

M.R.O. 1-4,002-16-9-48.

- (1) Number of pages _____
(2) Date of repair _____
(3) Initials of the Referencer _____

MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No.	2683 - 84	(Ry) Press
B.P. No.		Mis.
Dated	18-9-	1875

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
18th September 1875.*

Read the following papers :—

No. 397. From Major C. J. SMITH, R.E., Secretary, Railway Commission, to Lieutenant-Colonel J. MULLINS, R.E., Officiating Secretary to Government, Public Works Department, dated Madras, 16th June 1875, No. 339.

I HAVE the honor, in the absence of the President, to forward the Report of the Commission assembled under the orders of Government conveyed in G. O., No. 314, dated 4th February 1875, to inquire into the falling off in traffic in the Madras Railway.

No. 398. Note by the Honorable the Governor.

(Here enter, dated 31st July 1875.)

No. 399. Do. by His Excellency the Commander-in-Chief.

(Here enter, dated 19th August 1875.)

No. 400. Do. by the Honorable R. S. ELLIS, C.B.

(Here enter, dated 19th August 1875.)

No. 401. Do. by the Honorable W. HUDLESTON.

(Here enter, dated 19th August 1875.)

Nos. 402 & 403. ORDER THEREON, 18th September 1875, No. 2,683.

RAILWAY, No. 37-A.

THE Honorable the Governor in Council has perused with much interest the Report of the Commission appointed

to inquire into the causes of the falling off in the traffic of the Madras Railway.

2. The Committee invited evidence under the following heads, and in this order have made certain recommendations which, in their opinion, will lead to improvement in the traffic :—

1. Fluctuation of trade.
2. Rates and classification.
3. Arrangement for receipt, custody, despatch and delivery of goods.
4. The conditions of the Railway service.
5. Relations of the Railway servants with the public.
6. Railway Agency for the attraction of traffic.
7. The alignment of the railway and its connection with towns.
8. Passenger accommodation.

3. The falling off in the traffic of the Railway in 1874, which directly evoked the remark of the Government of India, is no doubt sufficiently accounted for by the contemporaneous depression of trade, and it has been shown that the normal traffic has recovered, except as regards 'sundries,' but the Honorable the Governor in Council is of opinion that the continued want of improvement in the traffic has been shown to be due, in a measure, to causes which are probably within the reach of improved management. The duty of ascertaining what improvements are required, and of making proposals for their introduction, rests primarily with the Railway officers; but with reference to the instructions of the Secretary of State, under which it is laid down that it is the duty of the Consulting Engineer to make himself acquainted with the practical working of every branch of the Railway

*Proceedings of the Madras Government, Public Works Department,
18th September 1875.*

administration, the Honorable the Governor in Council desires to call the particular attention of the Consulting Engineer and his Deputies to the importance of careful observation of the traffic returns and the general working of that branch of the Railway administration, with a view to their submitting such recommendations for alterations in rates or improved working as may appear to be from time to time necessary. It is considered, moreover, that valuable information may be obtained from the Collectors of Districts through which the railway passes, and those officers will be informed accordingly that the Government attach great importance to the development of traffic on railways, and desire them to turn their attention to the subject, and to give from time to time to the Consulting Engineer any information which may become available, showing what obstructions to the extended use of the railway exist, and what can be probably done to remove them. Collectors have the opportunity of ascertaining the views and opinions of the merchants and others of the principal trading centres of their districts, and the results of their inquiries can hardly fail to be of use.

4. As regards "rates and classifications," the Agent of the Railway Company dissents from the recommendations of the Commission, so far as the reduction of rates between Palghaut and Ponani is concerned, and with this dissent the Honorable the Governor in Council agrees; the information however given by the Commission on the subject of rates is scanty. A statement showing in parallel columns the mileage rates actually charged on different classes of goods, compared with the no-profit rate, and also the rates charged on the South Indian Railway and some other Indian Railways would be useful. The recommendations of the Commission under this head are otherwise approved.

5. Under "arrangements for the receipt, &c., of goods," the Honorable the Governor in Council considers that the recommendations of the Commission should be carried out in their entirety. The evidence shows that in minor matters the public have some cause to complain that their convenience might be better secured.

6. The recommendations of the Commission under "conditions of the Railway service," and "relations of the Railway servants with the public," are approved. It is hoped that the introduction of the Retiring Fund scheme will tend to secure a superior class of subordinate officials, from whom constant consideration towards native passengers may be expected. Great care should be taken in the selection of men for distant stations, where much supervision over their behaviour is hardly practicable. The subject of the augmentation of the divisional staff will require further report when definite proposals are brought forward. As regards the vernacular examination proposed, a test which will prove ability to converse fluently, and to read ordinary handwriting, will be sufficient.

