

(1) Number of pages_____

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(3) Initials of the Referencer_____

MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No.	1350	Press
B.P. No.		Mis. —
Dated	12-5-	C875 —195—

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
12th May 1875.*

No 261 Read the following endorsement of the Consulting Engineer for Railways, dated Madras, 1st May 1875, No 240 —

MADRAS RAILWAY

*Minutes of a Meeting held at the Agent and Manager's Office, Royapooram Terminus,
on Thursday, the 22nd April 1875*

PRESENT

Lieut-Colonel J H M SHAW-STEWART, R E, Consulting Engineer for Railways,
Mr R G MACDONALD, Examiner of Railway Accounts
„ H R P CARTER, Acting Deputy Chief Engineer, Madras Railway.
„ H E. CHURCH, Traffic Manager, Madras Railway
„ F CHURCH, Chief Auditor, do.
„ R B ELWIN, Agent and Manager, do.

THE undermentioned applications for advances and payments on account of
“Capital” and “Revenue,” submitted by the Chief Auditor, were passed —

	RS	A	P
Store expenditure for the month of Feb 1875	42,143	12	10
Do do of Mar „	54,537	7	9

2 Applications for the following cash advances for the months of March and April 1875 were submitted to the Consulting Engineer with the Agent and Manager's letters, Nos 243 and 356, dated respectively the 6th March and 6th April 1875. —

	RS
March 1875	70,000 Capital
„ „	2,00,000 Revenue
April „	1,00,000 Capital
„ „	1,80,000 Revenue

3 Upon the representation of the Chief Auditor that the staff at present employed in his office is unable to keep up the work, authority was given, subject to the approval of Government, to entertain an additional clerk on a salary of Rupees 80 per mensem. The clerk is to be put on at once in anticipation of sanction.

4 With reference to Minute No 2 of the meeting held on the 17th ultimo, the Agent and Manager submitted a list of the firms and others who have ledger accounts with the Company, and raised the question as to whether in the case of Messrs Arbuthnot and Co who have deposited with the Company the sum of Rupees 12,000 as security for the payment of their account, the rule of requiring cash payments shall be enforced. After some discussion it was resolved that it will be more satisfactory that the same rule shall apply to all persons, and that the sum paid as security by Messrs Arbuthnot and Co shall be returned to them and their ledger account closed on and after the 1st of July.

5 The Agent and Manager brought forward a recommendation that had been made to him by the Traffic Manager that the rate for the carriage of loose cotton to Madras should be reduced from 36 to 20 Pies per ton per mile, in order to secure to the Railway the carriage of the cotton that will be required by the Madras Spinning and Weaving Company. The Traffic Manager stated that he had seen the Manager of the Weaving Company upon the subject, and had been assured that unless the proposed reduction were made the cotton would be brought down to Madras by road. The Committee however was of opinion that the reduced rate would have to apply to the public generally, and not be confined to the Weaving Company, and

*Proceedings of the Madras Government, Public Works Department,
12th May 1875*

that it would be opposed to the interests of the Company to offer too great an inducement for the carriage of cotton loose in preference to pressed. It was therefore determined that as an experiment the rate for loose cotton shall be reduced to 26 Pies per ton per mile on the understanding that the owners accept all risk. The reduced rate is to apply to cotton conveyed to Madras, and also between Yerragoontla and Cuddapah, with a view to secure the conveyance of loose cotton to the latter station to be pressed.

(Signed) J H M SHAW-STEWART, Lieut -Colonel, R E,
Consulting Engineer for Railways.

(Signed) R B ELWIN,
Agent and Manager

SUBMITTED for the approval of Government

2 With reference to clause 5 of the minutes, it should be mentioned that the rates in force for the conveyance of cotton upon the Madras Railway are as follow —

Cotton loose in borahs	Pies per ton per mile
Cotton pressed to not less than 10 lbs per cubic foot (Class A)	36
" " 15 lbs " (" B)	24
" " 19 lbs " (" C)	19
" " 25 lbs " (" D)	16
" " 35 lbs " (" E)	14
	12

There are also certain special rates providing for the conveyance of cotton to Madras from Bellary, Adoni, and Raichore, if in Class D at 13 Pies, and if in Class E at 10½ Pies per ton per mile. Loose cotton is also carried, under special rate, to the presses at Bellary and Adoni from the neighbouring stations at 18 Pies per ton per mile.

