Railway Department. CONSULTING ENGINEER'S OFFICE.

No. 705

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 Proceedings of Government No. 2405 dated 24th August 1874, I have the honour to submit a* report from the Agent of the South Indian Railway shewing the result of the working of the reduced first and third class fares on that Company's line during the half-year ended the 30th June 1874. A comparison is drawn with the results of the half-year ended 30th June 1873 when the higher rates were in force.

2. The

* No. 131 d/30 Sept 1874 with enclosures.

2. The first class traffic is very small, and the number of journeys has not increased to the extent which might have been anticipated from the large reduc-tion in fare on both the Madras and South Indian Railways.

3. The results of the reduc-tions made in the third class fare for the half-years ended the 31st December 1872 and for the two halves of 1873 were reported in my letter No. 304 dated 19th May 1874; but, to facilitate comparison, the figures are again quoted together with those for the half-year to which this report has special reference.

G.O. No. 1848 - 10th July 1874.

4. The numbers of ordinary third class passenger journeys and the receipts have been as follows:-

For half-year ended		Numbers	Rupees	Net receipts after allowing for excep-tional traffic.	
31st December	1871	3,42,905	1,72,753	1,72,753	3,57,136
30th June	1872	3,65,013	1,84,383	1,84,383	
31st December	1872	5,44,500	1,66,316	1,69,316	3,54,358
30th June	1873	6,53,039	2,14,948	1,85,042	
31st December	1873	5,96,324	1,87,973	1,77,846	3,67,738
30th June	1874	6,61,076	1,99,973	1,89,892	

5. The increase in numbers is large, but cannot be accurately stated, as allowance has to be made for the passengers from whom the exceptional receipts have been derived. Approxi-mately the percentages of increase in numbers and receipts, as compared with those for the year ended 30th June, 1872, may be stated thus:-

	Increase in Numbers	Increase in Receipts
Year ended 30th June 1873	62	0·8
" " 30th June 1874	71	3·0

6. The

6. The following table gives the mileages of third class passengers and vehicles, and the average contents of the latter, for the three years:

	Total Passenger Mileage	Average mileage of each passenger	Total vehicle mileage	Average number of passengers in each vehicle
Year ended 30th June 1872	27,902,695	39·41	1,137,087	24·54
" 1873	46,776,606	38·23	1,475,792	31·02
" 1874	43,999,394	34·99	1,559,263	28·22

7. It will be seen that the average mileage has decreased owing to the large proportion of short journey passengers, and that as might be expected some improvement is shewn in the filling of the carriages. The better results for the year ended 30th June, 1873, as regards average mileage and contents, may be ac-

-counted

-counted for by the large number of passengers from a distance who attended the Cambacanum festival.

8. In addition to the haulage of extra passengers, the working expenses of the line have been still further increased by the running of special goods trains necessitated by the exclusion of goods vehicles from the ordinary trains. The mileages of special goods trains for the three years under comparison were as follow:

	Train miles
year ended 30th June 1872	3178
" 1873	3638
" 1874	16409

9. In the last year is seen the effect of the acceleration of speed in the through trains, shewing clearly that

that the Financial success of the low fares has been rendered still more doubtful by the increased number of goods trains which have been run owing to the decrease in the load of the mail train.

10. The foregoing figures shew that the lower fare has increased greatly the number of passengers, and that therefore the railway may be said to have been worked more in the interests of the community. The question, however, remains whether we have attained what the Government of India aim at, namely, the fixing of the fare for the lowest class at a figure just so low as to realise the maximum number of passengers compatible with maximum profits. As to the effect of the change in the fare upon the numbers

numbers carried there can be no doubt, but, after full consideration, I am bound to state my opinion that the increase has not proved financially successful, as the small increase in receipts does not cover the additional working expenses. On the opening of the Southern Extension the question of an alteration in the fares will probably be again considered; and it may be well here to state the conclusions arrived at.

11. If conveyance at two pies per mile can be provided in all trains without involving the Company in loss, the public have no doubt a right to claim it. In England the large increase in numbers and receipts, leading to increased profits, has been obtained by running third class carriages on all trains, and therefore it has been asserted that the same

result

result would be enacted by running carriages of the lowest class in all trains in India. The circumstances of the two countries however differ somewhat. In England the difference between the second and third class fares is about 70 per cent, while on the South Indian Railway it is 150 per cent, and it is well known that in this country the tendency of people of considerable means to travel at the lowest possible rate is much greater than in England. In order therefore to induce them to travel in a class suited to their position and means, it becomes necessary to bring the two fares nearer together, and to offer greater facilities as well as better accommodation for the higher fare.

