

(1) Number of pages _____

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

G.O. No.	2006-2007	Press
B.P. No.		Mis.
190-6192		
Dated	13. 8.	18/3.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
13th August 1873.*

No. 190. 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, 7th July 1873, No. 354:—

IN compliance with the instructions conveyed in the Order of Government, dated the 16th April 1873, No. 1,103, I have the honour to submit letters* from the Agents of the Madras and the Great Southern of India Railway Companies, dealing with the subjects discussed by the Government of India in their letter, dated the 13th March 1873, No. 428-G.R., and with the proposals of the Director-General of Telegraphs appended thereto.

2. It will be seen that both Agents are of opinion that clause (d) of the Rules proposed by the Director-General requires modification or explanation. Examples are given in their letters of instances in which inconvenience and delay would arise from adhering to the letter of the clause as it stands.

3. The Agent of the Great Southern of India Railway states that, in his opinion, the altered wording of clause (a) is unnecessary, inasmuch as the Government of India have intimated that the instruments used for train signalling are exempt from the arrangement therein ordered.

4. With reference to clauses (f) and (g), the Agent of the Madras Railway is of opinion that the modes of division hitherto in force are more equitable than those now proposed.

5. I agree with the Railway Authorities that clause (d) requires modification; and it seems to me that, by altering it to stand somewhat as follows, it would be free from objection:—

(d.) Messages for places on another railway, the telegraph of which is connected with that of the receiving railway, will be sent as follows:—

1st.—If neither the Receiving Office nor any intermediate Railway Office be connected with a Government Office, the message may be sent by the wires of the two railways.

2nd.—If the distance between the Receiving Office and the place to which the message is addressed, as measured along the wires of the two railways, be shorter than the distance as measured along any other wire or wires by which the message could be sent, it may be sent by the wires of the two railways.

3rd.—In all cases to which neither of the two foregoing conditions applies, the message shall be transferred to the Government Office at the Receiving Office or at an intermediate Railway Office.

6. I beg that the attention of the Government of India may be drawn to the suggestion made by the Traffic Manager of the Madras Railway, viz., that the administration which receives the message from the sender should be allowed to retain, as its share, all charges received for a message, and that the administration to which such message is transferred should be bound to forward it free of charge

*Proceedings of the Madras Government, Public Works Department,
13th August 1873.*

to its destination. I believe that much labour and correspondence might be saved by adopting the suggestion.

7. In dealing with the question, I beg the Government of India will bear in mind that, in this Presidency at least, no desire to compete with the Government Telegraph Department has ever been manifested by the Railway Companies, and that the existence of any combination for this purpose between the Companies has never been even suspected.

From W. S. BETTS, Esq., Agent of the Great Southern of India Railway, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Negapatam, 22nd April 1873, No. 5,006.

Your letter No. 173, of the 18th instant.
So far as this Company is concerned, there is no desire to compete with the Government Telegraph Department. All that we require is to use our telegraph for our own purposes, and to work it under the exclusive control of our own officers.

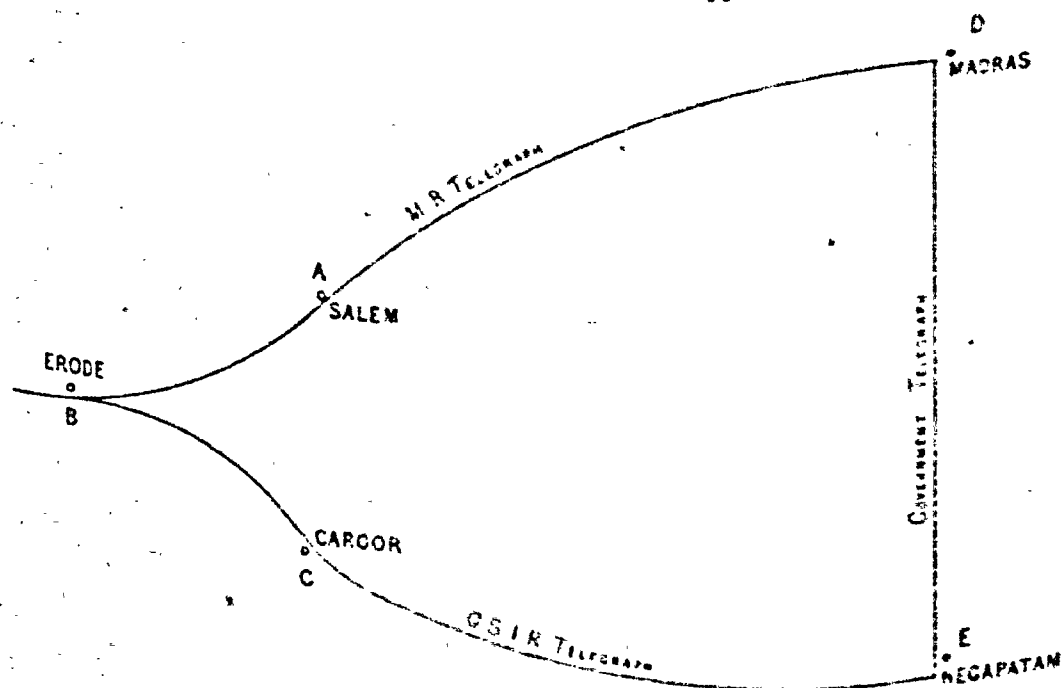
At the same time we are willing to continue to transmit public messages over the railway wire, if Government desire us to do so.

