

(1) Number of pages _____

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MADRAS RECORD OFFICE.

Government of Madras.

Public Works **DEPARTMENT.**

G.O. No.	1973	Press Mis.
315-16		
Dated	19th August 1872	

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
19th August 1872.*

No. 315. Read the following endorsement of the Acting Deputy Consulting Engineer for Railways, dated Madras, 26th July 1872, No. 390 —

From the Agent and Manager of the Carnatic Railway Company, to the Consulting Engineer for Railways, dated Madras, 24th July 1872, No. 501.

I HAVE the honour to acknowledge the receipt of your letter No. 182, with its enclosures, from the Postmaster General, marginally noted, and which are herewith returned

Nos 1,108-487 and 1,399-487 of 11th and 19th instant

2. In reply I beg to state that, with every desire to meet the convenience of the Postal Department, I do not feel at liberty to accede to the application for the conveyance of the mails by means of a trolly.

3. The question has already been referred to my Directors, and doubtless I shall be in possession of their instructions upon the matter in the course of three or four weeks from this time; in the interim I shall have no objection to convey the mails by special train, to leave Arconum at about 9 o'clock A. M., at a reduction upon the price quoted in my letter No. 455.

4. The average cost per train mile over all for the half-year ended 30th June 1872 was Rupees 1-4-5, and I would propose therefore to reduce the rate to that amount for the 38 miles which would be required to be run specially, or in round numbers to Rupees 48 per trip; and the average earnings per train mile for the same period having amounted to Rupees 2-8-1, I would undertake to reduce the charge to the Postal Department by all that the train may earn above that average.

SUBMITTED to Government.

2. On the 18th March last, Major Prendergast submitted certain correspondence which had passed between himself, the Postmaster General, and the Agent of the Carnatic Railway Company, regarding the provision of a weekly extra train for the conveyance of the Overland mail from Arconum to Conjeveram; and Government in their order thereon declined to call upon the Railway Company to run an engine, free of charge, for the exclusive accommodation of the Postal Department.

3 In his letter of the 9th June, No. 65, the second of a series of letters which I have now the honour to submit, the Postmaster General inquired what would be the cost for each trip of a special engine from Arconum to Conjeveram. The Agent of the Carnatic Railway stated in reply* that the charge would

* 13th June, No. 455. be Rupees 60 per trip; and, in my letter of the 14th June, No. 146, I endeavoured to show that the proposed charge was excessive At the same time

† 14th June, No. 568 I inquired† of the Postmaster General what was the largest sum that the Postal Department were prepared to pay for an extra postal train. The Postmaster

‡ 22nd June, No. 521 General in reply‡ stated that an establishment of runners would only cost the department Rupees 30 monthly, and would be available for daily work; from

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19th August 1872.*

which I infer that he would not be willing to pay even Rupees 30 per month for a weekly service only.

4 Major Bourke added that a trolley might answer his purpose, and asked what would be the cost of it. Upon the question being put to the Agent of the Carnatic Railway, Mr. Fisher stated that the cost for each trip of a trolley would be Rupees 3 for coolies, *in addition to a payment for the use of the line and trolley*. Mr. Fisher added that the trip would take four hours.

5. At the same time Mr. Fisher demurred altogether to the use of a trolley for the conveyance of the mails, stating that "the principle of employing trollies for traffic purposes is altogether objectionable to my mind, and that I could not entertain the proposition so to employ them without the special sanction and authority of my Directors."

6 The Consulting Engineer* then referred Mr. Fisher to Clause 20 of the contract entered into between the Secretary of State and the Carnatic Railway Company on the 1st March 1870, pointing out that the Company have contracted to convey Government mails, etc., "free of charge," also to "provide, free of cost, sorting carriages and any other kind of vehicle" which may be considered by Government to be requisite for the purpose or convenience of Post Office or its officials, and remarked that no proposal had been made to employ trollies for traffic purposes.

7. Mr. Fisher replied* that, in his opinion, the Company have only contracted "to convey, free of charge," the mails of the Government on or "over the railway by means of an ordinary Railway train," and that "the sorting carriages" or "other kind of vehicle," alluded to in the clause in question are vehicles of a description which may be attached to, and worked in connection with, the ordinary trains.