12. If two classes of carriages at three pies and two pies per mile were run in all trains, the proportion

of

of passengers of the higher class would be very small indeed, probably not more than 10 per cent; whereas a much larger number could afford to pay the higher fare .... The principle adopted by the Madras Railway appears correct, and I should be in favour of its introduction on the South Indian line when the extension is opened. Had the third class fare of three pies been retained for through trains, and carriages without seats run in the local trains at two pies, a large proportion of the passengers would pay the higher fare, in order to secure better accommodation and a higher rate of speed. It will probably be necessary to retain the first and second classes for passengers willing to pay for still better accommodation, and this might necessitate the running of four classes

of

of carriages in the local trains. The objection to this is that it will possibly involve extra vehicle mileage; but on the narrow gauge lines where the speed will be slow, trains long, and the vehicles small, the addition of an extra carriage will not be of such consequence as it is now with a train composed of a comparatively small number of large vehicles. The proportion of paying load to dead weight ought for this reason to be more favourable on the narrow than on the broad gauge. The speed for the through trains has been sanctioned at 14 miles per hour, but probably local trains will not average more than 10 or 12 miles per hour, and with the class of

of engine being sent out, will consist of a large number of vehicles, by which means the working expenses will be kept at a minimum.

I have the honour to be
Sir
your most obedient servant

Madras
18th November
1874

Lieut. Col.
Consg. Engineer for Railways

E. Bell A.

No. 131

South Indian
GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE,

NEGAPATAM, 30th September 1874

From

THE AGENT,
South Indian
Great Southern of India Railway,

To

The Consulting Engineer
for Railways
Madras

SIR,

Your letter No 138 of the 28th ultimo. I have now the pleasure to submit comparative statement shewing the ordinary passenger traffic over this Company's line during the half years ending 30th June 1872 and 30th June 1874. The result of the working of the cheap fares during the half year ending 31st December 1873 was reported in my letter No 540 of the 24th April last.

The following figures shew the percentage differences of last half year when compared with the corresponding period of the year 1872.

Classes.	Fare	Number of Passengers		Receipts	
	Decrease	Increase	Decrease	Increase	Decrease
1st Class	33	7	-	-	42½
2nd Class	-	23¼	-	-	5
3rd Class	33	81	-	8½	-

The amount of the decrease under first and second class traffic is under Rs 2000. This portion of the passenger traffic

P. W. 1874 Letters Rec'd
Railway Department.
From
The Consulting Engineer
for Railways,
To
The Secretary to Government,
P. W. Department,
Fort Saint George.

Dated 18 Nov 1874.
Recd. 20th
Ens 4
No 1028

Submitting
a report from the
Agent S. I. Ry showing
the result of working
the reduced fares
& third class fares
during the half year
ended 30 June/74

Rs. Rs. 3565. 18-12-74.

Ens 1-12-74.
Letter to Port Trustees 20-11-74

is unimportant although we have to provide carriage accommodation for numbers greatly in excess of those carried

The increase under the heading of third class is Rs 15,666, very nearly the same amount as in the previous half-year. I have before explained that since the reduction of fare came into force I have discontinued the issue of cheap return tickets on festival occasions; and that the receipts previously shewn under "Return tickets" are now included as ordinary traffic. During the half-year ending 30th June 1872, the receipts for third class return tickets amounted to Rs 11743, last half year they appear as Rs 1662. This difference of Rs 10,000 should be deducted from the seeming increase of Rs 15,556. before referred to

The conveyance of the increased number of passengers necessitated the running of additional 3rd class vehicles; an increased mileage is recorded, on this account, of 39000 or 26 per cent

This in its turn necessitated the exclusion of goods vehicles from the ordinary trains, and the running of special goods trains for the working of that traffic. The mileage of special goods trains run during the half-year ending 30th June 1872 was 760. Last half-year, it amounted to 9706. The

working

working expenses per train mile being Rs. 31·29.9 11
the cost of this service amounted to upwards
of Rs 17496

Looking into the statements in
detail it will be observed that the chief item
of difference is in the Trichinopoly & Erode
third class traffic which shews an increase
in numbers of 306 and a decreased receipt
of Rs 11524. The next item is the Negapatam
and Tiruvalore traffic which gives an increase
of 48228 passengers and an increased receipt
of Rs 3018. The first represents a mileage
of 82, and the latter of 14.

