

(1) Number of pages _____

(2) Date of report _____

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.**Government of Madras.***Public works* **DEPARTMENT.**

G.O. No.	1332	Press
263-263764		Mis.
Dated	15-5	1871

Not to be folded or roughly handled

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

Read the following letters —

No 263. From the Chairman of the Chamber of Commerce, to the Secretary to Government, Public Works Department, dated Madras, 18th April 1871.

I HAVE the honour to acknowledge receipt of the Order of Government, No 1,061, under date the 15th instant, upon the letter that I addressed to you on the 11th idem, remonstrating, on behalf of the Chamber of Commerce and the public at large, against the inconvenient hours for the arrival and departure of the Bombay train that are contemplated in the new North-East Line Time-table; and I am now desired to express the thanks of the Chamber to the Government for the attentive consideration that they have resolved to give to the representations I have already made

2. In my letter of the 11th instant, I remarked that under the new arrangements "it may often happen that the European letters will arrive two or three hours after the despatch of the Homeward Mail" Such will be the case tomorrow when the outward Europe Mail will leave Royapooram at noon, and the inward mail will arrive at 1-20 P. M.

3 It may be urged by the Railway authorities that such a crossing of the mails at our very doors is not likely to occur frequently, as, under ordinary circumstances, the outward mail will leave this at noon on Thursday, while the inward mail should usually arrive on Tuesday afternoon at latest. But the Chamber would remark that the alteration of the mail day from Thursday, as advertised last week, to Wednesday, as notified yesterday, is explained by the circumstance that "the Great Indian Peninsula Railway has not opened to Rachore as was anticipated" In other words the Railway, in communication, I presume, with the Postal authorities, decided upon the new timetable before they were assured that the arrangements of the Great Indian Peninsula Company were perfected. This proves that the deliberations of the authorities named are not always characterized by that care and forethought which the Government and the public have a right to expect at their hands.

4. I have mentioned that the inward mail from Europe is expected tomorrow the 19th instant at 1-20 P. M. It arrived at Bombay from Suez about 6 P. M. on Saturday the 15th, (it having been signalled at 5-29 P. M.,) and in all probability remained in Bombay until about 3 P. M. or Sunday the 16th. It may be that the hour of departure of the train from Bombay for Madras has been altered, but of this the Chamber have seen no intimation in the Bombay Journals, and it is reasonable, therefore, to assume that the train for the south continues to leave Bombay in the afternoon as it has done for years. If such be the case, the Chamber would beg the Government to consider whether it is just to make this Presidency suffer a maximum of inconvenience so long as Bombay does nothing to accommodate her postal hours, etc., to ours. Necessarily the mail from the north is of far more consequence to Madras than the mail from the south is to Bombay, and if either town has any right to expect that its convenience should be studied before that of the other, Madras has surely the greater claim upon the consideration of the Post Office.

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

5. The Chamber may further inquire what arrangements are contemplated when the Kistna, not to speak of the Cheyaur, is in full flood, and when the passage of the mails will consequently be both tedious and dangerous? As so great a matter as the completion of the Great Indian Peninsula Line to Raichore has in a measure been overlooked and miscalculated by the Railway authorities when hastily deciding upon and notifying their new time-table, the apprehension that the flooding of the Kistna has not entered into their calculations is pardonable. The Chamber cannot avoid thinking that in a matter of so much concern to the mercantile and general public as the hour of departure of the train for the north, the Railway and Postal authorities should have invited an expression of the opinion of the Chamber of Commerce and Trades Association, as well as that of the Government before arriving at a decision. Had they done so the reasonable convenience of the public would hardly have been ignored as it now seems to have been.

No 263A From the Acting Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 27th April 1871, No 183.

With reference to G. O., No. 1,061, of the 15th instant, I have the honour to forward a letter from the Agent and Manager of the Madras Railway Company on the subject of the remonstrance made by the Chamber of Commerce against the time-table introduced from the 15th instant on the North-West Line. Mr Anderson shows that the Great Indian Peninsula Railway Company run their mail trains in connection with the East Indian Railway to Calcutta, and are unable to make an alteration to suit the Madras mail service, hence the Madras Railway Company are tied down by the hours of departure from, and arrival, at Raichore, as regulated on the Bombay side.