8 Mr. Fisher goes on to say that "the use of trollies on an open line of Railway is always attended with danger, and should, as it is on most Railways, be strictly limited to purposes of maintenance only and within limited distances," he then adds, "that a trolley used for the conveyance of mails might, and probably would, also be used for the conveyance of passengers and parcels without the knowledge or control of the Company's officials" and he concludes as follows "Mails are however ordinarily as strictly an item of traffic earnings as are passengers or parcels, and I should certainly not feel justified in allowing the use of the Railway for the conveyance of the latter by trolley without the special sanction or authority of my Directors," "and for this reason I do not feel that I could be justified in allowing the use of the Railway for the conveyance of the former by such a means without such sanction."

9. In his letter of the 23rd instant, No. 182, the Consulting Engineer informed the Agent that the Postmaster General had no wish to throw upon the Railway Company the expense of providing coolies for working the trolley; he pointed out that the mails would be conveyed in charge of a responsible officer of the Postal Department, and that there would therefore be ample security against

*Proceedings of the Madras Government, Public Works Department,
19th August 1872.*

the use of the trolley for improper purposes, and added that $2\frac{1}{2}$ hours was, in his opinion, ample time for a trip from Arconum to Conjeveram.

10. I have this day received the Agent's reply* in which he finally declines to convey the mails by means of a trolley without the special authority of his

* Dated 24th July, No. 501
Directors. Mr. Fisher however states that he will be willing to run an extra train at the rate of Rupees 48 per trip, and will "undertake to reduce the charge to the Postal Department by all that the train may earn above" the average earnings.

11. It is useless to submit such a proposal to the Postmaster General. If the Postal Department can maintain an establishment of daily runners for Rupees 30 per month, they will not pay Rupees 156 per month for a weekly train service.

12. There can, in my opinion, be no doubt that the Railway Company are bound, according to the letter and spirit of the contract, to run extra trains for the Postal Department on payment of the actual expenses thereby incurred; but even so the cost to the Post Office would be greater than that of an establishment of runners.

13. There remains the question of conveying the mails by means of a trolley. On the Madras Railway, full of traffic as it is, it would not be dangerous only but foolish to run trollies for the carriage of mails; on the Carnatic Railway, with no traffic to speak of, there can be no danger whatever in running once a week, in the middle of the day, a trolley from Arconum to Conjeveram, and setting aside the fact that the mails can never, under the terms of the contract, become "an item of traffic earnings" on the Carnatic Railway, I consider that if there were at any time of the day traffic to be accommodated which could be carried at a profit by a trolley, but could not be so carried by an ordinary train, it would be right and reasonable, as well as perfectly safe, on the Carnatic Railway to employ a trolley for its conveyance.

14. The "Mails and Troops" clause of the contract with the Carnatic Railway Company differs from the corresponding clause of the contracts with, I believe, all other Railway Companies in India, in that it imposes upon the Company the obligation of providing free of cost any special carriages which the Government may require for the use of the Post Office; an obligation, that is, to provide free of cost for the use of the Government something which is useless to them in their business as common carriers; there is therefore nothing directly repugnant to the spirit of the contract in construing Clause 8 as empowering Government to require the Company to run, free of charge, for the Post Office, trains which are useless for ordinary traffic purposes; this right Government have waved, but they may, I submit, require the Agent to run either an engine or a trolley on payment of the actual expenses incurred. The engine would be too expensive, but the Postmaster General is willing to pay for the trolley, and I recommend that the Agent of the Carnatic Railway Company be required to run a trolley, or at his discretion an extra train for the conveyance of the Overland Mails from Arconum to Conjeveram; but seeing that the requirements of the Post Office can be efficiently met, with perfect safety and without detriment to the interests of the Company, by a trolley service, I do not think that the Postal Department can be expected to pay for an extra train service more than the actual cost of working a trolley service, namely, Rupees 3 per trip.

15 Mr. Fisher's letter of the 27th June, No. 471, replying to Colonel Shaw-Stewart's letter of the 26th June, No. 156, has been forwarded to the Postmaster General for perusal, and will be submitted, as soon as it is received.

(Signed) C. H. P. CHRISTIE, Lieutenant, R.E.,
Acting Deputy Consulting Engineer for Railways.

No. 316. ORDER THEREON, 19th August 1872, No. 1,973.

RAILWAY, No. 47.

THE Government will await the result of the Agent's application to the Directors of the Carnatic Railway for

permission to run a trolley, for the convenience of the public, in conveying the weekly Overland mail from Arconum southwards.