I have the honor to be
Sir
Your most obedient Servant
William Blyth
Agent

From

The Agent
S. I. Railway

To

The Consulting Engr
for Railways

SIR,

Dated 30th September
Rec'd 2. Oct. 1874

No. 131

P.G. 7/8 Dec/74
In Bk f° 392.

Submitting Comparative statements shewing the ordinary passenger traffic during the half years ending 30th June 1874 and 30 June 1874

P.W. 7285/74

Great Southern of India Railway.

Comparative Statement of Second Class Ordinary Passengers for the half years ending 30th June 1872 & 1874.

	Negapatam		Sickle		Seevalore		Trivalore		Kulittary		Nordaichary		Needamungy		Annapost		Salamungy		Payore		Boodalore		Peroovumbore		Pitchimpoly		Elamanore		Kulittalay		Lalapettah		Cuttalay		Caroor		Pongalore		Cudumundy		Papoor		Erode		Total	
	No	Amt	No	Amt	No	Amt	No	Amt	No	Amt	No	Amt	No	Amt	No	Amt	No	Amt	No	Amt	No	Amt	No	Amt	No	Amt	No	Amt	No	Amt	No	Amt	No	Amt	No	Amt	No	Amt	No	Amt	No	Amt	No	Amt
Negapatam			85	5	38	7	134	58	6	3	32	20	48	39	6	6	1	1	149	186					93	198									3	9					59	268	454	782
			92	6	24	5	138	61	4	2	33	20	52	42	4	4	3	3	141	173					116	231									1	3					38	162	640	698
Sickle	112	7					2	1			1	1							6	7																								
	265	16			4	1	8	2					5	3					4	7																								
Seevalore	47	8					11	2					2	1	2	2			2	2																							123	16
	15	3					5	1			2	1							2	2																							372	22
Trivalore	110	41	3	1	12	2					7	2	15	7	1	1			46	43																							60	15
	139	51	2	1	4	1					13	1	12	5	1	1	2	1	26	24																							26	15
Kulittary	16	8											2	1																											5	20	215	145
	13	7											3	1	2	1	1	1	14	11																					2	8	195	100
Nordaichary	29	18					4	1					19	2					22	14																							22	20
	35	22					7	2	3	1			8	1	2	1	3	1	15	8																							19	10
Needamungy	43	35			1	1	10	4	4	1	25	3					5	1	76	38					3	5															6	23	92	76
	51	40					10	4			14	2					8	2	80	40					19	26															12	46	195	154
Annapost	9	8															12	1	15	5					30	40									1	3					13	45	208	177
	1	1							2	1	2	1							18	6					1	1																	87	15
Salamungy	12	12					1	1					6	2					32	8					1	1	1	1	1	2					1	2							27	15
	10	10			1	1					3	1	5	1					18	5					7	8																	58	31
Payore	156	105	3	4	2	2	50	47	14	11	17	11	71	36	15	5	17	4			15	4			68	77									1	2					5	17	558	322
	114	76	2	2	2	2	28	21			12	8	86	42	8	3	12	3			17	4	4	3	202	174	3	3	4	6	1	2			10	21	1	2					446	188	633	483
Boodalore																			16	4					19	12																	68	164	589	635
	4	6									4		3	2			1	1	42	10					7	4																	35	16
Peroovumbore																			1	1																							57	23
	1	2																	1	1					2	3																	5	4
Pitchimpoly	105	223					15	26			7	11	10	14	1	1	5	6	216	189	1	1	6	1			36	9	53	30	3	2	5	4	21	25	1	1					8	4	732	1888
	107	221			1	2	12	21			1	2	19	26	2	2	20	21	244	208	3	2	8	2			23	6	94	62	4	3	5	4	49	58	1	1			241	542	805	1090
Elamanore																									33	6			14	4	4	2	5	2	2						3	6	61	23
													2	3											27	7			5	2	7	4	6	4						3	6	50	26
Kulittalay							3	7			4	8							5	7					59	33	13	4			3	1	27	8	5	3					7	12	119	67
																									103	57	8	3			6	1	19	6	17	10					16	10	171	107
Lalapettah																			2	2																							19	8
																			2	2					4	3	6	3	5	1			3	1			3	2					18	10
Cuttalay																											6	4	17	5	4				5	2	2	1					30	12
																									6	5	6	4	10	3	4				4	3	4	4			2	3	24	15
Caroor	1	3																	3	6					28	33			3	2	4		2	1			28	7	2	1			79	84	146	137
	2	7			1	8							1	3					6	12					3	52	61			16	10	1	4	2	1			9	2	10	4			66	67	167	173
Pongalore																									1	1									15	14							16	13	32	18
																									4	4									10	3							1	1	11	4
Cudumundy																									2	3									8	4					2	1	6	4	18	12
																	8	17																	6	3	4	1			4	1	16	10	34	31
Papoor																																			1	1					6	2	6	2
																																									14	4	15	6
Erode	46	201					7	28			6	23	10	30			3	10	46	144					261	527	2	4	4	7					88	94	9	7	8	5	5	2			492	1072
	49	212			2	8	4	16					7	25			3	10	59	177					187	401	2	4	3	5	2	3			50	52	2	1	12	6	16	5			367	952
Grand Total																																												3792	4620
																																												3770	4198
																																												3890

