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.

Political (Spl) DEPARTMENT.

G.O. No. 2076	Press / Mis.
Dated [illegible]	18[illegible].

Not to be folded or roughly handled

No. 189. Read the following Endorsement of the Acting Consulting Engineer for Railways, dated Madras, 13th September 1871, No. 391 :—

From the Agent and Manager of the Carnatic Railway Company, to the Acting Consulting Engineer for Railways, dated Madras, 6th September 1871, No. 179.

On receipt of your favour No. 194, of the 17th ultimo, enclosing G. O., No. 2,083, I took steps to make known to the traders and other inhabitants of Conjeveram that it was contemplated to run only one train each way daily between Arconum and Conjeveram, instead of two, as had been customary hitherto since the opening of the line, and I was informed that the feeling of the inhabitants was so opposed to the proposed change that I was induced to delay taking action in he matter until time should have been afforded to them to express their views in writing.

2. This has now been done in the form of four petitions, one from merchants and inhabitants of Madras, signed by nineteen persons, marked No. 1 ; a second, marked No. 2, from merchants and inhabitants of Conjeveram town, signed by one hundred persons; a third, marked No. 3, from merchants and inhabitants of Hudsonpettah and Rajampettah, signed by one hundred and three persons ; and a fourth, marked No. 4, from merchants and inhabitants of Great Conjeveram, signed by fifty-nine persons, which I have the honour to enclose.

3. The persons by whom these several petitions are presented are entirely unknown to me, but I am informed they represent most, if not all, respectable and well-to-do traders of the locality.

4. These petitions set forth the convenience which has been afforded to the district by the train service which has been so long established, and the loss and inconvenience which will be experienced if the proposed change is carried out, while they express satisfaction at the reductions which have recently been made in the rates and fares, and predict an increased traffic to result therefrom.

5. In requesting you to be good enough to submit to and solicit the favourable consideration of His Excellency the Governor in Council to these petitions, I venture to call attention to this office letter No. 142, of the 4th ultimo, in which was enclosed a statement showing the receipts by each of the trains, and which are considerably in excess of the cost of running them.

6. I take leave also respectfully to point out that reductions in the cost of the establishment have, in all, been effected to the extent of Rupees 154-11-0 per mensem, see this office letter No. 10 as to reduction of permanent-way staff, that, as a consequence of recent reductions in the rates, a very satisfactory development of traffic has been occasioned, see this office letter, No. 75, dated 23rd May ; and that a further considerable development of traffic, particularly in goods, is pretty confidently anticipated, in consequence of the reductions which were brought into operation on the 1st of this month only.

7. I would again also most respectfully point out that, as the staff has been reduced to its minimum, the additional saving to be effected cannot be at all proportionate to the loss of traffic which must be occasioned, for it must be borne in mind that, as the engine must stand in steam from morning until evening,

(it being presumed that if only one train is run it must run *out* in the morning and *home* in the evening,) there will be but little saving even in the article of fuel,* while it is feared that the proposed experiment may occasion a permanent injury to the undertaking by the increased establishment of other means of transit.

* The principal item.

8. The results of the working of the line for the half-years ending June and December 1870, it is submitted, are not the periods on which legislation for the future management of the line should be based, on account of the exceptional expenses which were charged against the revenue for those periods; the net profits for the past half-year amount to Rupees 6,529-8-1, or, notwithstanding that the revenue proportion of charges for Direction and other Home expenditure have not yet reached their normal figure, Rupees 404-15-9 in excess of the corresponding period of the previous year; and still better results will be shown from the current half-years working, there being an excess of Rupees 404 up to this date, in the receipts of this half-year, as compared with the corresponding period of last year.

9. In view, therefore, of the reduced expenditure under which we have arranged to carry on the service, in view also of the very small further saving that can possibly be effected by carrying out the proposed arrangement looking to the facilities which we have hitherto for so long a time afforded the people, and the inconvenience which must result from the change, and looking also to the improving tendencies of the traffic, I trust I may be pardoned for expressing a hope that His Excellency may be pleased to permit the postponement of the carrying out of the order referred to until the result of the working for this current half-year shall have been laid before him.

Statement of Passengers carried and receipts taken by each Train for four weeks ending 29th July 1871.

