

(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.	1438-39	Press
162 to 165		Mis.
Dated	11-6-	1872.

Not to be folded or roughly handled

Read the following papers :—

No. 162. Petition from Mr. J. W. GANTZ and others, members of the community of the middle classes usually travelling as second-class passengers by Railway train, to His Excellency the Governor in Council, Fort St. George, dated —

THAT your petitioners labour under a grievance which, they humbly conceive, needs only to be fairly and properly represented in order to be remedied.

That the difference in point of convenience and comfort between the first and second class railway carriages is so apparent that to describe it would be unnecessary. It is not, however, the intention of your petitioners to disparage the accommodation afforded by the latter, or to draw a comparison between the superiority of the second-class carriages in use in England, and especially on the Continent, over those which are used in this country ; but merely to point to the disparity which exists between the rates payable by first and second class passengers, the latter being required to pay, comparatively, considerably in excess of the former. The disparity of which your petitioners complain applies specially to the rates of fare payable at night.

That a first-class passenger, travelling by day to Bangalore, pays for his fare Rupees 20-6 0, and by night Rupees 24-14-0: the difference of the latter in excess of the former being in the proportion of about *one-fifth*. On the other hand, the second-class passenger, who pays the rate of Rupees 5-10-0 by day, is made to pay Rupees 13-9-0 by night ; which is about *two and a half times* that of the rate by day, and quite out of all proportion to the difference between the day and the night fare of the first-class passenger. Nor is this all. The first-class passenger enjoys the happy privilege throughout the year of purchasing for Rupees 26 a return-ticket, which is available for ten days, and by which he may travel to Bangalore and back either by day or by night. No similar privilege is accorded to the second-class passenger—the boon of a return-ticket, except by holiday trains, being denied to him. To render his hardship still more aggravating, the second-class passenger is doomed to have for his companion and fellow-traveller the native servant of the first-class night passenger, should he happen to take one, as no third-class carriages are attached to night-trains. For this servant his master pays only the day fare, namely, Rupees 5-10-0, while the unfortunate second class man, be he European or Eurasian, is compelled to pay the exorbitant fare of Rupees 13-9-0 for accommodation which he shares in common with a menial !

That your petitioners observe that the same disproportionate rates exist between the night fares payable by the first and the second class passenger to and from all the stations on the Madras Railway. But a very striking and unaccountable difference is found to exist between the second-class fares by night-train charged from Madras to Bangalore, and from Madras to Coimbatore. The distance hence to Bangalore is 216 miles, and to Coimbatore 301 miles, or nearly half as much again, whilst the fare to the former is Rupees 13-9-0, and to the latter only Rupees 15-7-0.

That the present high rates of fare by night-train which are demanded from second-class passengers are simply prohibitive ; and your petitioners have often heard it alleged that it is the avowed object of the Railway authorities, both by levying a disproportionate and exorbitant rate, and by rendering second-class carriages in

11th June 1872.

a night-train as uncomfortable as possible, to compel those of the middle classes, who in their view can afford it, to travel in first-class carriages instead. It is unnecessary to urge that such a procedure is both unreasonable and unjust; but that it actually deters many from availing themselves of the advantage of a short visit to Bangalore, especially during the hot weather, going by the night-train on Friday, and returning by that of the following Sunday, your petitioners can confidently state. But even independently of these short visits to a favoured climate, it is often, nay generally, more convenient and pleasant to travel by night, and large numbers would so travel if not deterred by the unreasonableness of the fares demanded. Travelling by night in second-class carriages is thus denied to all virtually, save those only who are compelled to avail themselves of it by a necessity which they cannot resist.

Your petitioners, in conclusion, respectfully solicit the intervention of your Lordship in Council with the view of obtaining for them a scale of rates more in consonance with that by which the fares payable by first-class passengers by night are regulated. Such a revision of their present rates by the Railway Company, in the instances quoted by your petitioners, whilst it would be an act of justice to the public, would be also a boon to a large section of the community and an advantage to the Company itself, as the number of second-class passengers by night will be greatly increased. Your petitioners would further submit that to attach a few additional second-class carriages to the night-train would involve little or no expense, whilst the advantage to the public of a more extensive accommodation, at rates within their reach, will be truly great, and adequately appreciated.

Under these circumstances your petitioners humbly hope that your Lordship in Council will accord to their prayer a favourable hearing, and obtain for them the boon solicited. And your petitioners, as in duty bound, will ever pray.