Black ink figures are for 1872.
Red ink figures are for 1874.

E Rosario
20/9/74.

Negapatam
22 September/74

Williams & Bell
Agent

Great Southern of India Railway

Comparative Statement of the 1st & 2d Class Ordinary Passengers for the half years ending 30th June 1872 & 73.

	Negapatam		Sickle		Kavalore		Trivalore		Kulikery		Kordachery		Needamangy		Arunapettah		Salamangy		Panjore		Boodalore	
	No.	Amt.	No.	Amt.	No.	Amt.	No.	Amt.	No.	Amt.	No.	Amt.	No.	Amt.	No.	Amt.	No.	Amt.	No.	Amt.	No.	Amt.
Negapatam			479	30	3389	4224	9489	2372	1336	418	2908	1091	4913	2457	448	249	712	446	4384	3276	171	
			484	30	7491	461	3353	1683	2709	501	5479	1337	8407	2564	792	292	1017	435	10116	4897	422	
Sickle	580	36			556	35	2399	450	258	65	383	143	532	233	69	35	72	41	301	226	3	
	334	21			427	27	4325	548	300	00	823	200	765	231	84	33	210	77	569	277	13	
Kevalore	4660	570	341	34			2120	265	355	67	374	117	607	228	52	23	130	70	458	315	24	
	8397	837	307	19			7083	443	647	79	995	184	1188	289	137	42	233	71	861	371	26	
Trivalore	12653	3163	3035	569	2399	300			321	33	1780	334	2692	673	342	128	858	319	2948	1657	139	
	36833	4470	4615	554	7335	462			583	36	3907	474	4447	816	628	149	1638	893	6119	2210	216	
Kulikery	1768	647	248	62	298	56	487	30			174	22	615	115	70	22	158	48	522	261	21	
	3087	878	267	49	537	65	565	27			560	35	1133	136	169	31	182	43	1336	407	23	
Kordachery	3205	1202	272	102	337	105	1804	338	238	29			2622	164	498	93	420	105	2730	1024	56	
	5635	1376	582	143	967	178	3788	469	580	37			2660	166	727	87	1588	191	3574	1346	124	
Needamangy	4662	2281	404	177	685	202	2352	583	696	112	2328	146			423	83	1523	228	8772	2741	230	
	7748	2362	553	168	911	218	3552	651	972	118	2203	138			1423	89	1930	234	17672	3287	573	
Arunapettah	482	271	67	34	67	29	329	123	58	17	363	66	378	47			33	2	3549	666	59	
	830	363	92	30	108	33	606	143	207	35	591	71	1264	79			48	3	6764	824	160	
Salamangalam	821	513	66	37	128	64	838	314	134	48	419	105	2982	273	62	4			1190	223	119	
	1139	489	204	74	253	78	1597	385	203	48	1646	198	1907	229	37	2			2900	384	270	
Panjore	6234	4676	185	139	372	256	2806	1578	516	255	2644	992	9196	2874	3183	697	1066	220			2727	
	10371	5084	444	218	767	331	3698	2060	1190	360	4934	1200	16955	3179	5276	643	1776	217			4778	
Boodalore	119	112	4	4	17	14	136	94	15	9	53	38	264	115	82	31	156	49	2000	563		
	342	204	15	8	17	10	204	99	21	9	134	50	696	180	122	30	238	44	4798	589		
Peroovumbore	112	138	12	14	8	9	63	59	10	9	42	32	141	97	26	16	116	65	978	367	286	
	442	323	16	8	6	4	151	91	7	4	65	27	288	123	98	36	149	54	2536	665	456	
Pitchinopoly	2657	3487	112	148	103	128	1314	1396	168	168	499	436	2894	2351	182	137	442	306	4246	7123	1474	
	4973	4199	290	229	241	189	2558	1704	270	180	1068	638	4595	2522	493	238	1507	641	23250	5410	2828	
Lamanow	10	23	1	1	4	5	10	19	6	7	21	12	46	42	4	4	32	26	176	121	61	
	67	62	8	7	4	4	29	24	33	23	55	35	91	55	18	10	35	19	457	195	130	
Kulitalay	48	78	6	9	10	16	56	76	2	3	44	55	117	132	8	9	29	29	382	291	44	
	114	116	11	16	9	9	131	115	10	8	151	117	195	140	10	6	76	51	764	415	114	
Lalapettah	17	29	4	4	14	23	29	44	7	10	36	47	52	68	5	6	60	56	151	142	29	
	39	43	2	2	18	18	41	39	9	8	102	82	66	53	11	8	86	63	450	268	186	
Cuttalay	6	11	10	18	4	7	12	20	2	4	14	20	34	49	4	1	5	6	140	140	17	
	55	64	6	7	6	7	36	38	8	8	41	38	128	180	1	1	17	14	349	234	28	
Caroor	109	216	36	40	1	2	24	42	5	8	10	16	151	227	3	4	18	25	528	660	22	
	448	567	36	51	29	36	132	152	35	38	71	73	300	291	16	15	67	53	1158	912	112	
Poogalore	7	15	4	4	4	4	13	25	3	6	3	5	14	24	1	2	39	89	78	107	7	
	2	3	4	4	4	4	8	10	2	3	7	8	22	24	5	5	16	9	64	59	3	
Cudumundy	13	29	4	4	4	4	5	10	4	4	2	4	14	25	1	2	4	4	34	61	4	
	8	12	4	4	4	4	4	4	1	1	5	6	23	26	1	1	15	16	91	86	4	
Paroor	4	4	4	4	4	4	6	13	4	4	4	4	8	16	4	4	4	4	1	2	1	
(Erode).	4	47	4	4	4	4	7	11	4	4	4	4	6	8	4	4	4	4	27	29	3	
	801	2104	12	31	27	68	377	919	27	64	80	180	690	1500	47	97	73	146	2280	4440	166	
	1277	2186	59	98	48	80	490	781	45	70	120	176	824	1147	42	25	174	234	2680	3242	120	

