

- (1) Number of pages _____
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MADRAS RECORD OFFICE

Government of Madras

Public DEPARTMENT

G.O. No.	Press
B.P. No.	Mis.
Dated	18

Not to be folded or roughly handled

No. 189. Read the following letter from Lieutenant-Colonel J. H. M. SHAW STEWART, R. E., Consulting Engineer for Railways, to Colonel G. W. WALKER, R. E., Secretary to Government, Public Works Department, dated Madras, 26th May 1873, No. 289:—

As directed in the Order of Government, No. 1,813, dated 31st July 1872, I have the honour to submit, for the information of Government, a comparative statement showing the results of the extension of the cooly-class fare of 2 pies per mile to the stations between Jollarett and Coimbatore, from 1st August 1872 to the 31st January 1873.

2. The statement shows that, although there has been an increase in the number who availed themselves of the reduction in the charge, there has been no corresponding addition to the revenue. In fact, that there has been a considerable falling off—Rupees 40,704—in the total receipts during the six months when the cooly-class fare was in force, as compared with the corresponding period of the previous year.

3. The Traffic Manager, in his report appended, assigns no reason for this falling off in receipts, but considers that the Company have indirectly benefited by the introduction of the lower rate.

MAADRAS RAILWAY.

Comparative Statement showing the Third-class Traffic for 1871, and the Third and Cooly-class Traffic for 1872, during the Months of August, September, October, November, December and January, between Sollarpett and Coimbatore.

1871.										1872.										1872 COMPARED WITH 1871.									
THIRD-CLASS.				THIRD-CLASS.				COOLY-CLASS.				TOTAL.				No.				AMOUNT.									
No.	Amount.	Average Mileage.		No.	Amount.	Average Mileage.		No.	Amount.	Average Mileage.		No.	Amount.		Increase.	Decrease.	Increase.	Decrease.											
25,027	RS. 26,463	68		23,971	RS. 20,404	55		8,020	RS. 3,704	41		32,591	RS. 24,198		7,564	...	...	2,435											
25,178	17,939	46		21,413	14,342	43		7,577	3,280	42		28,990	17,662		3,812	...	...	277											
26,870	18,696	45		23,672	15,724	43		8,080	3,519	42		31,752	19,283		4,882	...	587	...											
26,936	18,595	44		21,577	14,117	42		8,481	3,411	39		30,038	17,561		3,122	...	...	1,034											
34,836	25,657	47		24,581	19,014	50		9,531	4,283	43		34,112	23,297		...	724	...	2,360											
28,843	20,330	...		25,424	18,986	...		9,573	4,298	...		34,997	23,244		6,154	...	2,954	...											
167,690	1,27,850	...		140,638	1,02,717	...		51,862	22,568	...		192,500	125,285		18,256	...	...	2,565											
20,515	48,324	...		6,126	10,185	...		...	...	...		6,126	10,185		...	14,389	...	38,139											
1,88,205	1,76,174	...		146,764	1,12,902	...		51,862	22,568	...		198,626	1,35,470		4,267	...	...	40,704											
Grand Total...																													

WART, Lieut.-Colonel, R. E.,
Consulting Engineer for Railways.

(Signed)

SHAW-STEWART, Lieut.-Colonel, R. E.,

MADRAS,
26th May 1873.

From H. E. CHURCH, Esq., Traffic Manager of the Madras Railway Company, to W. BARTON-WRIGHT, Esq., Acting Agent and Manager of the Madras Railway Company, dated
 Madras, 22nd May 1873, No. 381-337.

Cooly Class Traffic.

CONSULTING Engineer's letter No. 444, dated 14th instant.

The accompanying statement exhibits the third-class traffic for six months ending January 1872, and the third and cooly-class traffic for corresponding period ending 1873, between Jollarpett and Coimbatore.