It is provided in this Company's License that in respect of instruments, alphabet, and transmission of messages the system adopted on the lines of the Government Electric Telegraph shall be adopted. This provision, so far as concerns the transmission of public messages, is in force, and the altered wording of clause "a" is unnecessary. The Government of India has intimated that the instruments used for train signalling are exempt from the arrangement.

With the foregoing exception, I do not see any objection to the adoption of the other clauses of paragraph VIII.

I would suggest, however, that clause "d" be modified. The second rule of this clause provides that if there be a Government Office situated at any "intermediate" place through which the message would pass, the said message must be transferred to the Government wire, etc., etc.

Nothing is said as to the route to be adopted, and upon that depends whether there will be an "intermediate" Government Office or not. For instance, suppose a message has to be sent from Salem to Caroor:—



*Proceedings of the Madras Government, Public Works Department,
13th August 1873.*

If the message be sent by route A B C there will be no "intermediate" Government Office, but if it be sent by route A D E C there will be the "intermediate" office at Madras.

As the interests and convenience of the public are carefully studied would it not be well to arrange that such of their telegrams as come under the second rule of clause "d" may be sent by the combined railway route, if there be no Government wire in direct communication between the two points.

Paragraph IX. should specify that the connecting wire between the Government Office and the Telegraph Office must be worked by or at the cost of the Government Telegraph Department.

From J. W. MELLIS, Esq., for the Acting Agent and Manager of the Madras Railway Company, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Madras, 23rd June 1873, No. 435.

With reference to your letter No. 367, dated the 18th of April 1872, and to the order* of Government which accompanied it, I have the honour to inform you that the Traffic Manager

* No. 1,103, 16th April 1873.

assures me that on this line the orders of Government have been most scrupulously observed in respect of messages tendered at a Railway Office where a Government Office exists.

2. With regard to the Rules referred to in paragraph 10 of letter No. 419, from the Officiating Director-General of Telegraphs in India, to the Secretary to the Government of India, dated the 15th of January 1873, the Traffic Manager offers the following observations:—

"(d.) The words 'or any intermediate (2nd) office,' in the third line, and 'or such intermediate Railway Office,' in the fifth line, should, in my opinion, be expunged, inasmuch as the transfer of a message *en route* would invariably retard its progress, and the delay might be attended with great public inconvenience. Take, for instance, a message tendered at Arcopum Railway Office (where there is no Government Office) addressed to Negapatam, where a Government Office exists. According to the letter of this rule, it would be necessary to transfer this message to Vellore (where a Government Office exists), and as the Government Office is situated four miles from the Railway Office, and is not connected by wire, the transfer must be made by hand, and this operation would occupy at least an hour, while the operation of sending the message by the wires of the two Railway Companies to Negapatam would only occupy five minutes at most.

"(f.) Under existing orders the charge for a message sent partly over Government and partly over the wires of more than one Railway Company, is divided equally between the administrations concerned, and this seems to be the most equitable mode of division.

"(g.) The proportion received by this Company, and by the Government, for all messages sent direct from the Railway Receiving Office to a Government Office connected therewith, and *vice versa*, is one-half the charge made for the message, and this proportion was fixed by Colonel Robinson as the fairest arrangement, in his opinion, for both parties, but the Rules provide for one-eighth of the charge only.