Black No.
Red do.

Negapatam
21/9/72.

Negapatam
22 September/72.

	Perovrem		Pichinopoly		Lamanow		Kulitalay		Lalapettah		Cuttalay		Caroor		Poogalore Cudumundy		Paroor		Erode		Total	
	No.	Amt.	No.	Amt.	No.	Amt.	No.	Amt.	No.	Amt.	No.	Amt.	No.	Amt.	No.	Amt.	No.	Amt.	No.	Amt.	No.	Amt.
Negapatam	60	77	91	3046	3998	6	9	79	128	39	66	16	27	112	225	4	9	5	11	4	4	818	2138	32425	17624
	53	185	121	6340	5409	49	44	236	247	110	121	63	73	312	398	6	8	9	14	4	4	1084	1841	78828	23140
Sickle	3	10	11	194	243	4	4	4	4	4	4	16	28	23	46	4	4	4	4	4	4	31	79	5427	1673
	7	6	5	409	326	5	4	11	10	2	2	42	56	16	21	4	4	4	4	4	4	37	64	8644	1971
Kevalore	20	4	4	102	121	3	4	13	20	12	20	7	12	2	4	4	4	4	4	4	4	31	78	9403	1972
	14	12	8	213	170	2	2	9	9	21	22	11	13	47	59	4	4	4	4	4	4	46	76	20436	3407
Trivalore	96	67	63	1322	1405	19	23	56	77	34	47	11	16	42	74	18	35	4	4	1	2	329	802	291	
	106	148	89	2382	1595	25	20	106	96	63	63	23	23	186	216	1	1	3	4	4	4	499	776	69652	
Kulikery	13	1	1	184	184	18	11	3	4	1	1	4	4	9	15	2	4	4	4	4	4	17	40	4565	1486
	10	7	4	244	162	36	25	9	7	4	4	1	1	30	82	4	4	1	1	4	4	32	51	8243	1671
Kordachery	32	28	21	346	478	4	4	11	14	17	22	5	7	13	31	2	4	1	2	4	4	78	176	12882	3953
	45	24	11	1042	625	39	26	93	73	65	45	31	19	81	83	8	9	4	5	4	4	146	212	23754	5146
Needamangy	101	107	74	2416	1963	44	41	104	117	47	69	44	61	112	168	24	41	7	13	1	2	696	1302	26345	10470
	175	174	74	3437	1888	60	36	140	102	70	55	47	37	313	303	23	24	33	36	1	1	737	1029	42785	11025
Arunapettah	22	33	21	243	182	4	4	16	17	5	4	4	4	8	4	1	2	4	4	4	4	26	52	5691	1556
	57	72	27	489	233	19	11	9	16	5	4	3	2	31	28	4	4	1	1	1	1	30	41	11319	1921
Salamangalam	37	103	68	495	340	23	19	29	29	23	26	2	2	23	32	53	80	4	4	4	4	80	160	6810	2364
	50	95	34	1766	747	35	19	113	77	106	75	7	6	182	165	13	13	5	4	19	24	265	359	12761	3432
Panjore	11	843	316	15328	7664	186	128	438	383	203	100	201	214	572	716	168	231	38	57	3	5	2184	4020	49087	26001
	88	1766	423	23927	8680	423	180	670	364	353	273	491	334	1131	890	73	68	74	41	34	35	2318	2805	89464	27798
Boodalore		239	60	1615	606	51	26	61	42	30	24	8	7	24	26	10	12	4	4	4	4	152	257	6036	2081
		267	49	3171	768	172	52	100	43	82	40	35	21	113	74	8	6	21	18	36	36	467	510	10959	2840
Peroovumbore	73	—		526	64	17	4	41	17	13	7	7	5	8	4	4	3	3	2	4	4	7	11	2412	989