No. 163. Endorsement of the Public Department, dated 20th February 1872.
From the Secretary to the Chief Commissioner for the Government of Mysore, to the Chief Secretary to Government, Fort. St. George, dated Bangalore, 16th February 1872, No. 5,560-27.

I HAVE the honour, by direction of the Chief Commissioner of Mysore, to submit for the favourable consideration of His Excellency the Governor in Council the accompanying petition from the residents of Bangalore, praying for a revision of the prevailing rates and an improvement in the railway arrangements for second-class passengers, and to observe that the exaction of night rates in excess of those levied from day passengers has long been a subject of complaint, and that the Chief Commissioner, on the part of the community of Bangalore, ventures to solicit that this and the other grievances brought forward by the petitioners, which are, he believes, well founded, may be taken into consideration by His Excellency in Council.

Petition from the Community resident in Bangalore who usually travel as second-class passengers by Railway, to the Chief Commissioner of Mysore, dated Bangalore, 10th February 1872.

THAT your petitioners have long laboured under grievances which seem peculiar to the Railways of the Madras Presidency, and which are so palpable that it is felt that they need but

11th June 1872.

to be represented faithfully and respectfully to His Excellency the Governor in Council at Madras in order to obtain their removal.

That your petitioners humbly pray that the said representations may be made by you, and be backed by your powerful recommendation, for the introduction of more favourable rates and arrangements.

That your petitioners, the great majority of whom are merchants, Government officials, persons of small independent means and others whose means are limited, whose time and avocations only permit, generally speaking, of short absences from Bangalore, are by force of circumstances compelled to travel by night-train.

That no return-ticket is issued to second-class travellers to or from Madras except on special occasions.

That the fare to and from Madras by first-class return-ticket is Rupees 26, while that to and from Madras by second-class night-train is Rupees 27-2-0 or Rupees 1-2-0 in excess of the first-class fare.

That the first-class fare by night-train is only one-fifth in excess of the charge by day-train, whereas the second-class fare by night-train is two and a half times the rate of fare by day train.

That although this high rate is charged, the accommodation offered to second-class passengers contrasts most unfavourably with that of other Indian Railways, where the fares are the same both by day and night trains; where the seats and backs of second-class carriages are rattanned; where second-class return-tickets are issued daily, and for long journeys made available for even a month at a time at the rate of a fare and a half for the double journey; where natives are not commingled with Europeans and Eurasians *nolens volens*, but provided with separate carriages, and where children only pay half and not the full fare as on the Madras Lines.

That the above benefits are at present denied to us in the Madras Presidency to our cost and discomfort and to the detriment financially of the Railway Company, as the rates and arrangements in question do the reverse of encouraging your petitioners to travel other than on very pressing business.

That although the fares by second-class night-trains are two and a half times the fares by day-train, the second-class carriage is converted into a third-class for the accommodation of the native servants of first-class passengers, (paying only the day fare, Rupees 5-10-0, and enjoying equal accommodation with the European and Eurasian who pay Rupees 13-9-0); for the servants of railway officials, for the subordinates of the Company itself, its peons, porters, petty contractors, railway sepoys and others, who are at liberty to thrust themselves, however, unwelcome, into whatever carriage or portion of a carriage they deem most inviting. That the absence of a third-class or separate carriage from the night-train is productive of much discomfort and discontent, and tends very greatly to aggravate the other grievances instanced.

That your petitioners are aware that a memorial is in course of preparation and submission to His Excellency the Governor of Madras by residents of that Presidency Town, and that its object is similar to that of this petition, namely, to obtain from His Excellency in Council (but in petitioners' case through you) a revision of the prevailing rates and an improvement in the railway arrangements for second-class passengers, which at present conduce so much to the discomfort of travellers by second-class night-trains.

With the above representation of your petitioners' grievances and the great need that exists for a revision of the rates and arrangements of the Madras Railway Company, your petitioners humbly solicit that you will extend to them your powerful aid in seeking from His Excellency the Governor in Council a kind consideration and redress of your petitioners' grievances.

And your Petitioners, as in duty bound, will ever pay.

TRANSFERRED to the Department Public Works.

(Signed) W. HUDLESTON,
Officiating Chief Secretary.

*Proceedings of the Madras Government, Public Works Department,
11th June 1872.*

REFERRED to the Consulting Engineer for Railways in continuation of the application from the residents in Madras.