"With reference, however, to the division of charges for messages interchanged between the Government, and, say, one Railway Company, I cannot help thinking that matters would be considerably simplified, and account-keeping entirely saved, if some arrangement could be made whereby the forwarding administration should be allowed to retain, as its share, all charges received for a message so forwarded, and the receiving administration should be bound to transmit it free of charge to destination. In our own case, some such an arrangement would be a great relief from the tedious correspondence which sometimes takes place upon a question of 8 annas, to say nothing of the saving to be effected in the time now occupied in compiling the accounts, and supporting them with certificates, to bring out a balance of a few rupees either on one side or the other."

3. I concur in the views expressed by the Traffic Manager, and consider that the suggestion contained in the last paragraph of his report is particularly worthy of the consideration of the Government.

*Proceedings of the Madras Government, Public Works Department,
13th August 1873.*

4. The settlement of the accounts relating to through messages exchanged between the Madras Railway and the Government wires is effected through your office, and you are aware that the sums exchanged each month are very small in comparison with the work entailed by the keeping of the accounts. I trust, therefore, that you will agree with me in thinking that, as far as the Madras Railway is concerned, it would be an equitable and at the same time an economical arrangement were each forwarding line to be entitled to retain the whole sum paid for through telegrams forwarded to or received from the Government lines.

From H. E. CHURCH, Esq., Traffic Manager, to W. B. WRIGHT, Esq., Acting Agent and Manager of the Madras Railway Company, dated Madras, 1st July 1873, C/No. 112.
Telegraph.

Consulting Engineer's letter No. 575 of 27th June.

By the term "forwarding administration" used in my letter No. 360-257, dated 28th April 1873, is meant the administration which receives the message from the sender, thus:—In the case of a message from Jollarett to Ootacamund, the Madras Railway would be the "forwarding administration," and the Government Telegraph Department the "receiving administration." In other words, the administration collecting the charge for the message would be the "forwarding administration."

No. 455.

To the Consulting Engineer for Railways for information.

(Signed) J. W. MELLIS,
for Acting Agent and Manager.

MADRAS,
1st July 1873.

No. 191.

ORDER THEREON, 13th August 1873, No. 2,006.

RAILWAY, No. 26.

ORDERED that these papers be forwarded for the consideration of the Government of India.

2. His Excellency the Governor in Council concurs in the opinion that some such modification of clause (d) of the rules proposed by the Director-General of Telegraphs in paragraph 10 of his letter, No. 419, dated 15th January 1873, as that suggested by the Consulting Engineer, is desirable, and considers that the arrangement suggested by the Traffic Manager of the Madras Railway for dealing with receipts and charges on account of messages interchanged between the Railway and Government Telegraph Departments may be adopted with advantage.

3. His Excellency in Council has no reason to believe that competition of the objectionable nature described by the Director-General of Telegraphs as prevailing in some parts of India, exists in the Madras Presidency.

(Here enter No. 2,007, dated 13th August 1873.)

(True Extract.)

Colonel, R.E.,

Secretary to Government.

To the Consulting Engineer for Railways.

Exd. S. T. Austin.

Spare Copies.

PUBLIC WORKS DEPARTMENT,
OOTACAMUND, 13th August 1873.

No. 192.

No. 2,007.

FROM

COLONEL G. W. WALKER, R.E.,
Secretary to the Government of Madras,
Public Works Department

TO

THE SECRETARY TO THE GOVERNMENT OF INDIA,
Public Works Department.

RAILWAY, No. 27.

SIR,—Adverting to your letter No. 428 G. R., dated 13th March 1873, referring for opinion the subject of the

interchange of telegraphic messages between Guaranteed Railway Company and State lines and the combination of telegraphic systems in a manner prejudicial to the public interests, I am directed to forward the accompanying papers in which the views of the Agents of the Railway Companies in this Presidency and of the Consulting Engineer are stated; and, for the reasons given, I am to express the concurrence of His Excellency the Governor in Council in some such modification of clause (d) of the Rules proposed by the Director-General of Telegraphs as that suggested by the Consulting Engineer.