2 I would, however, explain to the Government that there are difficulties in the way of arranging through trains between Bombay and Madras in such a manner as to give the public the convenience of being at the station at the cool hours of the day, and to admit of letters being answered the same day that they arrive. Thus on the Great Indian Peninsula Railway trains are not run at night on the Bhoire ghaut, the Railway Officers have strong objections to running over the Cheyaur river during the night on account of there being at present only a temporary road through the bed of the river; the Bombay Railway Officers would doubtless express similar objections to running at night through the bed of the Kistna river, and when that river is in flood it will be impossible for the passage to be effected at night.

Hence as the journey between Madras and Bombay will, with the communication completed, take about forty-eight hours, the train cannot leave Madras in the early morning for the convenience of passengers, as the Bhoire ghaut would then be reached in the night. Again, the train cannot leave Madras in the evening to accommodate travellers and to suit the despatch of business letters, for if the hour of departure were early in the evening, the Cheyaur would be reached in the

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

middle of the night, and if late in the night the Kistna would be arrived at also at night.

3. On the second letter* from the Chamber of Commerce, dated the 18th instant, the Agent and Manager merely observes that he has no official information as to the means by which the Great Indian Peninsula Railway Company intend to convey mails and passengers over the Kistna when in flood. As regards the miscalculation in the Great Indian Peninsula Railway not being completed by the appointed day, the Madras Railway have acted upon the assurance given them from the Bombay side. The printing of time-tables and other preliminaries take up some little time, and the Madras Railway were fully prepared for the through communication on the appointed day.

4. In the present week, the Europe Mail arrived at Raichore on the 23rd, after the hour of departure of the mid-day train for Madras, but the train was detained, and brought the mail into Madras on the 24th, Monday.

5. Intimation has been received from Raichore that a ballast engine came to the station yard on the 22nd instant, and it is hoped that the passenger trains will run into the station next Monday, the 1st May.

From the Acting Agent and Manager of the Madras Railway Company, to the Acting Consulting Engineer for Railways, dated Madras, 20th April 1871, No 229

In acknowledging the receipt of Government Order, No 1,061, forwarded to me with your endorsement, No 235, dated the 18th instant, I have the honour to refer you to this office letter, No 202, of the 1st instant with which the revised time-table of trains on the North-West Line was submitted for the approval of Government.

2 The time-table was revised in anticipation of the completion of the Great Indian Peninsula Company's line to Raichore, and in view to the conveyance of passengers and mails between Madras and Bombay with as much despatch as possible.

3 It must be remembered, however, that this Company can only be held responsible as far as the running of trains on their own line is concerned, and in the letter to which I have referred it was explained to you that the Great Indian Peninsula Company's trains from and to Bombay were run in connection with the mail trains to and from Calcutta on the East Indian Railway, and that they (the Great Indian Peninsula Company) were consequently unable to make any alteration in their present time-table beyond extending their existing trains to Raichore.

4 The Madras Railway Company had therefore no alternative but to adapt their service to that of the Great Indian Peninsula Company, which is as under—

Bombay departure	12 noon	Raichore departure	1-20 P. M.
Raichore arrival	12-40 P. M. next day	Bombay arrival	1 P. M. next day.

5 Allowing one hour at Raichore for refreshment both on the up and the down journey, the Madras Company's time-table was framed as under—

Madras departure	1 P. M.	Raichore departure	1-40 P. M.
Raichore arrival	12-20 P. M. next day	Madras arrival	1-20 P. M. next day.

6 I trust that when it is pointed out to the Chamber that this Company was absolutely tied down to fixed hours of arrival at and departure from Raichore, they will be satisfied that the time-table of which they have expressed disapproval is as convenient a one as under all the circumstances it was possible to frame.

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15th May 1871*

7. With respect to the remark of the Chamber that the hours of arrival and departure of the train from and to Bombay are the hottest in the day, I will only observe that in a journey which occupies forty-eight hours the hottest part of the day must needs be occupied in performing some portion of the journey, and that the line from Madras to Arcunum is about as cool a part as could be chosen between Bombay and Madras

From the same Officer, dated Madras, 24th April 1871, No 241

I HAVE the honour to acknowledge the receipt of your letter, No 248, of the 20th instant, and to state that I have no further observations to offer as to the revised time-table of trains on the North-West Line beyond those contained in my letter, No 229, of the 20th instant

2 In reply to the 2nd paragraph of your letter, I have to state that I have no official information before me as to the means by which the Great Indian Peninsula Company propose to convey mails and passengers across the Kistna when in flood

No 264. ORDER THEREON, 15th May 1871, No. 1,332

RAILWAY, No. 30

THESE papers will be communicated to the Chamber of Commerce with reference to their letters of the 11th and 18th April 1871

2 The Chamber will observe that the Madras Railway Company, with every desire to meet the convenience of the public, have been obliged to regulate their time-table for the North-West Line with reference to the hours of the arrival at and departure from Raichore of the trains of the Great Indian Peninsula Railway Company, and that as those trains are run in connection with the mail trains to and from Calcutta on the East India Railway, the Great Indian Peninsula Railway Company would be unable to make any alteration to suit the Madras Mail service

3. Major Prendergast will place himself in communication with the Consulting Engineer for the Railways in Bombay with a view to ascertaining what arrangements are proposed for the conveyance of mails and passengers across the Kistna river when in flood.