7. The proposal to entertain Traffic Canvassers is approved experimentally. But the Honorable the Governor in Council is of opinion that this agency should be of a superior quality than would seem to be contemplated by the Commission, and it seems a question whether the selection should be limited to natives. The nature of the instructions to be given to the persons so employed and duties to be performed should form the subject of a separate report.

8. As regards the branch railways proposed by the Commission, there is no doubt that their construction would tend to the public convenience, and would to some extent remedy the original defective alignment of the railway; but the Honorable

*Proceedings of the Madras Government, Public Works Department,
18th September 1875.*

the Governor in Council is not prepared to press the matter at present. As to the remunerative character of the branches to Vellore and Palghaut opinions may differ, but it is thought that the subject should be specially considered by the Board of Directors, and that they should have the option of undertaking them.

9. It is observed that the Commissioners support the views already expressed by Government on the Bellary and Gudduck proposed extension. The question of roads feeding the railway is now before the Government, and will be the object of careful consideration. From the returns recently submitted the Governor in Council is not prepared to endorse the opinion of the Commission that the country is sufficiently opened up. Much still remains to be done before many important districts receive the full benefit of railway communication.

10. The recommendations under the head of Passenger Traffic are approved. The conclusions arrived at by the Commission prove that there have been defects of more or less importance in several matters of Railway administration, notably in respect to the protection of 3rd-class carriages against sun and rain, the provision of reserved accommodation in 3rd-class carriages, the provision of an adequate supply of drinking water for native passengers under suitable management, and the enforcement of the existing rules alluded to in paragraph 50 of the Report. See also the further suggestions of that and the two following paragraphs.

11. The Honorable the Governor in Council believes that the information which has resulted from the labors of the Commission to which the Railway officers have, by their willing and straightforward evidence, so largely contributed, will secure in the future not only the remedy of all defects which may become apparent, but the earlier detection of these.

12. The Honorable the Governor in Council desires to acknowledge cordially the services of the gentlemen composing the Commission.

(Here enter No. 2,684, dated 18th September 1875).

(True Extract.)

Major-General, R.E.,

Secretary to Government.

To the Consulting Engineer for Railways.
" Secretary, Railway Commission.
" Revenue Department.

Exd. S. T. Austin.
Spare Copies

PUBLIC WORKS DEPARTMENT,
OOTACAMUND, 18th September 1875.

No. 404.

No. 2,684.

FROM

MAJOR-GENERAL 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. 37-B.

SIR,—I am directed to acknowledge the receipt of your letter of the 31st August 1874, No. 2,075 R., in which

the Government of India notice the falling off in the receipts, both from passengers and goods, on the Madras Railway, and suggest the advisability of appointing a Commission to inquire into the causes of

Mr. G. Thornhill, Member of the Board of Revenue.
Major A. deC. Scott, R.E., Under Secretary to Government, Public Works Department.
Mr. P. Macfadyen, Member of the Legislative Council, Fort St. George.
Lieutenant-Colonel Shaw-Stewart, Consulting Engineer for Railways.

this depression of trade. The Governor in Council accordingly nominated the gentlemen mentioned in the margin, to form themselves into a Commission to conduct the necessary investigations, and associated with them the Agent and Manager of the Company.

2. The results of their inquiries have been laid before Government; and in continuation of the papers transmitted with docket No. 315, dated 4th February 1875, I am now to submit the Report to the Government of India, with the conclusions at which the Government have arrived on careful consideration of the views of the members of the Commission and the evidence elicited. The Government of India will not fail to observe that the researches of the Commission have extended over a wide field, and that evidence has been invited from a large circle of persons who, either from their position or occupation, may be considered qualified to throw light on the causes of the falling off in receipts, and to offer suggestions for the improvement of the traffic in the future. Under the head of "the alignment of the railway and its connection with towns," the Commission lay great stress on the extension of the North-west Line to Gudduck as a means of developing the traffic of the Madras Railway; and they point out that the construction of the harbour now in progress at Madras, offering as it will "an easy and secure outlet for the produce of the country at a time when it is most needed, and when the West Coast can hardly, under any circumstances afford similar provision," adds materially to the weight of the testimony which has already been adduced in favor of the undertaking. But as the Government of India have

already been placed in possession of the views of Government in respect to this extension, it is not necessary to enlarge on the subject in this place. I am, however, to express a hope that the additional evidence which has now been brought forward may lead to the question being re-opened and the necessary investigations authorized.