2. The Traffic Manager of the Madras Railway draws attention to the proposed change in the existing practice in regard to the apportionment of receipts for the interchange of messages; but consideration of this question would be rendered unnecessary by the adoption of Mr. Church's proposal, that all receipts for telegraph messages should be retained by the forwarding administration and that the receiving administration should be required to bear the cost of delivery. Judging from the small sums represented to be exchanged monthly in this Presidency between the Railway and the Government Telegraph Departments, His Excellency in Council believes that the adoption of the suggestion will, while introducing an element of extreme simplicity into the accounting arrangements of the departments, lessen office work generally to an extent which will more than counterbalance any loss that may be sustained by the arrangement.

3. In conclusion, I am to state that His Excellency in Council is assured that the system of competition with its concomitant evils, described by the Director-General as prevailing in some parts of India, is believed to have no existence in the Madras Presidency.

I have the honour to be,

Sir,

Your most obedient servant,

Colonel, R.E.,

Secretary to Government.

Exd. S. T. Austin

Spare Copies.

Director General of telegraphs ap-
-proved thereof.

2.

It will be seen
that both Agents are of opinion
that Clause (d) of the rules proposed
by the Director General requires
modification or explanation.

Examples are given in their letters
of instances in which inconvenience
and delay would arise from
adhering to the letter of the clause
as it stands.

3. The Agent of the

Great Southern of India Railway
states that, in his opinion, the
altered wording of clause (a) is
unnecessary, inasmuch as the
Government of India have intimated

that

that the instruments used for train
signalling are exempt from the ar-
rangements therein ordered.

4. With reference to clauses
(f) and (g), the Agent of the Madras
Railway is of opinion that the modes
of division hitherto in force are more
equitable than those now proposed.

5. I agree with the Railway
Authorities that clause (d) requires
modification; and it seems to me
that, by altering it to stand some-
what as follows, it would be free
from objection:-

(d) Messages for places on
another railway, the telegraph
of which is connected with
that of the receiving railway,
will be sent as follows:-

, et

Railway Department.

CONSULTING ENGINEER'S OFFICE.

No. 354

From

LIEUT. 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,

Fort Saint George.

SIR,

On compliance with
the instructions conveyed in the Order
of Government dated the 16th April
1873, No. 1103, I have the honour to
submit letters from the Agents of the
Madras and the Great Southern of
India Railway Companies, dealing
with the subjects discussed by the
Government of India in their letter
dated the 13th March 1873, No. 428.
G. P. and with the proposals of the

Director

x From Agent G. S. of S. R. No. 5006 - 22nd April 1873.
—do— M. R. — 435 - 23rd June 1873.
—do— — 455 - 1st July 1873.

1st If neither the Receiving Office nor any intermediate Railway Office be connected with a Government Office, the message may be sent by the wires of the two railways.

2nd If the distance between the Receiving Office and the place to which the message is addressed, as measured along the wires of the two railways, be shorter than the distance as measured along any other wire or wires by which the message could be sent, it may be sent by the wires of the two railways.

3. In all cases to which
neither

neither of the two foregoing conditions applies, the message shall be transferred to the Government Office at the Receiving Office or at an intermediate Railway Office.

b. I beg that the attention of the Government of India may be drawn to the suggestion made by the Traffic Manager of the Madras Railway; namely, that the administration which receives the message from the sender should be allowed to retain, as its share, all charges received for a message, and that the administration to which such message is transferred should be bound to forward it free of charge to its destination. I

believe

believe that much labour and cor-
-respondence might be saved by
adopting the suggestion.

7. In dealing with the
question I beg the Government
of India will bear in mind that,
in this Presidency at least, no
desire to compete with the Govern-
-ment Telegraph Department has
ever been manifested by the
Railway Companies, and that
the existence of any combination
for this purpose between the
Companies has never been even
suspected.

I am,

I have the honour to be
Sir
Your most obedient servant

Machraes
7th July 1873
Sd
Ben. O. S.

Mauntenant Lt. Col. R. S.

Cons. Engineer for Railways

No. 5006

GREAT SOUTHERN OF INDIA RAILWAY.

AGENTS' OFFICE,

NEGAPATAM, 22nd April 1873

From

THE AGENT,

Great Southern of India Railway,

To

The Consulting Engineer
for Railways
Madras.

SIR,

Your letter No 173 of the 18th Instant. As far as this Company is concerned, there is no desire to compete with the Government Telegraph Department. All that we require is to use our telegraph for our own purposes, and to work it under the exclusive control of our own officers.