Up to the month of August 1866, the rate for the conveyance of loose cotton on the Madras Railway was 24 Pies per ton per mile. It was then raised to 30 Pies, and a few months later to 36 Pies. In June 1871 the rate was raised to 42 Pies, but twelve months afterwards it was reduced to 36 Pies, at which figure it has since stood. The object in view in fixing such a heavy differential rate for the conveyance of loose cotton was to induce consignees to have it pressed before tendering it for despatch. The greatest quantity of loose cotton that can be placed upon one of the Madras Railway wagons is 3 tons, whereas 9 tons of Class E cotton can be loaded upon the same vehicle. The inflammable nature of cotton in an unpressed state, and its liability to take fire, add greatly to the risk involved in carrying it.

The conditions which affect the carriage of cotton on the Madras Railway have been lately altered to some extent by the formation of the "Madras Spinning and Weaving Company". All the cotton which has hitherto come to Madras has been exported by sea in a pressed state, but of course pressed cotton would be comparatively useless to a Company which proposes to work up the material in India. The Manager of the Company in question represents that the existing rate for loose cotton is almost prohibitive, and that, unless it were reduced, the cotton required by the Company would have to find its way to Madras by road. It has therefore been resolved as an experiment to reduce the rate for loose cotton conveyed to Madras to 26 Pies per ton per mile, on the understanding that owners accept all risk.

(Signed) J H M SHAW-STEWART, Lieut -Col, R E,
Consulting Engineer for Railways.

*Proceedings of the Madras Government, Public Works Department,
12th May 1875.*

No 262

ORDER THEREON, 12th May 1875, No 1,350.

RAILWAY No 29

APPROVED A report on the experimental reduced rate for loose cotton should be submitted after it has been in operation a reasonable time.

(True Extract)

Major, R E,
Offg Joint Secretary to Government

To the Consulting Engineer for Railways
,, Examiner of Railway Accounts

Ed W J Lewis
Spare Copies

MADRAS RAILWAY.

30.

Minutes of a Meeting held at the Agent and Manager's Office, Royapooram
Terminus, on Thursday the 22^d April 1875

PRESENT.

Mr J H all show Stewart, R.E. Const Engineer for Rys.
Mr R G. Macdonald, Examiner of Railway Accounts
Mr W R P Carter, Esq. Dy Chief Engineer, Madras Railway
Mr H C. Church, Traffic Manager
Mr J Church, Chief Auditor
Mr R B Clow, Agent and Manager

1 The undermentioned applications for
advances and payments on account of Capital and
Revenue submitted by the Chief Auditor were
passed

Amounts expended for the month of February 1875 - Rs 42,143.12.10
Rs for March - Rs 54,537.7.9

2 Applications for the following Cash advances
for the months of March and April 1875, were submitted
to the Consulting Engineer with the Agent and Manager's
letters Nos 243 and 356 dated respectively the 6th March
and 6th April 1875

March 1875 — Rs. 70,000 Capital 50
— Rs. ———— 2,00,000 Revenue

April 1875 — Rs. 1,00,000 Capital
— Rs. ———— 1,80,000 Revenue.

3 Upon the representation of the Chief Auditor that the staff at present employed in his Office is unable to keep up the work, authority was given, subject to the approval of Government, to entertain an additional Clerk on a salary of Rs 80 per mensem. The Clerk is taken put on at once in anticipation of sanction.

4 With reference to Minutes No 2 of the meeting held on the 17th ultimo; the Agent and Manager submitted a list of the firms and others who have Ledger Accounts with the Company, and raised the question as to whether in the case of Messrs. Subbuthrust & Co., who have deposited with the Company the sum of Rs 12,000 as security for the payment of their account, the rule of requiring Cash payments shall be enforced. After some discussion it was resolved that it will be more satisfactory that the same rule shall apply to all persons, and that the sum paid as security by Messrs. Subbuthrust & Co. shall be returned to them and their Ledger Account closed on and after the 1st of July.