2. The second question raised by the Postmaster General, with reference to the hour of starting from Arconum, must likewise remain in abeyance till orders are passed on the working of the present arrangement limiting the train service to one train each way daily.

3. The Agent's proposal will evidently not meet the wishes of the Postmaster General.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

To the Consulting Engineer for Railways
,, Public Department.

Ed. S. T. Austin.

Submitted to Government.
2. On the 18th March last Major Prindergast submitted certain correspondence, which had passed between himself, the Post Master General, and the Agent of the Carnatic Railway Company, regarding the provision of a weekly extra train for the conveyance of the overland mail from Arconum to Bangalore, and Government in their order therein declined to call upon the Railway Company to run an engine free of charge for the exclusive accommodation of the Postal Department.
3. In his letter of the 9 June, 1872, the record of a series of letters which I have now the honour to submit, the Post Master General inquired what would be the cost for each trip of a

Special

may be considered by the Government as
required for the purpose of convenience of
Post Office or its officials, and remarked
that no proposal had been made to
employ trolleys for traffic purposes.

Mr Fisher replied that in
provision the company have only con-
tracted to convey "for exchange" the
mails of the Government on or over the
"Railway train" and that the "rolling car-
riages" or other kind of vehicle, alluded
to in this clause in question, are
"vehicles of a description which maybe
attached to and worked in connection
with the ordinary trains."

8. Mr Fisher goes on to say that
"the use of trolleys on an open line of Railway
is always attended with danger, and
should, as in most Railways, be
strictly limited to purposes of maintenance
only and within limited distances" he
then adds that a trolley for the conveyance
of mails might probably, would also
be used for the conveyance of passengers
and parcels without the knowledge or control
of the company's officials and he concludes.

as follows; "Mails are however ordinarily
as strictly an item of traffic earnings,
as are passengers or parcels; and I should
certainly not feel justified in allowing
the use of the Railway for the conveyance
of the latter, by trolley, without the special
sanction or authority of my Director,"
and for this reason I do not feel that
I could be justified in allowing the
use of the Railway for the conveyance
of the former by such a means without
such sanction."

9. In his letter of the 23rd instant,
No 182, the Consulting Engineer informed
the Agent that the Post Master General
had nowish to throw upon the Railway
Company the expense of providing
coolies for working the trolley; he pointed
out that the mails would be conveyed
in charge of a responsible Office of
the Postal Department, and that
there would, therefore, be ample security
against the use of the trolley for improper
purposes; and added that 2 1/2 hours was
in

in his opinion ample time for a trip
from Arcunum to Comperam.

10. I have this day received the ^{dated} 24 July 1901
Agent's reply, in which he finally de-
clines to convey the mails by means of
a trolley, without the special authority
of his Directors. Mr. Fisher however states
that he will be willing to run an extra
train at the rate of Rs. 48 per trip, and
will "undertake to reduce the charge
to the Postal Department by all that
the train may earn above the average
earnings."

11. It is useless to submit such a
proposal to the Post Master General. If
the Postal Department can maintain
an establishment of daily runners for
Rs. 30.00 per month, they will not pay
Rs. 156 per month for a weekly train service.

12. There can, in my opinion, be
no doubt that the Railway Company are bound
according to the letter and spirit of the
contract, to run extra trains for the Postal
Department on payment of the actual
expenses

expenses thereby incurred; but even so
the cost to the Post Office would be greater
than that of an establishment of runners.
13. There remains the question
of conveying the mails by means of a trolley.
On the Madras Railway, full of traffic
as it is, it would not be dangerous only,
but foolish to run trolleys for the carriage
of mails; on the Carnatic Railway,
with no traffic to speak of, there can be
no danger whatever in running once
a week, in the middle of the day,
a trolley from Arcunum to Comperam
and setting aside the fact that the
mails can never, under the terms of the
contract, become an item of traffic
"earnings" on the Carnatic Railway, I
consider that if there were at any time of
the day traffic to be accommodated
which could be carried at a profit
by a trolley, but could not be so carried
by an ordinary train, it would be right
and reasonable, as well as perfectly safe, in the
Carnatic Railway to employ a trolley for its conveyance.