(Signed) J. CARPENDALE, Colonel, R. E.,
23rd February 1872. Secretary to Government, P.W.D.

No. 164. From the Consulting Engineer for Railways, to the Officiating Secretary to Government, Public Works Department, dated Madras, 8th May 1872, No. 229.

IN returning the two petitions which were referred to me for report with your endorsements of the 10th and 23rd February 1872, I have the honour to enclose,

* No. 272, 3rd May 1872, with enclosure.
,, 287, 7th May 1872.

for the consideration of Government, two letters,* from the Agent and Manager of the Madras Railway.

2. The points especially noticed by the petitioners are these:—

(1.) The largeness of the proportion which the second-class night fare bears to the second-class day fare, when compared with the proportion which the first-class night fare bears to the first-class day fare.

(2.) The withholding from second-class passengers, except during holidays, of the privilege of buying return-tickets, while they are issued at moderate rates to first-class passengers throughout the year, and are available for ten days by day or night trains.

(3.) The want of separate accommodation for the servants of first-class night passengers, who are now permitted to travel at second-class day fares in the same carriage with second-class night passengers.

3. With regard to the first of the grievances. The fares for first-class passengers are 18 Pies per mile by day-trains, and 22 Pies by night-trains; while the second-class fares are 5 Pies per mile by day-trains, and 12 Pies by night-trains. There can be no doubt that there is an abnormal difference between these last two rates of charge; but the Traffic Manager clearly shows that the second-class day fare was fixed at a very low figure for special reasons, and that to get rid of the anomaly complained of this fare should be raised, not the night fare reduced.

4. With regard to the second point noticed by the petitioners, it will be seen that the Railway authorities propose to meet the grievance by issuing second-class return-tickets throughout the year, available for ten days by day or night trains, at one fare and a quarter of the present night fare. The second-class return-ticket between Madras and Bangalore will therefore cost Rupees 17, being equivalent to Rupees 8-8-0 in each direction instead of the single night fare of Rupees 13-9-0.

5. The third objection raised by the petitioners will be met by attaching to the night-trains a third-class carriage, and by charging a special fare of 4 Pies per mile. The present second-class night fare of 5 Pies per mile for "servants" will be abolished.

6. I trust that the proposals now made by the Railway authorities will meet with the approval of Government. In my opinion they have dealt with the subject in a very liberal manner.

*Proceedings of the Madras Government, Public Works Department,
11th June 1872.*

From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 3rd May 1872, No. 272.

WITH reference to your office letters noted in the margin, with which were forwarded two petitions relating to the fares charged to second-class passengers by night-trains on this line, I have the honour to submit a copy of the report* which the Traffic Manager has made

No. 98, dated 12th February 1872.

„ 133, „ 28th „ „

* No. C 11, 1st May 1872.

thereon after having personally discussed the matter with me.

2. We propose to meet the request of the petitioners by issuing second-class return-tickets, available for a week or ten days, by either day or night train, at one fare and a half of the present night fare, and by attaching to the night-trains a third-class carriage, available for servants and all third-class passengers between Madras and Salem and Jollapett and Bangalore, upon payment of a special fare of 4 Pies per mile, the present second-class "servants" fare being done away with altogether.

3. I trust that these arrangements will be considered satisfactory by the community who usually travel as second-class passengers on this Railway, and I have the honour to recommend them for the approval of the Government.

4. The difference between the existing second-class night fares between Madras and Bangalore and between Madras and Coimbatore, to which attention is directed in one of the petitions, is explained by the fact that in the first case the night fare is charged throughout the entire journey, while in the latter the night fare is only levied as far as Salem, from which station to Coimbatore the day fare is charged.

5. I must express my regret that, in consequence of the Traffic Manager being so short of assistance in his department, so much delay has taken place in replying to the letters above mentioned.

See my letters No. 150, 6th March.

„ 152, 6th „

„ 191, 26th „

From the Traffic Manager, to the Agent and Manager of the Madras Railway Company, dated Madras, 1st May 1872, No. C 11.

Petition of the middle class communities of Madras and Bangalore.

CONSULTING Engineer's letters Nos. 98 and 133, dated 12th and 28th February 1872.

The points calling for remark seem to be—

1st.—The disparity between the day and night fares charged for the second-class as compared with the day and night fares charged for the first-class.

2nd.—The want of separate accommodation for the servants of first-class passengers who are now permitted to travel at a lower rate of charge in the same carriage as second-class passengers, and the want of separate and cheaper accommodation for the servants of second-class passengers.

