/188

For the purpose of settling the
Chambers, Chambers of the
were being done to the
consequence caused by the
present arrangements
being put into the
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the same table, and
the following points.