14. The "Mails & Troops" clause of the contract with the Searnatic Railway Company differs from the corresponding clause of the contracts with, I believe, all other Railway Companies in India, in that it imposes upon the Company the obligation of providing free of cost any special carriages which the Government may require for the use of the Post Office; an obligation, that is, to provide free of cost for the use of the Government something which is useless to them in their business as common carriers; there is therefore, nothing ^{directly} repugnant to the spirit of the contract, in construing clause 8 as empowering Government to require the company to run, free of charge, for the Post Office, trains which are useless for ordinary traffic purposes, this right Government have waived; but they may, submit, require the Agent to run either an engine or a trolley on payment of the actual expenses incurred. The engine would be too expensive, but the Post Master General is willing to pay for the trolley, and I recommend that the Agent of the Searnatic Railway Company be required to run a trolley; or at his discretion

an extra train for the conveyance of the overland mail from Arcot to Coimbatore; but seeing that the requirements of the Post Office can be efficiently met, with perfect safety and without detriment to the interests of the company, by a trolley service, I do not think that the Postal Department can be expected to pay for an extra train service more than the actual cost of working a trolley service — namely Rs 300. per trip.

15. Mr. Fisher's letter of the 27 June No 471, replying to Colonel Shaw Stewart's letter of the 26 June, No 156, has been forwarded to the Post Master General for perusal & will be submitted as soon as it is received.

W. H. Smith, Secy. R.R.

Actg Secy & Comr Engineer for
Railways.

Madras —
26 July 1872

To

The Secretary to Government
Public Works Dept
Fort St. George

7.

Carnatic Railway Co. / Sd /
Agent & Manager's Office.
Madras 17 June 1872

I J. Fisher Esq^r

Agent PManager.

Camatic Railway Co

$$J$$

St. Col. J. H. M. Shaw Stewart R.E.
Cons. Engineer for Railways
Madras

Lee

In reply to your letter No 146. I have the honor to state that my calculations were based upon the existing arrangements, under which one train per day is run, and not under the arrangements of last year when two trips were performed..

2. A reference to the accounts show that under these arrangements 3458 train miles have been run and the total expense in all departments were \$3988 for the quarter ended March 1872 which gives an average cost of \$1.15 per train mile as stated in my letter No 455.

3. Taking the particular items enumerated in para 4 of your letter under reply for the same period I find the charges aggregated Rs 1286. as per margin so that the tram mileage having been 3458. the cost per tram mile was Annas 6. and not Annas 3.9 as was the case in the period reviewed in your letter.

4. Without more than simply recommending

Cost of Materials in Maintenance 1 st of Permanent Way	Rs 353. 10. 2	not appreciably affected
" Labor in fueling & cleaning	51. 3. 0	ways not at all affected
" Fuel	502. 1. 5	"
" Water	34. 2. 0	ways not at all affected
" Oil tallow and small stores	80. 13. 7	"
" Repair of Engines 1 st	262. 11. 1	not appreciably affected.
	<u>1285. 9. 3</u>	

reminding you of the apparent impudence
of basing your views upon a state of
things differing materially from those
which exist at the present time, I would
respectfully submit that the G^o may not
be called upon to afford special accom-
modation for the Postal Authorities without
a reasonable return beyond absolute cost.
I have the honor to be.

Sir
Your most Obedt. Serv^t
for J. Fisher
Agent & Manager

No 521
487
J.

Postmaster General's Office
Colacumund 22 June 1872.

7
The Consulting Engineer?
for Railways
Madras

Sir,

I have the honor to acknowledge the
receipt of your letter of the 14th Instant N^o
558 and in reply to inform you that an
Establishment of runners would cost the
Department only 30 Rupees a month and
be available for work daily. As if even
this amount is accepted by the Tramway
Company for each trip for a special engine
the cost for 4 weeks would be four times
as great or Rs 120. the proposal for employ-
ing a special engine must therefore I
fear be given up.

2- As a Trolley may answer the purpose
and the cost of employing one would probably
be trifling I shall be obliged by your inform-
ing me what would be its cost?

3- I take this opportunity to bring to
your notice that the hour at which the

Train

Railway Department

Consulting Engineer's Office

No. 156

Sr.

The Agent and Manager,
Barnack Railway Company.

Sir,

No. 521
487
22nd June 1892.

With reference to the enclosed
copy of a letter from the Post Master General,
I have the honour to request that you will
be so good as to let me know, at your
earliest convenience, what would be the cost
of running a trolley from Arcanum to Con-
greveram, and what time it would properly take.