	84			1849	116	65	12	72	22	14	5	9	4	27	14	4	3	3	2	4	4	61	11	6251	1844
Pitchinopoly	253	472	59	—	—	5609	714	10989	3435	2514	1100	2086	1174	4004	2753	325	284	271	271	54	64	11821	15971	62334	42050
	186	1089	68			7266	889	15293	3871	6218	1694	4086	1496	7557	3637	643	348	645	383	346	248	12442	10600	97258	42669
Lamanow	32	40	5	6118	765	—	—	425	—	171	265	672	253	416	—	85	92	29	24	14	14	241	226	10001	2554
	39	82	15	7238	883	—	—	4771	580	2000	365	1471	360	1179	424	91	44	48	27	19	13	469	370	18791	3556
Kulitalay	30	19	8	10499	3281	1901	356			866	108	2948	534	1641	615	219	110	91	57	26	21	666	666	19471	6483
	49	55	1	5936	3875	3946	479			2822	176	5061	615	3501	844	474	143	196	83	55	29	1004	668	34629	7966
Lalapettah	24	5	3	2304	1010	627	196	1228	154			1009	127	1163	363	138	60	95	53	14	11	281	263	7259	2686
	56	21	8	5033	1552	1520	279	3358	210			2641	165	2847	520	281	84	231	77	45	22	570	343	17587	3900
Cuttalay	15	5	3	1997	1065	569	213	2864	537	777	97			2492	467	270	84	133	58	48	30	483	392	9780	3241
	18	10	4	3511	1285	898	219	4866	694	1922	720			4135	497	775	142	250	76	49	21	808	441	17890	3927
Caroor	23	7	6	3837	2638	385	217	1533	575	1062	332	2222	417	—	—	3529	441	1995	499	260	114	5882	3664	21588	10135
	71	316	19	6930	3335	877	312	3527	550	2695	491	3945	477			3624	439	3658	678	436	134	8535	8632	36604	12616
Poogalore Cudumundy	8	—	4	363	313	49	34	218	109	172	76	383	120	3733	467	—	—	311	39	118	37	1038	625	6570	2006
	2	—	4	617	338	77	37	455	137	307	90	651	119	3393	410			1248	78	325	60	1737	531	8982	1923
Paroor	4	—	4	322	322	21	17	92	58	85	48	132	58	2298	675	425	53	—	—	467	88	2427	910	6338	2250
	4	2	2	570	343	39	20	214	89	204	66	230	69	3738	491	1438	90			763	93	4584	1119	11930	2734
(Erode).	2	—	4	66	78	16	16	24	20	16	12	46	29	297	130	178	66	449	84	—	—	1004	357	2012	815
	3	—	4	356	254	41	28	51	28	55	26	47	20	611	156	534	62	645	79			2576	441	5662	1152
	230	—	4	11234	5300	293	348	671	671	270	253	483	392	5800	3667	926	463	2088	783	1690	298			28135	32226
	129	2	2	10919	7256	319	248	823	561	565	337	678	371	8074	3454	1278	394	3701	909	2018	375			35256	24095
																								365013	18441
Grand Total																								661076	199973