I have the honor to be,

Sir,

Your most obedient servant,

Major-General, R.E.,
Secretary to Government.

Exd. S. T. Austin.

Spare Copies

No. 194 to Black St.

No 39821

No. 7 Black St.

No 400

I have carefully read this interesting report and I think the Govt. have reason for congratulation on the efficient manner in which the Committee have performed the work assigned to them. Very useful evidence has been given and the Railway authorities have given thoroughly straight forward assistance in obtaining the fullest information regarding the working of the Railway. On the whole, considering the difficulties that they have

Recovered - except perhaps as regards mismanaged "Sundries" (Para 13). But

already been placed in possession of the views of Government in respect to this extension, it is not necessary to enlarge on the subject in this place. I am, however, to express a hope that the additional evidence which has now been brought forward may lead to the question being re-opened and the necessary investigations authorized.

had to overcome. However, the management of the line is very creditable.

The short comings are not numerous, and most of the deficiencies admit of remedy.

The points ^{on} which the Railway management ~~are~~ is at variance with the Com^r - are - under Rates & Classification - the steps to be taken to secure for this Railway in certain localities a considerable Cact Traffic still existing. This is principally between Ponani & Pulshat.

Exd. S. T.

Spare Copies

No. 19 to Blank Sheet

No 3982

Both Mr. Slavin & the Traffic Manager are of opinion that any rate the Company could quote, without absolute loss would fail to divert the traffic from the Road. It is clear that both Mr. Slavin & Mr. Church have been attentive to the landy traffic. I think that it would be unwise to prescribe changes in rates which they are decidedly of opinion would prove ineffective.

The Committee would abolish the system of charging excess or reweight for prepaid goods. I think Mr. Slavin is right in considering that reweight

Recovered - except perhaps as regards mismanaged "Lundries" (Para 13). But

already been placed in possession of the views of Government in respect to this extension, it is not necessary to enlarge on the subject in this place. I am, however, to express a hope that the additional evidence which has now been brought forward may lead to

is necessary to guard against fraud on the part of Railway employees & if the consignee is informed without delay if the excess charge. I do not see either ^{hardship} injustice or ~~inconvenience~~ in the existing system.

As regards the question of "demurrage" which has caused much irritation I think the recommendation of the Committee should be accepted in its entirety.

The only other point on which the Committee & Mr. Elwin are at variance is the Allegement of the Rail. The Committee think the extensions should

Exd. S. T. Austin.

Spare Copies

N. 194 to Blount Sts

N^o 3982

V B
be undertaken by the Company Mr. Elwin who is not of opinion ~~that~~ these extensions will pay a fair return upon the outlay, is indisposed to recommend their construction to his Company. — I think there can be no doubt of the great benefits if these alignments to the trade of the country — All that can at present be done is to represent the matter to the Company and urge on them the construction. If they refuse it is possible that the extensions

Recovered - except from

as regards mismanaged

"Lundries" (Para 13). But

on
L m
we h
ch h
ing
ex
As
"der
mm
rec
-mi
in i
The
The
ab
y
their

der
m
ec
m
in i
The
The
ab:
y
their

ah:
41
thin

41
Hind

10

No 39821

17

tail -
to Reddick

managed

131. Sub

N. 194 to Blank Slats

№ 39821

No 399. 17

I have sincerely in
the views to respect
my noble colleagues
Prof. Elliot & Kebleton
and believe that the
crafty men and
others tends to show
duties and responsi-
bilities in our country
business they were
never to hear.

It might be advisable to keep
for the immediate
construction of any
of the extensions
except that to Calicut
which appears to be
the natural terminus
for the Madras rail -
The extension
from Bellary to Madras

Recovered - except perhaps
as regards mismanaged
"Lundris" (Para 13). Bu

[illegible]

~~7 Percent Annually in
the time I have spent by other
means - Money has been found for the
education of children & to place~~

~~W. B. T. Austin.~~
Spare Copies

already been placed in possession of the views of Government in respect to this extension, it is not necessary to enlarge on the subject in this place. I am, however, to express

belongs to another
category. It seems
to be a work of
artistic character
and should be
preserved in the Library
as the work of
an artist likely to confer
honour on the
National Art.

17.8.73

GB-18 Sept 1875
No 2683

Exd. S. T. Austin.