2. Please say that you will
be so good as to state whether there are any
objections to make the train from Arco-
num to Congreveram start in future at 9.0.
a.m., or immediately after the arrival of
the train which leaves Harrods at 7.0 a.m.,
and is due at Arcanum at 8.55.

Harrods
26 June 1892

I have &c.
J. H. M. Shaw Esq.,
Consulting Engineer for Railways.
1 True Copy

William H. Shaw Esq.,
Consulting Engineer for Railways

24 June 92

W. H. Shaw Esq.

Railway Department

Consulting Engineers Office

No 160

From

Lieut Coll. J. H. M. Shaw Stewart R.E.

Cons Engineer for Railways

To

The Agent and Manager

Carnatic Railway

Sir

Dear Sir

I am acknowledging receipt of your letter dated the 27th Ultimo, at 4 P.M. I have the honour to draw your particular attention to clause 20 of the Contract entered into between the Secretary of State and the Carnatic Railway Company on the 1st March 1870. You will observe that the Company have agreed to carry as the railway the Government Mails, &c., free of charge, also to provide free of cost, sorting carriages, and any other kind of vehicle which may be considered by Government to be requisite for the purposes or convenience of the Post Office or its Officials.

2

With reference to these provisions

PW 13625/72

provisions in the Contract, I have the
honour to request that you will be so
good as to explain what is meant in
paragraph 2 of your letter under acknow-
ledgement by the words "the hire of the
trolley and the use of the line being an
additional cost".

3. Also in paragraph 3 what
is meant by the words "that the principle
of employing trolleys for traffic purposes is
altogether objectionable to my mind, and
that I could not entertain the proposition
to employ them without the special
sanction and authority of my Directors".

I am not aware that any proposal to
employ trolleys for traffic purposes
has ever been made by this office.

The favour of a reply
is requested at your early conve-
nience.

Madras
1st July 1872

I have &c.
(Signed) J. H. M. Shaw Stewart. Lieut Col.
R.E.
Cons Engineer for Railways.

(True Copy)

W. H. White. Lieut R.E.
Ag Dy Cons Engineer for
Railways.

Railway Department

Consulting Engineer's Office

N^o 591.

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10

S^r

The Post Master General,

Madras.

Sir,

A copy of your letter dated the 22nd instant, N^o 521, was sent to the Agent of the Carnatic Railway Company, and I have the honour to enclose his reply for your perusal. You will observe that he estimates the time which would be occupied by a trolley between Arcanum and Conjeevaram at 24 hours, and the cost at Rs 3 per trip.

2. With reference to the concluding words of paragraph 2 of the Agent's letter, also with reference to paragraph 3, I have drawn his attention to the provisions contained in Clause 20 of the Company's Contract, which seem to be altogether opposed to the claims now made by the Agent.

I have &c.

100/1 J. H. & Co. Shaw Stewart, L^{td} & Co.

Cons. Engineer for Railways.

1 True

PM 3625/72

N^o 471 - 27 June 1872. Original with Enclosures to be returned.

Madras 2
1 July 1872 3

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1/2

1/2

Carnatic Railway Company, Limited, 11

AGENT'S AND MANAGER'S OFFICE,

MADRAS, 6 July 1872

No 480

From

J. J. Fisher Esq.

Agent & Manager

Carnatic Railway Co.

To

St. John L. M. Shaw Stewart, R.E.

Cons Engineer for Railways.

Madras

Sir

I have the honor to acknowledge the receipt of your letter No. 160, and in reply to observe, that by the Contract between the Co. and the Secretary of State I understand the former to have agreed to convey "free of charge" the mails of the latter on or over the Railway by means of an ordinary Railway train, such as is ordinarily adopted to and used for Railway communication; and that clause 20 does not contemplate the Co. being called upon to allow a trolley to be specially used for such a purpose.

2 The "porting carriages" or "other kind of vehicle" alluded to in the clause in question are clearly in my opinion, vehicles of a description which may be attached to and worked in common with the ordinary trains - and were it otherwise it would appear that the Govt. might call upon the Co. to convey by trolley, officers or men belonging to H. M. European & Indian Forces or to the Police.

an

arrangement which as I believe was clearly not the intention of the clause referred to.