At the same time we are willing to continue to transmit public messages over the railway wire, if Government desire us to do so.

It is provided in this Company's License that in respect of instruments, alphabet, and transmission of messages the system adopted on the lines of the Government Electric Telegraph shall be adopted - this provision is far as concerns the transmission of public messages is in force, and the altered wording of clause "A" is unnecessary. The Government of India has intimated that the instruments used for train signalling are exempt from the

RAILWAY DEPARTMENT.

P. H. 1873. 3. 18. 1873.

1873.

From

The Consulting Engineer

for Railways,

To

The Secretary to Government,

P. W. Department,

Fort Saint George.

Dated

18th July 1873.

1873.

Serial No. 357

Submitting letter

from the Agents of the
Madras & the G. S. of IndiaCompany's regarding
Telegraph & Construction.

No. 2006-2007-1324

1873

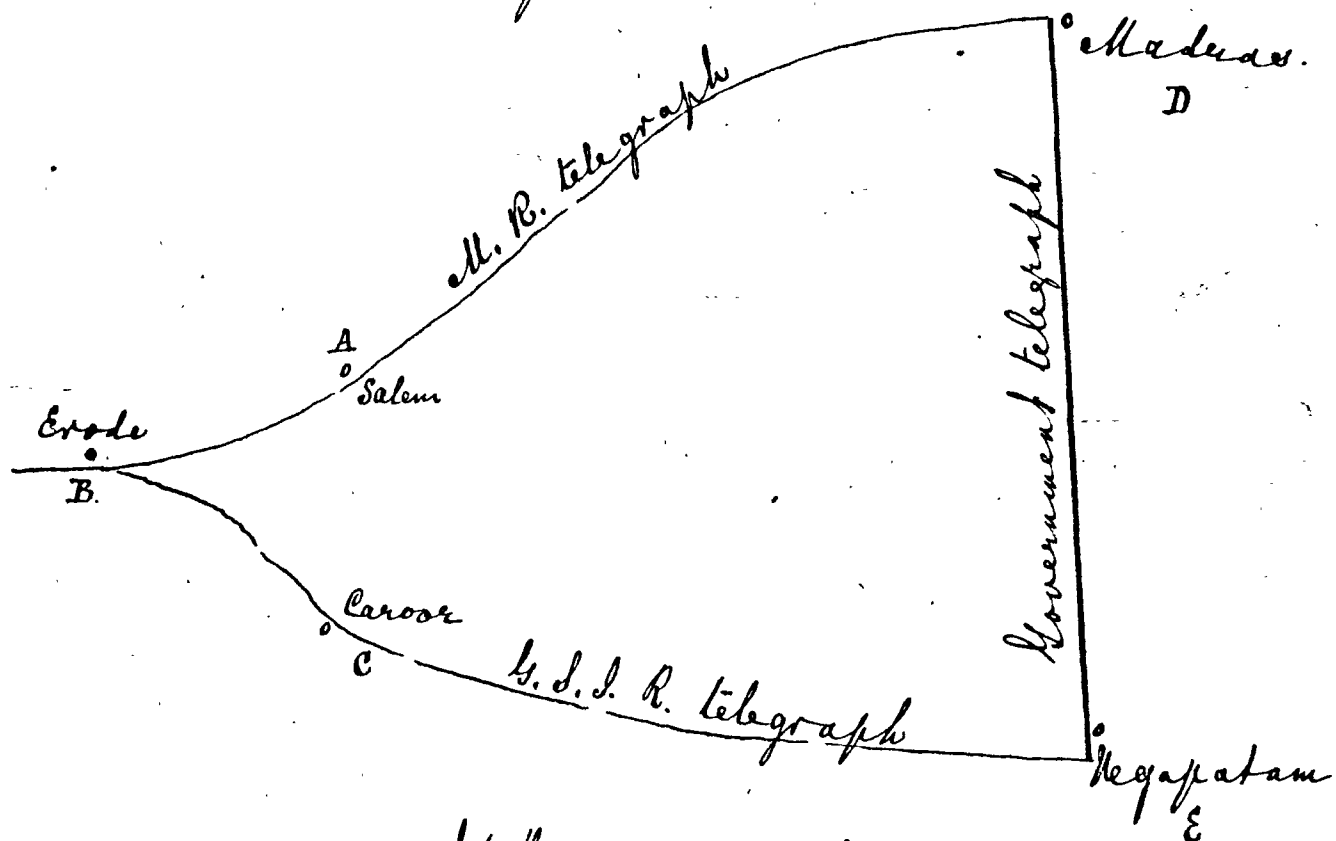
1873

the arrangement.