(True Extract)

Colonel, R.E.,
Secretary to Government.

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

Exd E C. Shunker.

No. 241

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE

Madras, 24th April 1871

From

Perceval Anderson Esq
Ag Agent and Manager. of the M. R. Co.

To

Major H. D. Prendergast, R.E.
Ag. Consulting Engineer for Railways

SIR,

I have the honor to acknowledge the receipt of your letter of 24th of the 20th instant and to state that I have no further observations to offer as to the revised Time Table of Trains on the North-West Line beyond those contained in my letter of 22nd of the 20th instant.

2. In reply to the 2nd paragraph of your letter I have to state that I have no official information before me as to the means by which the Great Indian Peninsula Company propose to convey mails and passengers across the Kistna when in flood

I have the honor to be
Sir

Your most obedient servant
Perceval Anderson.

Ag. Agent & Manager.

229.

Madras Railway Company
Madras 20th April 1871.

From

Reverend Anderson Esq.
Ag Agent and Manager, M. R. Co.

To

Major H. B. Prendergast, R.E.
Acting Consulting Engineer for Mys.

Sir,

I acknowledge the receipt of
Government Order No 1061 forwarded to me with
your endorsement No 235 dated the 18th instant.
I have the honor to refer you to this Office letter
No 202 of the 1st instant with which the revised
Time Table of Trains on the North West Line
was submitted for the approval of Government.

2 The Time Table was revised in
anticipation of the completion of the Great
Indian Peninsula Company's line to Barchore
and in view to the convenience of Passengers and
trucks between Madras and Bombay with as
much despatch as possible.

3 It must be remembered however
that this Company can only be held responsible
as far as the running of trains on their own line
is concerned and in the letter to which I have
referred it was explained to you that the Great
Indian Peninsula Company's trains from and to
Bombay were running in connection with the official
trains to and from Calcutta on the East Indian
Railway, and that they (the G. I. P. Company) were

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

Dated 20th April 1871
Recd 25th

No

2411

W. M. Anderson

for Madras

State that Anderson
for the Madras Railway
offer as to the Madras
State of the Madras
to the Madras Railway
Madras Railway to the
Madras Railway to the

21/81

consequently unable to make any alteration in their present Time Table beyond extending their existing Trains to Raichore.

4 The Madras Railway Company had therefore no alternative but to adapt their service to that of the Great Indian Peninsula Company which is as under.

Bombay dep. 12 noon	Raichore dep. 1.20 P.M.
Raichore arr. 12.40 P.M. next day	Bombay arr. 1.0 P.M. next day.

5. Allowing one hour at Raichore for refreshment both on the up and the down journey the Madras Company's Time Table was framed as under

Madras dep. 1.0 P.M.	Raichore dep. 1.40 P.M.
Raichore arr. 12.20 P.M. next day	Madras arr. 1.20 P.M. next day.

6 I trust that when it is pointed out to the Chamber that this Company was absolutely tied down to fixed hours of arrival at and departure from Raichore they will be satisfied that the Time Table of which they have expressed disapproval was convenient as one as under all the circumstances it was possible to frame.

7 With respect to the remarks of the Chamber that the hours of arrival and departure of the train from and to Bombay are the hottest in the day. I will only observe that in a journey which occupies 48 hours the hottest part of the day must needs be occupied in performing some portion of the journey and that the line from Madras to Arcot is about as cool as

It could be chosen between Bombay
and Madras.

I have the honor to be
Sir
Your most obedient Servant
Humphrey Andrews.

acting agent and manager.

CONSULTING ENGINEER'S OFFICE

Railway Department.

No 183.

From

Major H. L. Prindergast R.E.,
Consulting Engineer for Railways,

To

Colonel C. A. Orr R.E.,
Secretary to Government,

Public Works Department

Fort Saint George.