Black figures are for 1872.
Red do figures are for 1873.

William Bell
Agent.

P.M. 72855/75

Great Southern of India Railway.

Comparative Statement of First Class Ordinary Passengers for the half year ending 30 June 1873 & 1874.

12
29

	Negapatam		Pickle		Kavalore		Trivalore		Kulitary		Kodachary		Needamang		Annapettah		Palamcotta		Tanjore		Trichinopoly		Perovumbore		Pulicat		Elamanore		Kulitalay		Lalapettah		Cuttalay		Cocoor		Poogalore		Cudimundy		Paloor		Erode		Total	
	No	Amt	No	Amt	No	Amt	No	Amt	No	Amt	No	Amt	No	Amt	No	Amt	No	Amt	No	Amt	No	Amt	No	Amt	No	Amt	No	Amt	No	Amt	No	Amt	No	Amt	No	Amt	No	Amt	No	Amt	No	Amt	No	Amt	No	Amt
Negapatam.			3	1	1	1	9	12			2	5	2	6	1	3	4	14	16	74					6	46															12	189	53	350
Pickle.							17	15	2	2	5		11	21			1	2	28	81					10	81															9	95	86	276
Kavalore.	1	1																																										
Trivalore.	3	4																																							1	1		
Kulitary.	14	12											1	1											1	4															1	14	4	15
Kodachary.																									1	6																	16	17
Needamang.	2	5					1	1											2	4																					1	6		
Annapettah.	8	13																	1	2																							2	4		
Palamcotta.	3	8					1	2											1	2					1	4																	3	7	11	
Tanjore.	10	19															2	1	8	15					2	10																	11	20		
Trichinopoly.	1	3																	18	21					4	13																	14	35		
Annapettah.	1	2											2	1																											7	47	41	101
Palamcotta.	1	4																	2	2																							3	4		
" "																			3	3																										
Tanjore.	22	102					1	3			4	9	4	7	4	5	1	1	2	1																							4	7		
" "	25	77							2	4	4	6	15	18	2	2					3	3	2	5	43	134	1	4															30	336	115	609
Trichinopoly.																			1	1	5	3	1	2	78	160	4	11															12	39	148	372
Perovumbore.																			5	5																							5	5		
																			9	6					5	7																	14	13		
Pulicat.	2	4																	1	2																							1	2		
																			1	2					2	1																	3	3		
Elamanore.	2	4					1	2					6	20					52	163	1	2					34	28	21	42					3	13					117	248	238	126
																			60	123	1	1	1	1			27	15	21	26			4	9	6	17					96	500	236	783
Kulitalay.																			4	16					32	28			8	9			2	5							4	29	50	81
																			5	13					25	13			6	5	1	3	5									40	37	
Lalapettah.																									23	46	5	6			1	4									2	12	32	6
																									29	37	9	7					6	5	1	2							45	51
Cuttalay																											6	1	2																
																											1	1					2	1	1	1							1		
Cocoor.																									1	3	2	5	2	3													4		
																									7	15	3	5	4	3													5	11	
Poogalore.	2	16																	1	1					6	26			2	5					1	8							14	23	
																									7	20					1	1	1	1	1	1	1	1			20	78	30	117
Cudimundy.																																									15	38	27	77
																																									3	3	3	3
Paloor.																	2	13							4																		1	2	1	2
																																									1	2	3	15
																																									1	1	1	1
Erode.	12	177											1	13					17	194					125	1022	2	15	3	18					20	78	4	12	3	7			1	1	1	1
	9	89																	9	67					76	374									16	40			3	5	1	1	190	1534		
																																											108	576	
Grand Total.																																										755	4130		
																																										804	2377		

Black ink figures are for 1873.
Red ink figures are for 1874.