2. The present second-class fares of 5 Pies per mile by day and 12 Pies per mile by night were fixed by Order of Government No. 3,879, dated 14th December 1867, and the Government were pleased to observe as follows:—

“With regard to the night traffic the Government, taking into consideration the class to which night-trains are a convenience, concur with the Committee in thinking that it is expedient to raise the second-class night fare, and His Excellency in Council will readily sanction its increase to 10 Pies or even to 1 Anna, per mile, one servant of each first-class passenger paying a first-class fare being carried at the day rate of 5 Pies per mile.”

3. The "disparity," it will be observed, is all in favour of the second-class passenger, who pays less than one-third of the fare of the first-class passenger by day train, and very little more than one-half the fare of the first-class by night-train. The measure was forced upon the

Company by the peculiar circumstances of the country, and the complaint might easily be answered by raising the second-class day fare to one-half the fare of the first-class, which would not be considered an unreasonable rate of fare by the community represented in these petitions; but the community is so numerically small that, in order to maintain a second-class day-train at all, it was found necessary to so regulate the day fare as to attract to the second-class the better-to-do portion of the native community who would otherwise travel third-class.

4. For the reasons stated in my report No. 332, dated the 23rd November 1867, the same argument does not apply to the night-trains which are used principally by Europeans, and hence the disparity between the second-class day and night fares.

5. It is not, in my opinion, desirable to reduce the second-class single night fare, for fear of inducing persons who now use the first-class to content themselves with second-class accommodation; at the same time the representation of the community demands some consideration, and I would propose to meet it by issuing second-class return-tickets, available for a week or ten days, by either day or night train, at one fare and a half of the present night fare. The return fare between Madras and Bangalore would amount to Rs. 20-6-0, equivalent to Rs. 10-3-0 each way, instead of the present night fare of Rs. 13-9-0.

6. With regard to the second point, it must be admitted that the community have a grievance, and it is proposed to remedy it by attaching to the night-trains a third-class carriage, and to charge a special fare of 4 Pies per mile (the same as sanctioned for the North-West Line) between Madras and Salem and Jollarapett and Bangalore, and to do away with the present second-class "servants" fare altogether.

7. These suggestions, if approved of by the Government, will enable a second-class passenger with one servant to travel from Madras to Bangalore and back by day or night-train at the following cost, namely,—

	RS.	A.	P.
Second-class Return Ticket	20	6	0
Two third-class Night Tickets for servant... ..	9	0	0
Total	29	6	0

as against Rs. 54-4-0 under the present arrangements.

8. With reference to the petition of the Madras community, "the striking and unaccountable difference" between the second-class night fares between Madras and Bangalore and between Madras and Coimbatore is explained in this way, that in the former case the night fare is levied throughout the entire journey, while in the latter the night fare is only levied as far as Salem, where the train ceases to be a "night-train" and the day fare only is charged between Salem and Coimbatore.

From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 7th May 1872, No. 286.

With reference to paragraph 2 of my letter to you, No. 272, dated the 3rd instant, and to the conversation which took place after the meeting of the Stores Committee to-day, I have the honour to state that, upon your suggestion, I am prepared to agree that as an experimental measure the charge to be made for second-class return-tickets, available by either night or day trains, shall be one night fare and a quarter, instead of one night fare and a half as at first proposed.

No. 165.

ORDER THEREON, 11th June 1872, No. 1,438.

RAILWAY, No. 17.

The petitions above referred to from certain inhabitants of Madras and Bangalore bear on the arrangements at present made by the Madras Railway Company for the conveyance of second-

class passengers by night-trains between these stations and the fares passengers of that class have to pay. It is alleged in general terms by the petitioners that the disparity which exists between the first and second class fares is, considering the accommodation afforded in each case, favourable to first-class passengers, or in other words that the rates paid by second-class passengers are, especially in the night-trains, relatively higher than those charged to travellers in the first-class carriages.

2. The points specifically brought to notice are—

1st.—The large increase in the second-class night fare over the day fare, compared with the moderate increase in the first-class night fare over the corresponding day fare.

2nd.—The exclusion of second-class passengers from the privilege, except during holidays, of obtaining return-tickets at reduced rates, while they are issued to first-class passengers throughout the year and are available by day as well as by night trains for a period of ten days.

3rd.—The admission of the servants of first-class night passengers, on payment of second-class day fares, into the same carriages with second-class passengers who pay the higher night fare.