Week ending.	MORNING TRAINS.					EVENING TRAINS.			
	Conjeveram to Arconum.			Arconum to Conjeveram.		Conjeveram to Arconum.		Arconum to Conjeveram.	
	Up.			Down.		Up.		Down.	
	Class.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
			Rs. A. P.		Rs. A. P.		Rs. A. P.		Rs. A. P.
8th July 1871	1	2	2 6 0	.....	.....	1	1 3 0	1	1 3 0
	2	22	11 1 0	19	10 0 6	10	5 10 0	26	14 13 0
	3	477	178 8 0	297	109 4 4	263	97 4 0	349	127 12 6
		501	191 15 8	316	119 4 10	274	104 1 0	376	143 12 6
15th ,, ,, ...	1	2	2 6 0	.....	.....	1	1 3 0	.....	.....
	2	21	10 14 6	26	14 8 0	16	9 2 6	45	24 8 6
	3	488	196 10 8	282	102 15 8	407	164 14 7	289	103 0 8
		511	209 15 2	308	117 7 8	424	175 4 1	334	127 9 2
22nd ,, ,, ...	1	3	1 8 0	.....	.....	1	1 3 0	1	1 3 0
	2	28	16 4 6	18	10 5 6	20	11 9 0	23	11 11 6
	3	392	132 1 8	228	84 10 8	364	119 11 4	267	97 7 8
		423	149 14 2	246	95 0 2	385	132 7 4	291	110 6 2

Statement of Passengers carried and receipts taken by each Train for four weeks ending 29th July 1871.—(Concluded.)

Week ending.	Class.	MORNING TRAINS. Conjeveram to Arconum. Up. No.	Amount.	Arconum to Conjeveram. Down. No.	Amount.	EVENING TRAINS. Conjeveram to Arconum. Up. No.	Amount.	Arconum to Conjeveram. Down. No.	Amount.
			Rs. A. P.		Rs. A. P.		Rs. A. P.		Rs. A. P.
29th July 1871 ...	1	1	0 10 0			2	2 6 0	4	4 12 0
	2	28	16 1 0	28	19 9 6	21	12 7 6	34	19 9 6
	3	324	119 2 8	263	92 6 10	275	102 10 4	252	92 6 10
		353	135 13 8	293	116 12 4	298	117 7 10	290	116 12 4
Total four weeks ...	1	8	6 14 0	2	7 2 0	5	5 15 0	6	7 2 0
	2	99	54 5 0	91	70 10 6	67	38 13 0	128	70 10 6
	3	1,681	626 7 8	1,070	420 11 8	1,309	484 8 3	1,157	420 11 8
		1,788	687 10 8	1,163	498 8 2	1,381	529 4 3	1,291	498 8 2
Average per day ...		64	23 13 6	42	17 12 10	49	18 14 5	46	17 12 10

(Signed) J. T. FISHER,
Agent and Manager.

Comparative Statement showing the result of the experiment in the Passenger Traffic during the monthly New Moon Festivals at Tirutany, referred to in my letter No. 4, *dated* 1*st February* 1871.

Months.	1870. Fare 8 Annas, Conjeveram to Arconum and back. No.	1870. Amount.	1871. Carnatic Company's proportion of through fare from Conjeveram to Tirutany and back, Annas 5-8. No.	1871. Amount.
		Rs. A. P.		Rs. A. P.
February	151	75 8 0	207	72 13 4
March	119	59 8 0	243	85 8 0
April	121	60 8 0	282	99 3 7
May	104	52 0 0	271	95 5 8
Total...	495	247 8 0	1,003	352 14 7

Although the Carnatic Railways proportion is reduced to Annas 5-8, the increase in money averages 43 per cent. during the four months the new arrangement has been in operation, and the number of passengers are more than doubled.

(Signed) J. T. FISHER,
Agent and Manager.

Submitted for the orders of the Government.

In communicating the Order of Government, No. 2,083, of the 15th August 1871, I requested the Agent of the Carnatic Railway to inform me from what date he would propose to make the alteration in the train service to run one train daily each way between Arconum and Conjeveram. The Agent, in reply, sends five petitions against the reduction in the number of trains to be run, and requests that the alteration may not be enforced until the results of the working of the current half-year are ascertained.

2. Subsequent to my report on which the above order of the Government was passed, the Agent sent me the statement referred to by him now in paragraph 5. This statement (enclosed) exhibits the number of passengers carried during four weeks in July 1871 in each class, and the receipts therefrom; nothing can be gathered from these figures, except that the number of people travelling on an average each day does not differ much in the four trains, the greatest number being those that start from Conjeveram to Arconum in the morning; the receipts are stated to be considerably in excess of the cost of running the trains, but no particulars are given to show what per-centage of profits there is.

3. In the 6th paragraph, the Agent refers to a very satisfactory development of traffic sent by him on the 23rd May 1871. I enclose this statement also, which exhibits the passenger traffic at the monthly festivals at Tirutany for the four months, February to May, of the two years 1871 and 1870. The result is that, in the current year, there are receipts to the amount of Rupees 105 in excess of those for the previous year; but whatever satisfaction may be experienced from this increase in passenger traffic (the fare having been also at the same time

reduced) no attempt is made to show that the same traffic would not be carried by one train daily each way instead of two.