Sir,

With reference to G.O. No 1061 of the 15th instant, I have the honour to forward a letter from the Agent and Manager of the Madras Railway Company on the subject of the remonstrance made by the Chamber of Commerce against the Time Table introduced from the 15th instant on the North West Line. Mr. Anderson shows that the Great Indian Peninsula Railway Company, run their mail trains in connection with the East Indian Railway to Calcutta, and

are

N: 229 dated
26th April 1871

to 209.

2161

Stream

The 29 August 1871
Madras Railway Co

To the 29 June Engineers
for Railways

dated 30th April 1871
No 209 254

Mr. H. L. Prindergast

Remonstrance with regard
to G.O. No 1061 sent
with enclosurement
of 235 leaving
reference to the
Time Table of
trains on the S. N.
line.

are unable to make an alteration to suit the
Madras mail service hence, the Madras
Railway Company, are tied down by the hours
of departure from and arrival at Paichere,
as regulated on the Bombay side.

2. I would, however, explain to the
Government, that there are difficulties in the
way of arranging through trains between
Bombay and Madras in such a manner
as to give the public the convenience of being
at the station at the cool hours of the day,
and to admit of letters being answered the
same day that they arrive. Thus on the
Great Indian Peninsula Railway, trains
are not run at night on the Poore Ghaut;
the Railway Officers have strong objections
to running over the Chygair river during the
night, on account of there being at present
only a temporary road through the bed of

the

the river. The Bombay Railway Officers would
doubtless be prepared to run a train at
night through the bed of the Chygair river,
and when that river is in flood, it is
impossible for the passage to be effected at
night.

But as the journey between Madras
and Bombay, with the communication
completed, take about 48 hours, the train
cannot leave Madras in the early morning
for the convenience of passengers, as the Poore
Ghaut would then be reached in the night.
Again the train cannot leave Madras in the
evening, to accommodate travellers and to suit
the despatch of business letters; for if the
hour of departure were early in the evening, the
Chygair would be reached in the middle of
the night; and if late in the night, the
Poore Ghaut would be arrived at also at night.

Letter with
returned.

3. On the 2nd letter from the Chamber
of Commerce and Industry of the

of Commerce dated the 18th instant, the
Agent and Managers merely observed, that he
has no official information as to the means
by which the Great Indian Peninsula
Railway Company intend to convey mails and
passengers over the Piedra when in flood.

As regards the mis-calculation in the
Great Indian Peninsula Railway, not
being completed by the appointed day, the
Madras Railway have acted upon the
assurance given them from the Bombay side.
The printing of Time Tables and other pre-
liminaries take up some little time, and
the Madras Railway were fully prepared
for the through communication on the ap-
pointed day.

In the present week, the European
mail arrived at Paichere on the 23rd after
the hour of departure of the mid-day train
for Madras, but the train was detained,
and

Letter No. 241 of
24th April 1871
enclosed

and brought the mail into Madras on the
24th a Monday.

5. Intimation has been received -
from Paichere, that a ballast Engine came
to the station yard on the 22nd instant;
and it is hoped that the passenger trains
will run into the station, next Monday
the 1st May.

I have the honour to be
Sir

Your most obedient servant
Wm. S. de Silva Esq. M. A.,
Sg. Com. Engr. for Railways.

Madras
27th April
1871

Chamber of Commerce
Madras 18th April 1871

From
The Hon^{ble} C. Macpherson
Chairman
Chamber of Commerce

To
Charles J. Orr, Esq. B. A.
Secretary to Government P.W.D.
Madras

Sir,
I have the honor to acknowledge receipt of the Order of the Government No. 1061 under date the 18th instant, upon the letter that I addressed to you on the 11th idem remonstrating on behalf of the Chamber of Commerce and the public at large against the encroachment hours for the arrival and departure of the Bombay train that are contemplated in the new N. B. Line time-table, and I am now desirous to express the thanks of the Chamber to the Government for the attentive consideration that they have resolved to give to the representations I have already made on the 11th instant. I am, Sir, under the new arrangements, reminded that, under the European letter, it may often happen that the European letter will arrive two or three hours after the departure of the homeward mail. Such will be the case tomorrow when the inward Europe mail will leave Bombay at noon, and the outward mail will arrive at 1-20 P.M. I am, Sir, very respectfully,
Yours,
C. Macpherson

Recd 15th April 1871 9th 1871
from the 18th instant and
the N. B. Line

Genl. Mr. Macpherson DEPARTMENT

From

The Consulting Engineer
for Railways.

To

The Secretary to Government,
P. W. Department,
Fort St. George

Dated 27th
Received 29th April 1871.