3. It is plain that in the interests of tax-payers in general, who contribute to the guaranteed interest on expended railway capital the Government must in the first place look to the effect of any changes which may be proposed on the traffic returns. The officers of the Company and the Consulting Engineer, to whom the petitions in question have been referred, point out that the apparent anomaly in the disproportionate increase of the second-class fare at night compared with that of the first-class arises from the relative lowness of the second-class day fare which was deliberately reduced by the Company in 1867 with the sanction of the Government, in the hope that the numbers ordinarily travelling in the second-class carriages would then include a large class of well-to-do natives. The Government concur with these officers in considering that this argument in favour of low second-class fares does not apply to the night-trains which are used principally by Europeans, and that any reduction in the fare would be inexpedient as being likely to affect injuriously the traffic receipts. The second-class day fare being less than one-third and the night fare little more than one-half the first-class day and night fares respectively, the community ordinarily travelling on those terms have hardly, the Government consider, reason to complain of their position.

4. The Railway Company, in dealing with the question of second-class return-tickets, is willing to make what the Government consider to be a liberal concession. They propose to issue second-class return-tickets throughout the year, available by day as well as by night trains for ten days, at the rate of one fare and a quarter of the present night fare, and His Excellency the Governor in Council has pleasure in according sanction to this arrangement.

5. The admission of the servants of first-class night passengers into the second-class carriages at a reduced rate constitutes, it must be allowed, a not unreasonable ground of complaint, but the Company have suggested a remedy which meets with the approval of the Government. The second-class night fare for servants will

*Proceedings of the Madras Government, Public Works Department,
11th June 1872.*

be abolished, and they will be accommodated by attaching to each train a third-class carriage, and a special fare of 4 Pies per mile will be charged in their case.

6. The Consulting Engineer will request the Company's officers to carry into effect as soon as practicable the proposals they have made.

(Here enter No. 1,439, dated 11th June 1872.)

(True Extract.)

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

To the Consulting Engineer for Railways.
To Mr. J. W. Gantz and others.
,, Editor's Table.

Exd. S. T. Augustin.

PUBLIC WORKS DEPARTMENT,
FORT ST. GEORGE, 11th June 1872.

No. 166.

No. 1,439.

To ..

THE CHIEF COMMISSIONER OF MYSORE.

RAILWAY, No. 18.

SIR,—In reply to Mr. Secretary Campbell's letter of the 16th February 1872, No. 5,506, forwarding a petition from certain residents at Bangalore praying for a revision of the prevailing rates and an improvement in the arrangements for second-class passengers travelling on the Madras Railway, I am directed to forward a copy of the Proceedings of Government, under date the 11th June 1872, No. 1,438, approving of certain concessions which the Railway authorities have proposed to make for the accommodation of the community to which the petitioners belong.

I have the honour to be,

Sir,

Your most obedient servant,

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

Exd. S. T. Augustin.

hudson.

8th February 72

To the
Chief Secretary to the
Government of Fort St. George
hudson

Sir I have the honour to
request that you will
do me the favour of
laying before the
Governor & Council
the Enclosed petition

I have the honour to be

Sir
Your most obed^t Serv^t

William Mearns.

11564 Public Works 1872 Department

88-694
Pro of Govt for the
Hram

J. Higgins to the
Chief of

thru the Chief of
to Government

Referred to the
Com Engineer for
Railways for report
in communication
with the Railway
authorities.

Dated 8th January
Received 9th 1871

Encl: One

No 1438-1439-11 Aug 72
Forwarding

Of the
Col. R.E.

Secy: to Govt.

P. H. H.

10 Feb 72.
Rec'd 1st 72

No 162

a Petition re-
garding the
second-class
passenger right
fare on the
Madras Railway,
and requesting
that it may be
laid before the
Govt in Council-

Referred to the
Consulting Engineer for
Railways in continuation
of the application
from the residents in
Madras.