4. The Agent urges that there were exceptional expenses in the year 1870 charged to the Revenue Account, and that the management of the line should not be based on those two half-yearly periods; but I find that the total traffic receipts in the past half-year ending 30th June 1871 have been Rupees 19,457, which is somewhat less than the amount taken in the first-half of 1870, namely, Rupees 19,869, and is considerably below the amount in the corresponding period of 1869, namely, Rupees 29,319.

5. The Agent may, I think, confidently reckon on an increase of traffic from the recent arrangement made with the Madras Railway Company for the through booking of passengers between Madras and Conjeveram, and a reduction in the rates for goods, salt being now conveyed for 6 Pies per ton per mile from Madras, while rice, other grains, etc., are conveyed at 8 Pies instead of 12.

6. The Government of India have, however, for some time been desirous of a reduction in the train service, with a view to test the economical results; and if the Government are pleased to accede to the Agent's request that the working of the line may be carried on, as at present, to the end of December, to enable him to show the improvement he anticipates, I beg to suggest that the change should still be made for a period of three months, commencing from the 1st January.

7. If this is distinctly understood before hand, there will be no opportunity for further postponement of the experiment which the Government have ordered to be made.

(Signed) H. L. PRENDERGAST, Major, R.E.,
Acting Consulting Engineer for Railways.

No. 190. ORDER THEREON, 11th October 1871, No. 2,596.

RAILWAY, No. 20.

THE Government are anxious that the results of the experimental reduction of the train service of the Carnatic Railway ordered to be carried out in Proceedings of the 15th August 1871, No. 2,083, should be ascertained, and that the value of the objections raised to the proposal should be practically tested. They would have been glad to have seen the trial made during the last quarter of the present year. As it would appear, however, that no definitive arrangements have been made by the Agent for giving immediate effect to the change, His Excellency the Governor in Council resolves to sanction the postponement of the trial, and to fix the period during which it shall be carried out at the first quarter of the ensuing year.

(True Extract.)

Captain, R.E.,
Offg. Joint Secretary to Government.

To the Acting Consulting Engineer for Railways.
Ind. E. C. Shunker.

Carnatic Railway Co.

Statement of Passengers carried and Receipts taken by each Train for 4 weeks ending 29th July 1871

Week ending	Morning Trains						Evening Trains					
	Conjeveram & Arconum			Arconum & Conjeveram			Conjeveram & Arconum			Arconum & Conjeveram		
	Up			Down			Up			Down		
	Class	No	Amount	No	Amount		No	Amount		No	Amount	
8th July 1871	1	2	2 6 -	-	- - -		1	1 3 -		1	1 3 -	
	2	22	11 1 -	19	10 - 6		10	5 10 -		26	14 13 -	
	3	477	178 8 -	297	109 4 4		263	97 4 -		349	127 12 6	
		501	191 15 8	316	119 4 10		274	104 1 -		376	143 12 6	
15th do	1	2	2 6 -	-	- - -		1	1 3 -		-	- - -	
	2	21	10 14 6	26	14 8 -		16	9 2 6		45	24 8 6	
	3	488	196 10 8	282	102 15 8		407	164 14 7		289	103 - 8	
		511	209 15 2	308	117 7 8		424	175 4 1		334	127 9 2	
22nd do	1	3	1 8 -	-	- - -		1	1 3 -		1	1 3 -	
	2	28	16 4 6	18	10 5 6		20	11 9 -		23	11 11 6	
	3	392	132 1 8	228	84 10 8		364	119 11 4		267	97 7 8	
		423	149 14 2	246	95 - 2		385	132 1 4		291	110 12 2	
29th do	1	1	- 10 -	2	1 13 -		2	2 6 -		4	4 12 -	
	2	28	16 1 -	28	16 10 -		21	12 7 6		34	19 9 6	
	3	324	119 2 8	263	97 4 -		275	102 10 4		252	92 6 10	
		353	135 13 8	293	115 11 -		298	117 7 10		290	116 12 4	
Total 4 weeks	1	8	6 14 -	2	1 13 -		5	5 15 -		6	7 2 -	
	2	99	54 5 -	91	51 8 -		67	38 13 -		128	70 10 6	
	3	1681	626 7 8	1070	394 2 8		1309	484 8 3		1157	420 11 8	
		1788	687 10 8	1163	447 7 8		1381	529 4 3		1291	498 8 2	
Average per day		64	23 13 6	42	16 - -		49	18 14 5		46	17 12 10	

Jos. T. Fowler
Agent & Manager

Carnatic Railway

Comparative Statement Showing the result of the experiment in the Passenger Traffic during the monthly new moon festivals at Tiruttany - Referred to in my letter No. 4 dated 1 February 1871

Months	1870		1871	
	Fare 8 annas Conjeveram to Arconum & back		Carnatic Co's proportion of Fare from Conjeveram to Tiruttany & back annas 5-8	
	No.	Amount	No.	Amount
February	157	75 . 8 . 0	207	72 . 13 . 4
March	119	59 . 8 . 0	243	85 . 8 . 0
April	121	60 . 8 . 0	282	99 . 3 . 7
May	104	52 . 0 . 0	271	95 . 5 . 8
Totals	495	247 . 8 . 0	1003	352 . 14 . 7

After the Carnatic Railway's proportion is reduced to annas 5. 8 the increase in money averages 43 percent during the 4 Months the new arrangement has been in operation; and the number of Passengers are more than doubled. -

J. T. Fisher

Agent and Manager

No 391

Submitted for the orders of the Government.