With the foregoing exceptions, I do not see any objection to the adoption of the other clauses of paragraph VIII.

I would suggest however that clause "d" be modified. The second rule of this clause provides that if there be a post office situated at any "intermediate" place through which the message would pass, the said message must be transferred to the Government wire &c &c.

Nothing is said as to the route to be adopted, and upon that depends whether there will be an "intermediate" Government office or not. For instance suppose a message has to be sent from Salem to Caroor.



If the message be sent by route

A

No.

GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE,

NEGAPATAM,

18

From

THE AGENT,

Great Southern of India Railway,

To

A, B, C, there will be no "intermediate" Government office, but if it be sent by route A, D, E, C, there will be the "intermediate" office at Madras

As the interests and convenience of the public are carefully studied would it not be well to arrange that such of their telegrams as come under the second rule of clause "d" may be sent by the combined railway route if there be no Government wire in direct communication between the two points.

Paragraph IX should specify that the connecting wire between the Govt. office and the telegraph office must be worked by or at the cost of the Government Telegraph Department.

I have the honor to be
Sir

Your most obedient servant

William B. B. B.
Agent

No.

GREAT SOUTHERN OF INDIA RAILWAY

AGENT'S OFFICE,

NEGAPATAM,

18

From

THE AGENT,

Great Southern of India Railway,

SIR,

Regarding the
conducing the telegraph
Negapatam.Acted 23rd April 1873
Recd. 25th April 1873To
The Consulting Engineer
for RailwaysThe Agent
of the G. S. R.The Agent
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No 435

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 23rd June 1873.

From

The Ag. Agent and Manager. of the M. R. Co.

To

Lt Col. J. H. B. Shaw Stewart, R.E.

Consulting Engineer for Railways.

SIR,

With reference to your letter No. 367 dated the 18th of April 1872 and to the Order of Government which accompanied it, I have the honour to inform you that the Traffic Manager advises me that on this line the orders of Government have been most scrupulously observed in respect of messages tendered at a Railway Office where a Government Office exists.

With regard to the Rules referred to in paragraph 10 of letter No. 419 from the Officiating Director General of Telegraphs in India to the Secretary to the Government of India, dated the 15th of January 1873, the Traffic Manager offers the following observations:-

(1) The words 'or any intermediate Office' in the 1st line, and 'or such intermediate Railway Office' in the 2nd line should, in my opinion, be suppressed.

47 9 10
"inasmuch as the transfer of a message
"en route would invariably retard its pro-
"gress and the delay might be attended with
"great public inconvenience. Take for
"instance a message tendered at a Government
"Railway Office (where there is no Government
"Office) addressed to Keparatam, where
"a Government Office exists. According to
"the letter of this Rule, it would be necessary
"to transfer this message to Vellare (where
"a Government Office exists), and as the sub-
"Government Office is situated 4 miles
"from the Railway Office, and is not
"connected by wire, the transfer must be
"made by hand, and this operation would
"occupy at least an hour, while the operation
"of sending the message by the wires of the
"2 Railway Companies to Keparatam
"would only occupy five minutes at most.
(f) Under existing orders the charge
"of a message, sent partly over Government
"and partly over the wires of more than
"one Railway Company, is divided equally
"between the administrations concerned,
"and this seems to be the most equitable
"mode of division.

(g) The proportion received by this
"Company, and by the Government, for
"all messages sent direct from the
"Railway Receiving Office to a Govern-
"ment Office connected therewith, and
"vice versa, is one-half the charge made
"for the message, and this proportion

was fixed by Colonel Robinson as the fairest arrangement, in his opinion, for both parties, but the Rules provide for one eighth of the charge only.

With reference however, to the division of charges for messages interchanged between the Government, and say one Railway Company, I cannot help thinking that matters would be considerably simplified, and account keeping entirely saved, if some arrangement could be made whereby the Forwarding Administration should be allowed to retain, as its share, all charges received for a message so forwarded, and the Receiving Administration should be bound to transmit it free of charge to destination. In our own case, some such an arrangement would be a great relief from the tedious correspondence which some times takes place upon a question of 8 annas, to say nothing of the saving to be effected in the time now occupied in compiling the accounts, and supporting them with Certificates, to bring out a Balance of a few Rupees either on one side or the other.