Spencer
Secy to Govt
23rd Feb / 72
168

S. N. 1872 Dept. No. 928
Revenue - 17th Sept 1872
To the Secretary to the Chief Commr
To the Chief Secretary to Govt
Port of St. George
Dated 16th February
Despatched 17
Received 21st
Recd of 22nd
Enclosures No. 1
General No. 5560
G - No 27 } 18

Submitted for considera-
ble consideration of His
Excellency the Governor
Council a petition from the
Residents of Bangalore pray-
ing for a revision of rates
of Railway fares for second
passengers of night-train

:- No. 2349/72.
Transf. to the S.W.
J. H. ...
No. 1438
20 Feb 1872

15
No. 1438 Public Works Department
Proceedings of the Madras Government
From Read the following

J. Higginbotham Esqre
thru the Chief Secy: to Govt } (H.E. dated 8th July 1872)
The Secy: to the Chief
Commissioner for the Govt
of Mysore } (H.E. No. 5560 of 16th July 1872)
thru the Chief Secy: to Govt
- Bangalore for Railways. (H.E. No. 229 of 8th May 1872)

A.A.
J.D.

The petitions also
referred to from certain
Inhabitants of Madras
and Bangalore bear on
the arrangements at present
made by the Madras
Railway Company for
the conveyance of second
class passengers by night
trains between these sta-
tions and the fares/passengers

night passengers, on pay-
ment of 2^d Class day
fares, into the same Carri-
ages with 2^d Class passen-
gers who pay the higher
night fare.

3. It is plain that
in the interests of tax pay-
ers in general, who
contribute to the guaranteed
interest on expended
railway Capital the
Government must in
the first place look to
the effect of any changes
which may be proposed
on the Traffic returns.
The Officers of the Com-
pany and Consulting
Engineer to whom the
petitioners

petitions in question have
been referred point out
that the apparent ana-
moly in the dispropor-
tionate increase of the
2^d Class fare at night
compared with that of
the 1st Class arises from
the relative lowness of
the 2^d Class day fare
which was deliberately
reduced by the Company
in 1867 with the sanction
of the Government, on
the hope that the numbers
ordinarily travelling
in the 2^d Class Carriages
would then include
a large class of well
to

to do natives. The
Government concur with
these Officers in considering
that this argument in
favour of low 2^d Class fares
does not apply to the
night trains which are
used principally by
Europeans and that any
reduction in the fare
would be inexpedient
as being likely to affect
unfavorably the traffic
receipts. The 2^d Class
day fare being less than
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half the 1st Class day
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tively. The Community
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reason to complain
of their position.
4. The Railway
Company in dealing
with the question of 2^d
Class return tickets, is
willing to make what
the Government consider
to be a liberal concession.
They propose to issue
2nd Class return tickets
throughout the year
available by day as
well as by night trains
for two days, at the
rate of one fare and
a quarter of the present
night

night fare and The Hon^r Secretary
the Governor in Council
has pleasure in according
sanction to this arrange-
ment.

The admission
of the servants of 1st Class
night passengers into the
2^d Class Carriages at
a reduced rate constitutes,
it must be allowed, a
not unreasonable ground
of complaint, but the
Company have suggested
a remedy which meets
with the approval of the
Government. The 2^d Class
night fare for servants
will be abolished and
they will be accommodated
by

by attaching to each train
a 3^d Class Carriage and
a special fare of 4 pice
per mile will be charged
in their case.

The Consulting
Engineer will request
the Company's Officers
to carry into effect as
soon as practicable the
proposals they have
made.

80
4
To The Cons^l Engr for Railways
Mr. J. W. Gentry and others
Editor's Table

Dec^r 12/6/12

Store enter No of

No 1439.

To
The Chief Commissioner
of Mysore

Sir,
In reply to Mr.
Secretary Campbell's letter
of

of the 16th February 1872 N^o 5506
forwarding a petition from
certain residents at Pan-
galore praying for a
revision of the prevailing
rates and an improvement
in the arrangements for
2nd class passengers tra-
velling on the Madras
Railway. I am directed
to forward a copy of
the Proceedings of Govt.
under date 11th June 1872
N^o 1438 approving of cer-
tain concessions which the
Railway authorities have
proposed to make for the ac-
commodation of the Community
to which the Petitioners
belong.

15-5-72

Recd 22nd Jan 1872 2.2.72

Desp 12/6/72
Copy of Govt. 1438 of 1872
22
2

Original

Gobt. of {1872} Madras.

PUBLIC WORKS.

To

THE CHIEF COMMISSIONER of MYSORE.

Dated June 11th.

Recd.

Encl.

12524/439

G. O., 11th June 1872, No. 1,439.

JUNE

No. 166

FORWARDING copy of Proceedings
on petitions from certain inhabitants of
Madras and Bangalore, praying for a
revision of the prevailing rates and an
improvement in the arrangements for
second-class passengers travelling in
night-trains.