3 With reference to Para 2 of your letter under reply, I beg to explain that by para 2 of this Office letter N^o 471 it was intended to express what in my opinion would be about the cost of working a trolly by manual labor, exclusive of the money value of the use of the line and the vehicle whatever that might be, and in presence of clause 8 of the contract, in which the Co. are empowered to charge "such tolls for the use of the Railway and Telegraphs respectively as they shall think fit". It does not appear to me that the use proposed to be made of the line by the Postal department by means of a trolly for its sole benefit, was such a conveyance of mails free of charge as was contemplated or intended in the contract.

4. With respect to the 3^d para in your letter under acknowledgements, I would respectfully submit that the use of trolleys on an open line of Railway is always attended with danger, and should as it is on most Railways be strictly limited to purposes of maintenance only and within limited distances; upon this Railway at the present time these objections may perhaps have but little weight, but there is the further objection that a trolly used

12
used for the conveyance of mails, might & probably would also be used for the conveyance of passengers & parcels without the knowledge or control of the local officials, and in principle the arrangement is therefore objectionable.

5. Mails are however ordinarily as strictly an item of traffic earnings, as are passengers or parcels, and I should certainly not feel justified in allowing the use of the Railway for the conveyance of the latter, by trolly without the special sanction & authority of my Directors, and for this reason I do not feel that I could be justified in allowing the use of the Ry for the conveyance of the former by such a means without such sanction.

I have the honor to be

Sr

Your most Obedt Servt

Geo. J. Fisher
Agent & Manager

No. 1108
487

Postmaster General's Office,
Madras, *Recd 11 July 1872.*

12
13.

To

The Consulting Engineer
for Railways
Madras

Sir,

In continuation of my letter No. 521 of 22nd June 1872 and in reply to yours No. 591 of the 1st July 1872, I have the honor to state that it appears to me that the arrangement for a Trolly to carry the Overland Mails from Arcorum to Conjiveram can be carried out with great benefit, provided the Agent of the Carnatic Railway Company will run the Trolly from Arcorum to Conjiveram in 2½ hours instead of 4. the whole distance is under 19 miles and I think you will agree with me that a Trolly should do that distance easily in 2¼ hours without any additional expense.

553

From
Agent & Manager
Carnatic Railway Co.
To the Consulting Engineer
for Railways

Dated 6th July 1872
Decd. 6.

No. 480

Relative to the clause in
the Contract about carrying
Mail, Free, and forwarding
Vehicles &c -

100/100 26/25/12

expense instead of 4 as stated by the Agents
Marnatic Railway Company, 4 hours is
more than the time that would be occupied
by runners carrying the Mail.

If this arrangement could be com-
pleted, it would be an immense boon to
the station south of Conjeeram, as they
would get their Overland Mails 9 hours
earlier than under the existing system.

I have the honor to be
Sir.

Your most Obedt Servant.

[Signature]

Postmaster General

Railway Department

Consulting Engineer's Office
14

N^o 624

From

Lieut Coll. J. H. M. Shaw Stewart R.E.
Cons. Engineer for Railways.

To

The Postmaster General

Sir

With reference to your letter of
the 11th Instant, N^o $\frac{1108}{487}$, and previous cor-
respondence, I have the honour to request
that you will be so good as to let me know
whether it is part of your proposal that the
hire of the trolly coolies should be paid by
the postal department. I do not under-
stand whether you propose that the cost of
the Coolies should fall on the Post Office,
or on the Railway Company.

I have &c.

Madras
15th July 1872

(Signed) J. H. M. Shaw Stewart Lieut
Coll. R.E.
Cons. Engineer for Railways.

(True Copy)

Arthur L. Lieut R.E.
Ag. Dy. Cons. Engineer for
Railways

x *[Signature]*

No. 1399
487

Postmaster General's Office,
Madras, 19 July 1872.
15

To

The Consulting Engineer
for Railways
Madras.

Sir,

In reply to your letter of the 13 July 1872, N^o 24, I have the honor to inform you that this Department will be willing to pay for the coolies, provided the trip is accomplished in the time mentioned in my former letter.

It was also understood that the total cost would not exceed 3 Rupees each trip, and as it is only proposed to run the trolly with the Overland Mails, it would only be a weekly service or a maximum payment of 156 Rupees per Annum.

I beg to enclose you the cover of your letter under reply. From an inspection it would appear that it bears the Mount Road and Madras Postmarks of the 16 July, the date of the letter, being the 13 July. If it was posted on the 13 it would appear to have been delayed in the Mount Road office. If you think such was

the case, I shall be glad to make further enquiries
respecting the matter.