No. 183-
Encls: 2

Submitting letters

from the Special Engineer,
of the N. B. Comp^y, on the
subject of the new outwards
made by the Chamber of
Commerce against the
N. B. Line time-table
of 1871-72

Recd 15th April 1871 9th 1871

No. 283

It may be urged by the Railway Authorities that such a crossing of the mails at our very door is not likely to occur frequently, as under ordinary circumstances the Outward Mail will leave this at noon on Thursday, while the Inward Mail should usually arrive on Tuesday afternoon at latest. But the Chamber would remark that the alteration of the Mail day, from Thursday, as advertised last week, to ~~Wednesday~~ Wednesday, as notified yesterday, is explained by the circumstance that the G.I.P. Railway has not opened to Ranchore as was anticipated. In other words, the Railway in communication, I presume with the Postal Authorities, decided upon the new time-table, before they were assured that the arrangements of the G.I.P. Company were perfected. This shows that the deliberations of the Authorities named are not always characterised by that care and forethought which the Government and the public have a right to expect at their hands.

I have mentioned that the Inward Mail from Europe, is expected tomorrow the 19th instant at 1.20 P.M. It arrived at Bombay from Suez about 6 P.M. on Saturday the 18th, (it having been signalled at 5.29 P.M.) and in all probability remained in Bombay until about 3 P.M. on Sunday the 18th. It may be that the hour of departure of the train from Bombay for Madras has been altered, but of this the Chamber have seen no intimation in the Bombay journals, and it is reasonable therefore to assume that

that the train for the South continues to leave Bombay on the afternoon as it has done for years. If such be the case, the Chamber would beg the Government to consider whether it is just to make this Presidency suffer a maximum of inconvenience so long as Bombay does nothing to accommodate her postal hours in to ours. Necessarily the mail from the North is of far more consequence to Madras, than the mail from the South is to Bombay, and if either town has any right to expect that its convenience should be studied before that of the other, Madras has surely the greater claim upon the consideration of the Post Office.

The Chamber may further enquire what arrangements are contemplated when the Pista, not to speak of the Cheyair, is in full flood, and when the passage of the mails will consequently be both tedious and dangerous? As so great a matter as the completion of the G.I.P. line to Ranchore, has in a measure been overlooked and miscalculated by the Railway Authorities when hastily deciding upon and notifying their new time-table, the apprehension that the flooding of the Pista has not entered into their calculations is pardonable. The Chamber cannot avoid thinking that in a matter of so much concern to the mercantile and general public as the hour of departure of the train for the north, the Railway and Postal Authorities should have invited an expression of the

the opinion of the Chamber of Commerce,
and Trades Association, as well as that
of the Government before arriving at a
decision. Had they done so, the reasonable
convenience of the public would hardly
have been ignored as it now seems to
have been

I have the honor to be
Sir
Your most obedient servant

Pinapadges
Chairman

14/05/1871

Public Works Department
No 1332
Proceedings of the Madras Government
Under date the 15 May 1871.

Read the following
From The Chairman Chamber of Commerce 3/A.E. No. 9/1871 April 1871
From The Consulting Engineer 3/A.E. No 1837/27 April 1871
for Railways.

A.A.
Lot

and it is hereby
ordered that these papers
shall be consigned
to the Chamber
of Commerce with
reference to their letter
of the 15th inst 1871
April 1871 in which
the Chamber
will observe that the
Madras Railway
Company is with every
desire to meet the
convenience

convenience of the public
have been obliged to
regulate their time
table for the North
West Line with re-
ference to the hours
of the arrival and
departure from Rangoon
of the trains of the
Great Indian Penin-
sula Railway Company
and that all these
trains are to be
connected with the
Mail trains to and
from Calcutta on the
East India Railway
the Great Indian
Peninsula

To the Chairman
of the Chamber of Commerce
Bombay

13 //
Peninsula Railway
Company ^{would be} unable
to make any alteration
to suit the Madras
Mail Service.
Major Sandeman
will place himself in
communication with
the Consulting Engi-
neer for the Rail-
ways in Bombay
with a view to ascer-
taining what ar-
rangements are pro-
posed for the convey-
ance of Mails and
passengers across the
Nisara river when in flood.

1877

[Faint, mostly illegible handwritten text, likely bleed-through from the reverse side.]

2nd May 1871 Q. 8

1871

Bill of 1871

PUBLIC WORKS.

20

The Chairman of the
 Chamber of Commerce
 1871

Dated

Recd

In 1871

G O 15 May 1871, No 1332.

No. 263-264

[Faint handwritten notes or a short letter, mostly illegible.]