The total numbers were as follow :—

1871-72, third-class, only...	...	...	...	...	...	167-690
1872-73, third and cooly-class	...	...	...	...	...	192-500

Increase per cent.	14.80
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The revenue derived from these passengers was—

						RS.
1871-72, third-class, only...	...	...	...	...	...	1,27,850
1872-73, third and cooly-class	...	...	...	...	...	1,25,285

Decrease per cent. 2.00

Although on this particular section of the line there was a falling off in the revenue, there can be little doubt that indirectly the Company were considerable gainers, as many of those who were tempted by the coolie fare to patronize the railway between Jollarpett and Coimbatore were new customers on other sections of the line as well.

No. 190.

ORDER THEREON, 14th June 1873, No. 1,561.

RAILWAY, No. 28.

RAILWAY, No. 28.

His Excellency the Governor in Council observes that the extension of the cooly-class rate from Jollarpett to Coimbatore has not been financially successful, but he has no doubt that the Acting Agent and Manager will watch the continued working of the measure with the utmost attention. His Excellency in Council will be glad to be furnished with the result after a further period of six months, as well as with any facts which the Agent and Manager may consider corroborative of his impression that the Company are indirectly gainers by the concession they have made.

(True Extract.)

Colonel, R.E.,

Secretary to Government.

To the Consulting Engineer for Railways.

Exd. E. C. Shunker.

Spare Copies.

Railway Department. Consulting Engineer's Office
No. 289 3

From

Lt Col. J. H. M. Shaw Stewart. C.E.
Consulting Engineer for Railways

To.

Col. C. W. Walker

Secretary to Government

Public Works Department

Fort Saint George.

Enclosures 2

Sir,

As directed in the
Order of Government No 1813 dated
31 July 1872, I have the honour to
submit, for the information of Govern-
ment, a comparative statement showing
the results of the extension of the cooly
class fare of two pice per mile to the
stations between Jollarpett and Jambatre,
from 1 August 1872 to the 31 January 1873.

The

2. The statement shows that, although there has been an increase in the number who availed themselves of the reduction in the charge, there has been no corresponding addition to the revenue. In fact, that there has been a considerable falling-off. £40,704, - in the total receipts during the six months when the coolie class fare was in force, as compared with the corresponding period of the previous year.

3. The Laffie Manager, in his report appended, assigns no reason for this falling-off in receipts, but considers that the Company have indirectly benefited by the introduction of the lower rate,

I

I have the honor to be
Sir

Your most obedient servant.
Matthew St. J. R. E.
Consulting Engineer for Railways

Madras D.
26 May 1873
G. R. S. R.

1561
No 3103

1561
No 3103

P. W. D. 4

3103

Proceedings of the Madras Government,
Under date the 187 .

Read the following:—

From the Eng. Insp., Mys. (H.R. No 289 of 26 May/73)

His Excellency
the Governor in Council
observes that the extension
of the Cooly-Clasp rate
from Jolarpett to Coim-
batore has not been
financially successful,
but he has no doubt
that the Acting Agent
and

W.R.

P. W. 1873
From the Eng. Insp.
H.R. No 3103.
See Remuneration
for the Survey

For the Survey to Coim-
batore
P. W. 1873
From the Eng. Insp.
H.R. No 3103.

Dated 26 May 1873
From the Eng. Insp.
H.R. No 3103.

Submitting for the
consideration of the
Commissioners of the
Survey the results of the
valuation of the only class
of land between Jolarpett
and Coimbatore
H.R. 1561-14 June 1873.

1561
No 3103

and Managers will watch
the continued working of
the measure with the
utmost attention. His
Excellency in Council
will be glad to be furnished
with the result after a
further period of six
months, as well as with
any ~~particulars~~ ^{facts} which
the Agent and Managers
may consider ~~necessary~~
corroborative ~~of~~ ^{of}
his impression
that the Company
are indirectly
gainers by the
concession they
have made.

G.M.W.

N^o 189-90.

and Col 27 May 1890

Govt. of 1873 Madras
PUBLIC WORKS.

The Hon. Secy to Govt
Railways

Recd.

Recd.

Encl. 2

G. O. 14th June 1873, No. 1561.

Nos. 189/191

Copy Circs. Passing
orders on letter from the
Hon. Secy reporting the re-
sult of the extension of
the early class rate of
fare between Mangalore
& Mombasa, Madras

By:

The Comd^g Engr
for Railways
dtd 23/6/73