I have the honor to be
Sir
Your most Obedt Servant

Wm
Postmaster General.

22 July 72

Wm. P. Roberts

Railway Dept

Sir

Comm. Engrs Office

No 182

76

Lieut C. M. P. Leighton R.E.
Adj. Engrs Comm Engrs Hd. Qrs

S.

The Agent and Manager
Canadian Railway Company.

Sir.

In forwarding herewith
the letters from the Postmaster General,
No 11088 of July 1872
13998/19
(to be returned) I have the honor to request that you
will reconsider the views expressed
in your letter of the 6th instant, No 1280.
The Postmaster General does not wish
to throw on the Company the cost of
the coaches for working the traffic, and
seeing that the mails will be carried
in charge of a responsible servant
of the Postal Department, you will
I am sure, admit that there is
ample security against the traffic
being used for the conveyance of
passengers

passengers and goods. I am further
of opinion that the time named
by the Postmaster General, namely
2 1/2 hours, is ample for a trip
from Arcanum to Bangalore.

I have &c.
Madras
23rd July 1872
Signed / J. J. Fisher Esq. Lt Col.
Agent & Manager: Ceylon & Madras
Spec copy /

Attest: Lt Col.

Ag. J. J. Fisher Esq. Lt Col.

PM 3625/2

N^o 501.

Carnatic Railway Co Ltd
Agent & Manager's Office,
Madras 24 July 1872:

From

J. J. Fisher Esq.

Agent & Manager,

Carnatic Railway Co

To

Lieut. Col. A. M. Shaw Stewart R E
Cons. Engineer for Railways.
Madras

Sir,

I have the honor to acknowledge
the receipt of your letter N^o 182 with its
enclosures from the Post Master General
marginally noted, and which are here-
with returned.

2. In reply I beg to state that with
every desire to meet the convenience of the
Postal department I do not feel at liberty
to accede to the application for the conveyance
of the mails by means of a trolley.

3. The question has already been referred
to my Directors and doubtless I shall be
in possession of their instructions upon the
matter in the course of three or four weeks
from this time. In the interim I shall
have no objection to convey the mails by
special train to leave Arcanum at about
9 o'clock a.m. at a reduction upon the price
quoted in my letter N^o 455.

4. The average cost per train mile, over
all, for the half year ended June 30 1872

was

N^o 1108 & 1322
487 487
of 11" x 19" inch

was Rs. 1..4..5. and I would propose -
therefore to reduce the rate to that -
amount, for the 38 miles which would
be required to be run specially, or in
round numbers to Rs. 48. per trip; and
the average earnings per train mile for
the same period having amounted to
Rs. 2..8..1 I would undertake to reduce
the charge to the Postal Department by
all that the train may earn above that
average..

I have the honor to be
Sir.

Your most Obedt. Servant

J. J. Fishers
Agent & Manager

Postmaster General's office 18
Madras 15th April 1872

No 332

To The Consulting Engineer for Railway
Madras

I beg to invite your attention
to my No. 7479, dated 13th March 1872
and to request the favor of an early
reply thereto

I am Sir
Your most Obedt. Servant.

H. P. S.
Postmaster General

Subject

Requesting to be informed whether
the Carnatic Railway Company can
be directed to run a special engine
from Arcot to Coimbatore for
the conveyance of the Overland
Mail.

No. 65
187

Patna railway office
Oct 9th June 1872

Sr,

The Consulting Engineer
for Railways
Madras.

Sir,

Referring to Government
Order No. 977 of the 15th April 1872,
I have the honor to request
the favor of your informing
me what the cost would
be for each trip of a special
engine from Arcot to
Chennai.

I have the honor to be

Sr,
Yours most obedt Servt

Postmaster General

J. H. L.

Railway Department

No 143

Consulting Engineer's Office

20

From

Lieut Col. J. H. M. Shaw Stewart P.E.

Cons. Engineer for Railways.

To

The Agent and Manager
Carnatic Railway.

Sirs

I have the honour to request
that you will be good enough to let
me know what would be the cost to the
Postal Department for each trip of
a special engine from Arcot to
Conjiveram.

Yours &c

Madras }
11th June 1872 }

(signed) J. H. M. Shaw Stewart Lieut
Col. P.E.
Cons. Engineer for Railways.