3. I concur in the views expressed by the Traffic Manager and consider that the suggestion contained in the last paragraph of his Report is particularly worthy of the consideration of the Government.

12 11 2
4. The settlement of the accounts relating to Through messages exchanged between the Madras Railway and the Government lines is effected through your Office, and you are aware that the sums exchanged each month are very small in comparison with the work entailed by the keeping of the accounts. I trust therefore that you will agree with me in thinking that as far as the Madras Railway is concerned it would be an equitable and at the same time an economical arrangement were each forwarding line to be entitled to retain the whole sum paid for Through Telegrams forwarded to or received from the Government lines.

I have the honour to be
Yours most obedient Servant.

J. W. Nellis.

for the Secy. Secy. & Colleague.

C/ $\frac{300}{427}$

Madras Railway
Traffic Manager's Office
Madras, 1st July 1873.

The acting agent & Manager
Madras Railway Company

Dear Sir,

Telegraph
Consulting Engineer's letter No 575 of 27th June

By the term "Forwarding administration" used in my letter No $\frac{300}{237}$ dated 28th April 1873, is meant the administration which receives the message from the sender thus :- in the case of a message from Sollerpett to Ootacamund, the Madras Railway would be the "Forwarding administration", and the Government Telegraph Department, the "Receiving administration". In other words the administration collecting the charge for the message would be the "Forwarding administration".

Yours faithfully
H. E. Church
Traffic Manager
/True Copy/

J. W. Nellis
The acting agent & Manager

No 405
The Consulting Engineer for Railways
for information
Madras
1st July 1873.

Wm.

The letter to Agent in No. 575 of 27 June 1873

Replying to & mentioning
Engineer's letter 1367
being reference to the
communication of the
Telegraph system of
Railway workmen
against the Government
lines.

P. M. 3835/73.

Dated 28th June 1873
Recd. 24th July 1873
No. 435

From
The Agent and Manager
To
The Consulting Engineer
for Railways.

MADRAS RAILWAY.

25721

23/51

2 July 73

W.H.

P.W. 3835/73-

Pls 13 Aug 73 Bb 190

3525-
3525-
3525-

No 2006

Pro. of the Madras Govt.

(Under Head the following:-

From the Mysore Ry (P.W. 354/73) July 73

Ordered that these papers be forwarded for the consideration of the Government of India

By order of the Secretary to the Government of India

12/

The Council contains in the opinion that some modification of Clause (d) of the rules proposed by the Director General of Telegraphs in para 10 of his letter No 419 dated 15th January 1873 as suggested by the Consult Eng. Engineer is desirable and considers that the arrangement suggested by the Traffic Manager of the Madras Railway for dealing with receipts and charges on account of messages interchanged between the Railway and Government Telegraphs

delivery - Judging from the
small sums represented to be
exchanged monthly in this
Presidency between the Railway
and the Government.

Telegraph Department
His Excellency in Council
believes that the adoption
of the suggestion will, while
introducing an element of
extreme simplicity into the

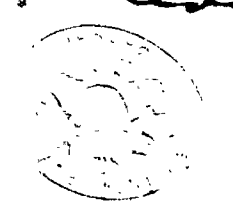
accounting arrangements of
the departments, lesser office
work generally, to an extent
which will more than coun-
terbalance any loss that
may be sustained by the
arrangement.

In conclusion I
am to state that His Excellency
in Council is assured that
the system of competition
with its concomitant evils,
described by the Director
of the Council is a
General

General as prevailing in
some parts of India, does
not exist to any extent, in
the Madras Presidency -
Lytt

1. belong to the
 2. newspaper business

Depd 20/8/73 with the
preceding G. O. 30 Copies



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and...
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C/23835
Govt. of 1873 Madras.
PUBLIC WORKS.

To The Honorable Secy
for Railways
To The Secy to the
Govt of India

Dated
Recd. Encl. 3

G. O. 13th Aug. No. 2006-200

Nos. 190-191/192

Telegraph. Paper orders
in letter from the Secy for
submitting correspondence
in the subject of the
interchange of telegraphic
messages between P.W.
& State lines & the
combination of telegraph
lines managed by the P.W.
and the State lines.

N^o 190-