W Morgan
24/9/74.

Negapatam
22 September/74

William Watt
Agent

P. W. D. 13

Proceedings of the Madras Government,

Under date the 187

Read the following:—

From

The Consulting Engineer for Railways } (H.S. No 705 dy 18 Nov 71)

× G.O. No 80 dy 11 Jany 1872.

In reviewing the Accounts of the Great Southern of Indian Railway for the half year ending 30 June 1871, the Government of India noticed the steady decline of the 3rd Class passenger traffic and with a view of encouraging this description of traffic

suggested

suggested an experimental
reduction of fare.

2. In compliance
with the desire of the
Govt: of India the Agent
of the Company intro- * Go. No. 1804 dy 31 July 1872
duced from the 1st July
1872, a fare of 2 pies per
mile in lieu of the 3 pies
fare which had been
in operation - and also
reduced the 1st Class
fare from 18 to 12 pies
per mile.

3. In July 1874 the
results of the reductions
were received and × Go No. 1849 dy 10 July 1874.
Considering the financial
loss of the
measure to be not clearly

established

× Go. 2405 dy 24 Augt 1874.

established to the Govt:
as an experiment for a
further period of one year.
The papers were also
forwarded for the infor-
mation of the Govt: of
India who thought that
the results were on the
whole not unpromising-
deemed
And a further report on
the traffic for the year
ending 30 June 1874 -
which the Consulting
Engineer for Railways
has submitted -

4. The first class
traffic does not appear
capable of much expansion

and

and the reduced fares has not led to any considerable increase either in numbers or receipts.

5. A comparison of the results of the 3rd Class traffic for the year ending 30 June 1874 with the two years preceeding (the higher rate having been in operation during the year ending 30 June 1872) shows that an increase in numbers of 59,861 and in receipts of Rs 13,380 over the year ending June 1873, while as compared with the year ending June 1872 the increase has been.

iii

in numbers 44,482 and in receipts Rs 10,602.

The per centages of increase after the introduction of the reduced fare are shewn in the following statement as compared with those for the years ending 30 June 1873 and 30 June 1874.

	Increase in Numbers	Increase in Receipts
Year ended 30 June 1873	62	80
Do 30 June 1874	71	30

Although these advantages are in a measure counterbalanced by increase in the working expences due to haulage of extra passengers and the running of special goods trains, there can be but little doubt that the Railway

Railway has become
popularized to an ap-
preciable extent among
the lower classes of the
Community; and this is
an important consideration
is a question of this nature.
The financial success
of the measure is however
questioned by the Gen-
-eral Engineer and the
expediency of the extension
to the other portions of the
line when opened is con-
-tested in accordance
to Lt. Colonel Shaw
Stewart would adopt
the classes of accommodation
afforded on the Madras
Railway

Railway as more suited
to the circumstances of the
natives of the Country -
And His Excellency the
Governor in Council is,
under all the circum-
-stances of the case, dis-
-posed to concur with this
view; the arrangement
of a lower third class
having worked well
on the Madras Railway
The papers will however
be submitted for such
Orders as the Government
of India may think
necessary in Continuation
of the Correspondence
ending with this letter

No.

No. 1803 R dated 1st Augt. 1874.

Docket No. 3572 dated

Copy of the above forwarded to the Government of India

GMW

392–394

Cons. 1-12-74

80

Consg. Sugr. for Rypr.
Despd. 21/12/74.

Sign. 30 S. Copies despd.
21/12/74.

7285

Govt. of 1874 Madras.

PUBLIC WORKS.

To

The Chairman & Members
Secretary to Govt & Records

Dated

Recd. Encl. 4
35-69

G. O. 18 Dec 1874, No. 35-70

Nos. 352-356.

Forwarding Ct[illegible]
Proceedings passed
on a Report submitted
by the Consg[illegible] for
Pg[illegible] showing the
result of the working
of the reduced first
and third Class
passenger fares on
the South Indian
for the half Year
ended 30th June/74

South Indian Railway

Passing orders on letter
from the Consg[illegible] for Pg[illegible]
submitting a report from
the Agent of the South Indian
Ry showing the result of
the working of the reduced
first & third Class fares
during the half Year
ended 30th June/74