In communicating the orders of Government No 2083 of the 15th August 1871, I requested the Agent of the Caledonia Railway to inform me from what date he would propose to make the alteration in the train service, to run one train daily each way, between Dreghorn and Longniddry. The Agent in reply sends five petitions against the reduction in the number of trains to be run, and requests that the alteration may not be enforced until the results of the working of the current half-year are ascertained

ascertained.

2 Subsequent to my report on which the above order of the Government was passed, the Agent sent me the statement referred to by him now, in para 5 of the statement (enclosed) exhibits the number of passengers carried during 4 weeks in July 1871. in each class, and the receipts therefrom: nothing can be gathered from these figures, except that the number of people travelling on an average each day, does not differ much in the four Taluks, the greatest number being those that start from Coyeneram to Trevandrum in the morning: the receipts are stated to be considerably in excess of the cost of running the trains; but no particulars are given to show what percentage of profits there is

3. In the 6th para, the Agent refers to a new Satisfactory development of traffic, sent by him on the 2nd May 1871. I enclose the statement also, which exhibits the passenger traffic at the monthly festivals at Trevandrum, for the four months February to May of the 2 years 1871, and 1870. The result is, that in the current year there are receipts to the amount of £1,105, in excess of those for the previous year; but whether satisfaction may be experienced from the increase in passenger traffic

traffic (the fare having been also at the same time reduced) no attempt is made to show that the same traffic would not be performed by one train daily each way instead of two.

4 The Agent urges that there were exceptional expenses for the year 1870, charged to the Revenue account, and that the management of the Serie should not be based on those two half-yearly periods; but I find that the total traffic receipts in the past half-year, ending 30th June 1871, have been Rs: 19,457, which is somewhat less than the amount taken in the first half of 1870. Viz Rs: 19869: and is considerably below the amount in the corresponding period of 1869 Viz Rs: 29,319.

5 The Agent may, I think, confidently reckon on an increase of traffic from the recent arrangement made with the Madras Railway Company for the interchange of passengers between Madras and Conjeveram, and a reduction in the rates for goods; salt being now conveyed for 6 pies per ton per mile from Madras, while rice, other grains &c are conveyed at 8 pies, instead of 12.

The Government of India have however for some time been desirous of a reduction in the Steam Service, with a view to test

Do

To the Secretary to Government
Public Works Department
Fort Saint George.

best the economical results; and if the Government are pleased to accede to the Agent's request that the working of the line may be carried on, at present, to the end of December, to enable him to show the improvement he anticipates: I beg to suggest that the charge should still be made for a period of 3 months, commencing from the 1st January.

If this is distinctly understood before hand there will be no opportunity for further postponement of the arrangement which the Government have ordered to be made.

Chas L Pendergast Major R.E.
Ag: Com: Engr: for Railways

Do

Nova Scotia Department

No 2596 - 11

Proceedings of the Maritime Grammar

Under date the 11th October 71.

Read the following

From the Ag Commissioner Engr } N.S. No 391 of 13th Sept 1871
for Rys.

The Government
are anxious that the retention
of the existing Staff
of the Main Service of the
Canada Railway ordered to
be carried out in Proceedings
of the 15th August 1871, Pg 2083
should be reconsidered, and
that the value of the offices
time trained to the Service
should be appreciated
by Government
and they would have
been glad to have seen the
then the
trial made during the
Last

On 15 Aug/71 pp 144 & 146

P W 1871 Sept
Prov Govt for Engr
Item No 4364
Ille Ag: Com: Engr
for Rys

The Secretary to Govr
P W Depmt
Fort Saint George

Dated 13th Sept/71
Received 14th Sept/71

No 391
Submitting
correspondence from
the Agent Gen. P W
Rys as to the
reduction of Staff
Service.
No 2596 - 11 Oct 71

No 189
to Oct 18 1871 p. 291

5-20-2-045-

Govt of [1871] Madras.

PUBLIC WORKS.

To Lords Consulting Engrs for Railways

Vol. I

Vol. 9

No. 11 Dated 1871, No. 2596.

Nos. 1838 1871.

~~Guaranteed Railway.~~

~~Estimate~~ Drawings for the ~~Improvement~~ of the trial & reduced train Service for the first 9 months of 1872.