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MADRAS RECORD OFFICE

Government of Madras

Public works.

DEPARTMENT

G.O. No.	1848-49	Press
B.P. No.		Mis.
173-175		
Dated	10-7-1874	195 .

Not to be folded or roughly handled

No. 304.

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,

With reference to the Order of Government dated 30th July, 1872, No. 1808, I have the honour to forward two reports from the Agent of the Great Southern of India Railway, showing the results of the reduction in the fares of the first and third classes brought into operation on the 1st July 1872.

2. The first report embraces a period of one year, viz., from the 1st July 1872, to the 30th June 1873; and the results, as compared with the previous year, ~~and~~ seem to show a falling-off in the receipts from passengers booked

+ No 5295 76

Decr 1873

No 5490 724

April 1874

+ 1st class from 18 to 12 pice.

3rd class from 3 to 2 pice.

to long distances, and an increase in short distance traffic. The large increase in numbers is chiefly due to short distance passengers, and the receipts from these have been comparatively small. As however, the mass of the people became accustomed to use the railway it may be reasonably expected that they will extend the length of their journeys.

3. The comparative figures for ordinary third class passengers during the two years are as follow:

	Numbers	Receipts
Half year ending 31 st December 1871.	342,905.	1,72,753
— " — 30 th June 1872.	365,013.	1,84,383
	<u>707,918</u>	<u>3,57,136</u>
Half year ending 31 st December 1872.	544,500.	1,66,316
30 th June 1873.	653,039.	2,14,948
	<u>1,197,539</u>	<u>3,81,264</u>
Increase.	<u>489,621</u>	<u>24,128</u>
	69.16 p.c.	6.76 p.c.

W. Petto, however, points out that the following

following exceptional receipts are included in the years during which the lower fare was in force:

Kombaconam festival	—	Receipts 21,200
Trivalore	—	2,163
Triviat	—	3,543
		<u>26,906</u>

Deducting these, we have for the ordinary receipts Rs. 3,54,350, against Rs. 3,57,136 for the period during which the higher fare was charged.

4. Allowing for the number of passengers corresponding to these deductions it may be stated broadly that upwards of 60 per cent more passengers were carried with about the same receipts. This corresponds very nearly with the results given by W. Danvers in his "Report on Indian Railways for 1872-73" in regard to the Ceylon Railway.

5. The haulage of these extra passengers

to passengers has undoubtedly added somewhat to the working expenses of the line, so that at present the reduction of fares cannot be said to be financially successful. The mileages of third class vehicles during the two years were:-

year ending 30th June 1872 - 1137,067 miles
 " " 30th June 1873 - 1475,792 -

or an increase of nearly 30 per cent. The acceleration of the only through train has also rendered it still more costly to haul the extra vehicles required to accommodate the increased numbers.

With such a low fare as two pence per mile, it is essential, in a financial point of view, that the speed of trains should be such that the engines can take their maximum loads. Any increased speed beyond this necessitates extra train mileage.

The report for the second half of 1873 confirms generally the result of the first year's working of the

the reduced fares. A comparison is drawn between this and the corresponding half of 1871, when the higher rates were in force.

7. With regard to the first-class traffic, there was a small increase in numbers, but a considerable falling off in receipts.

8. The comparative figures for the third class were:

	Numbers	Receipts
Half year ending 31 st December 1871. —	342,905	172,753
— " — 31 st December 1873. —	524,324	157,778
Increase —————	253,419	15,221
	73.9 percent - 8.81 per cent.	

The following deductions on account of exceptional traffic have to be made:

Extra traffic, Birmingham & Great	R ^d 7,897
Ordinary short distance passengers when formerly return tickets were issued	2,230

R^d 10,127

giving

giving a net increase in receipts of
Rupees 5,094, equivalent to about 3
percent, which is a small allowance
for the carriage of the extra number
of passengers, leaving out of considera-
-tion any development of traffic
which should have occurred during
the past two years. The agent
moreover states that the consump-
-tion of coal has increased about
6 1/2 lbs per engine mile, but a portion
of this is due to the accelerated mail
service.

9. The measure under
review was introduced experimentally
for one year; and, although Mr.
Potho does not at present consider
it a success, it is proposed to
continue it for some time longer
in order to avoid too frequent changes.
The reduced third-class fare has

undoubtedly

undoubtedly been appreciated by the
native public, and the small loss
which has up to the present time
ensued cannot be considered as al-
-together without corresponding benefit.
On the whole the measure has answered
as well as could at first be anti-
-cipated, and there are fair grounds
for hope that in the course of another
year the traffic will have so developed
itself as to make the reduction in
fares beneficial also to the finances
of the Railway Company.

I have the honour to be

Sir

Your most obedient servant

W. M. M. M.

D. C. M. M.

Consulting Engineer for Railways

Madras
19th May
1874
R. S. S.

The large complaint
of the difficulty of printing
these Statements with figures
in red & black as in
original - I shall be
obliged by your telling
me how & whether there
is any objection to all
the figures appearing in
black with a foot note -
20/6/74 J. W. L. S. 5 Dec

20/10/74 for Kenia & Sue

100

Q. O. No. 1848. 10-9-74
Forwarding

Not a day

Love me best to your

the front of the

Q. How many the ...

1866

1870

then, also

with the other

My dear Mr & Mrs
There is no ob-
jection to the figures
appearing in black
with the foot note
In closing

Yours truly

1274

My dear Mr Johnson,

I return the
proofs with the al-
terations that are to
be made in black
lead. The black lead
typing shows the
figures to be correct.

Yours sincerely
Thos Doyle
9.7.74

P. W. Dept.

Proceedings of the Madras Government.

Under date the May 1874.

Read the following

From the Comy Engineer
for Railways.

(See enter No 34 of 19 May 1874)

In these papers
the result of the experi-
mental reductions in
the 1st and 3rd Class passen-
-ger fares on the Great
Southern of India Rail-
-way which were intro-
-duced on the 1st July
1872 viz from 18 to 13
pees and from 3 to 2
pees respectively is clearly
brought

brought under review
by the Consulting En-
gineers and the Railway
Authorities, and although
the measure does not
at present appear to
have been financially
successful, His Excellency
the Governor in Council
is willing to allow it
the further trial of a
year suggested by the
Consulting Engineer
within which time
it is hoped that the
traffic will have
sufficiently developed
itself to ensure the
more favorable results
anticipated from



39
The experiments.
To
The Cons^g Engineer
for Railways.
S. C. P. des^d 17/7/74.
No 1849

Letter No 1
Copy of the
above forwarded to
the Government of
India in continuation
of Letter No 1809 of
30th July 1872.
C. M. M.

30 S. C. P. des^d 17/7/74.
50

Act. of 1874 Madras.

PUBLIC WORKS.

The Eng. Sup. Mr.

Secy. to Govt. of Madras

Dated

Recd

Encl. 4

G. O. 10 July 1874. No. 1848
1849

Nos. 1734/175.

Great Sⁿ of India Railway

Passing orders on a
letter from the Cong^{rs}.
of Railway, reporting the
result of the experimental
reductions in the 1st and 3rd
Class passenger fares on
a Great Sⁿ of India Railway
which was introduced on the
10 July 1872.