(True Copy)

Attest Lieut P.E.

Ag. Dy. Cons. Engineer for
Railways.

(35)

PM 13625/72

Cost 60 cent

11 June 72 -

JS

CARNATIC RAILWAY CO., (LIMITED)

AGENT AND MANAGER'S OFFICE,

MADRAS, 13th June 1872. 21

No 455

FROM

J. T. Fisher, Esq^r

AGENT AND MANAGER, CARNATIC RAILWAY CO.,
Madras.

TO

Lieut. Col. J. H. M. Shaw. Stewart & Co.

CONSULTING ENGINEER FOR RAILWAYS,
Madras

SIR,

In reply to your letter No 143. I have the honor to state that the cost to the Postal Department for a special Engine from Arcanum to Conjevaram would be Rs. 60-0-0. This is calculated at the rate of Rs. 3 per mile for 20 miles, the minimum distance for which special trains are charged on the Madras Railway. As you will see from the accounts the average expenditure per train mile is Rs. 1-2-6, while the average receipts per train mile amount to Rs. 2-12-0. it will therefore be apparent that this is a moderate charge considering that the Engine will have to make a double trip or in other words run 38 miles.

I have the honor to be

Yours most obed^t serv^t

J. T. Fisher
Agent & Manager

PWT 3625/72

Railway Department.

Consulting Engineer's Office

To

The Post Master General.

Madras.

Sir,

In reply to your letter of the 9th instant, No. $\frac{65}{487}$, I have the honour to forward copy of letter received this day from the Agent and Manager of the Coromandel Railway Company; from which you will see that the Agent is prepared to run special trains, for the conveyance of the European mails from Arcanum to Bangalore, at a charge of Rs 60 per trip.

2. I consider the charge a high one, and I am writing to the Agent to suggest that some reduction might be made; in the meanwhile it wants, I think, facilitate an arrangement if you were to state what is the largest sum which the Postal Department is prepared to pay for this service in preference to resorting to runners.

I have &c.

Jos. C. P. Christie, Esq.,
Genl. Engineer for Railways

Madras
10th June 1892

1 True

From
M. C. 3625/2

The Agent and Manager,

COROMANDEL RAILWAY COMPANY,

(LIMITED),

MADRAS

To

The Consulting Engineer

for Railways.

Dated 13th June 1892

Recd. 14th June 1892

No 455

Antenates that the
charge for a special
engine from Arcanum
to Bangalore would
be Rs 60.

Received from the
Post Office at 10/10/92

1/25/91

Mr. White Lieut. Col.,

Chief of Land Engineering Railway

P.M. 3625/92

Railway Deptt

No 146

Cons. Eng. Office

23

The Agent and Manager,
Carnatic Railway Company
Secy

I have the honour to
acknowledge the receipt of your letter of
the 13th instant, No 456, informing me
that the charge for a special engine
from Arcot to Coimbatore would
be Rupees 60-0-0.

2. This charge is based
upon the Madras Railway rates, and
is supported, in your opinion, by the
consideration that the average cost
per train mile is Rupees 1-2-6, and that
the distance to be travelled is 38 miles.

3. You have not stated
the manner in which the cost per train
mile has been arrived at. Taking
the figures for the year 1891 as a guide, I

find

certain that the Postal Department
will resort to a service of runners
in preference to paying Rupees 60 per
week for the special train service

Have 1/6-
Signed J. P. Christie
14 June 1923
J. P. Christie
J. P. Christie
(True copy)

Arthur Christie
J. P. Christie

P.M. 3/25/2

Public Works Department
No 93
Proceedings of the Madras Government
Read the following
From the Dy. Comm. Engrs for
Railways Madras } N.E. No 390 of 26 July 1923

The Government
will await the result
of the Agents application
to the Directors of the
Carnatic Railway

for permission to run
a. Trolley, for the con-
venience of the public,
in conveying the weekly
Overland mail from
Arcanum southwards.

I do not wish to
say we must not
insist on the limit.
being arranged by
the Government
the Government
at present R.N.

Ch 3625

Govt. of 1872: 31/10/73.

PUBLIC WORKS.

The Consulting Engineer
for Railways

also

ed.

Encl 17

G. O. 19 Aug 73 No 1973.

Nos. 315 & 316

Passing orders on
from the C. Eng^r for
the subject of
a trolley to
carry loads on
from Arcconum to
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