5 The Agent and Manager brought forward a recommendation that had been made to him by the Traffic Manager that the rate for the carriage of loose Cotton to

70
ellachar should be reduced from 36 to 20 pice
per ton per mile, in order to secure to the railway
the carriage of the Cotton that will be required
by the ellachar Spinning and Weaving Company.
The Traffic Manager stated that he had seen
the manager of the Weaving Company upon the
subject, and had been assured that unless the
proposed reduction were made the Cotton
would be brought down to ellachar by road.
The Committee however was of opinion that
the reduced rate would have to apply to the
public generally, and not be confined to the
Weaving Company, and that it would be
opposed to the interests of the Company to offer
too great an inducement for the carriage of
Cotton loose in preference to pressed. It was
therefore determined that as an experiment
the rate for loose Cotton shall be reduced
to 26 pice per ton per mile on the understanding
that the owners accept all risk. The reduced
rate is to apply to Cotton conveyed to ellachar,
and also between Yerwagoul and Cuddapah,
with a view to secure the conveyance of loose
Cotton to the latter station to be pressed.

Manthorpe J. G. Esq.

Consulting Engineer
for Railways.

H. J. M. Esq.
Agent and Manager
ellachar Railway.

Madras 1st May 1875.
N^o 240 90

Submitted for the
approval of Government.

2. With reference to clause
5 of the minutes, it should be
mentioned that the rates in force
for the conveyance of cotton is
upon the Madras Railway are
as follow:—

Pies per ton
per mile

Cotton loose in Borahs— 36

Cotton pressed to not less
than 10 lbs per Cubic
foot (Class A)— 24

Cotton pressed to not less
than 15 lbs per cubic
foot (Class B)— 19

Cotton pressed to not less
than 19 lbs per cubic
foot (Class C)— 16

Cotton pressed to not less
than 25 lbs per cubic
foot (Class D)— 14

CD. 2895/75
90 12 May 75
m 13 12 267

Pies per ton
per mile

Cotton pressed to not less
than 35 lbs. per cubic
foot (Class E) — 12

There are also certain special rates providing for the conveyance of cotton to Madras from Bellary, Adoni, and Raichore, if in Class D, at 13 pies, and if in Class E, at 10½ pies per ton per mile. Loose cotton is also carried, under special rate, to the presses at Bellary and Adoni from the neighbouring stations, at 18 pies per ton per mile.

Up to the month of August 1866, the rate for the conveyance of loose cotton on the Madras Railway was 24 pies per ton per mile. It was then raised to 30 pies, and a few months later to 36 pies. In June 1871 the rate was raised to 42 pies, but

110

but twelve months afterwards it was reduced to 36 pies, at which figure it has since stood. The object in view in fixing such a heavy differential rate for the conveyance of loose cotton was to induce consignees to have it pressed before tendering it for despatch. The greatest quantity of loose cotton that can be placed upon one of the Madras Railway wagons is 3 tons, whereas 9 tons of Class E cotton can be loaded upon the same vehicle. The inflammable nature of cotton in an unpressed state, and its liability to take fire, add greatly to the risk involved in carrying

carrying it.

The conditions which affect the carriage of cotton on the Madras Railway have been lately altered to some extent by the formation of the "Madras Spinning and Weaving Company". All the cotton which has hitherto come to Madras has been exported by sea in a pressed state; but of course pressed cotton would be comparatively useless to a Company which proposes to work up the material in India. The Manager of the Company in question represents that the existing rate for loose cotton is almost prohibitive, and that, unless it were reduced,

130
reduced, the cotton required by the Company would have to find its way to Madras by road. It has therefore been resolved, as an experiment, to reduce the rate for loose cotton conveyed to Madras to 26 pice per ton per mile, on the understanding that owners accept all risk.

M. M. M. M.
M. M. M. M.

Cons Engr for Railways
To

The Secretary to Government
P. W. Department
Fort St. George

100-100-1

1910-1911

Can. Ry. Dept.

S.C. Dec. 25-5-75

11-26/62

11-26/62

Reduced rate for horse carriages at reasonable times.
after it has been in operation at reasonable times.
Approved: J. A. [unclear] on the 12th of [unclear]

Mr. 1875-1876

From 1875-1876

See [unclear] [unclear] [unclear]

100-100-1

Wednesday 15-10-1875

100-100-1

100-100-1

Dated 1st May 1875

100-100-1

100-100-1

100-100-1

100-100-1

100-100-1

100-100-1

2895

Govt. of 1875, Madras
PUBLIC WORKS.

To

The Comptroller for Works.

Dated

Recd

Encl

G. O. 12th May 1875, No 135

Nos.

261 - 262

Railway. Meeting at
Poyapooram on the 22nd
April. - Proceedings of
approved and
a report on the experimental
reduced rate for loose coffee
called for, after it has
been in operation a reasonable
time.