Spare Copies

Ms. 19420 Blomfield 8/16/15

No 3982

Not high
printed

Not
printed

I have been
somewhat disappointed
by the Report of the Commission.
It is true that the
falling off in the
traffic of the Madras
Railway in 1874 which
directly evoked the
remark of the Govern-
ment of India is -
sufficiently accounted
for by the contemporaneous
depression of trade and
the normal traffic has
recovered - except perhaps
as regards mismanaged
"Sundries" (Para 13). But

I fear that the evidence will be regarded as partially at least justifying the surmise that the continued want of improvement in the traffic of the Madras Railway is not a little due to causes which ought to have been more under control of both Railway & Government officers.

The Evidence
and conclusions
of the Commissioners
point the probability
of insufficient Endeavour
to

to seek for ²³encourage
traffic throughout
the line, to ill-adjusted
rates and classification
of goods in some
respects and defective
administration in
many others, to a
possible prevalence
of practices which
are seriously at variance
with the Rules on which
the public & Govt. have
relied (Para 24), to
more or less popular
dissatisfaction with
the management of
both the Traffic and
Coaching Departments,
to some discontent and
unfitness amongst
the Employers, and
to

to their removable delays
and obstructions which,
where the margin of
advantage between
the use of the Rail
& Road is so small,
must have operated
seriously to the disadvantage
of the former. I regret
that these things have
not been earlier brought
to the notice of Govt. and
think that measures

must be taken to secure
the remedial attention
of the Govt. Dept. of
inspection & control
to these matters in a greater not a lesser
degree than heretofore.

Further I do not find any
evidence of record that the
Cooperation & attention of Collectors
& local Officers to the interest of the
Railway which passes through their respective
Districts has been ^{systematically} sought or encouraged by the
Railway Authorities or Consulting Engineers.

As regards Rates and Classification,
it appears to me that the

H.B. I gather incidentally
that the Consulting Engineer
has recently placed himself
in correspondence with
the country authorities - whether
after the notice taken by the
Govt. of India or not does
not appear.

Commission would have
done well to place on record
their views as to the zero
or no profit rate of the
whole or of important sections
of the line. As a guide
in judging of the rates
now charged. I gather from
something which dropped
from Mr. Church in the
course of inquiring that 5 paise
per ton per mile has been
accepted as the rate
which leaves no profit
but close enquiry on this
point is within the
scope of the Commission.
I think that a statement
(in parallel columns) of
the mileage rates actually
charged on the different
classes of goods in comparison
with the zero (whatever
it may be) rate would
be a useful addition
to our review, and that a
comparison with the

rates which obtain on the Great S.I. Company's lines, and some other Indian Railways might be usefully added, for it is evident that simplicity has not been studied in the Traffic Department of the Madras Railway Company. I do not think that the Commission has bestowed sufficient attention on details in this matter although the existence of prohibitive rates (whose necessity is challenged) is brought out by the evidence, and I think merits further inquiry.

I would accept the conclusion - with their cogent reasons - and

* R.D. The Superintendent of the Govt. Farms observes (Report 1872) that the cost of conveying one ton of oil cake manure on the Madras Railway is Rs. 6-1-4 per 100 miles while on the North Eastern Railway line (England) it is only 11/- 0/- for the same distance. He further observes (Para 30) Suitable animals for fattening are difficult to procure in the districts around Madras anything like a price that will admit of a profit being made in fattening them for the market. In Mysore and Salem etc. animals well suited for the purpose can readily be obtained; but the rail charge for bringing them to Madras would in many instances add from 25 to 50 per cent to their first cost & I have the facts before me to the same effect.

R.D. I agree with Mr. Thomas' dissent about the traffic from Palghat to Ponnani. The only remedy would be the diversion of the trade to Beypore - an unpromising speculation. While large commercial centres of like the Ponnani & Calicut lie on either side of this isolated terminal station.

and recommendations of the Committee under this head... But I do not endorse the speculation of the administration (Para 22). Most of the shortcomings under this head have been without control of the administration in the past and that administration must (under his peremptory Govt. inspection) look for the future. I would deem this matter for fuller elaboration by the Consulting Engineer & Railway Authority. As regards the Arrangement for the Receipt of Goods, the experience testimony at least corroborates the conclusion apparently arrived at by the Commission that existing practice is too generally contravened. The rule is a maximum which is prejudicial to the interests of the Company and is perhaps little credited to the supervision of the Traffic

Traffic Department
and I would insist on
every compromise —
indicated by the Commission
being carried out. Mr. Elwin
testifies to the contrary.
The evidence & conclusion of
the Commission point to serious
blots in the Executive arrange-
ments and all appearance
of want of fairness and
reciprocity - e.g. - payment on
Excess weightment, while refusal
for short weightment is not
made - should be
removed. It is quite clear
that the margin in favour
of the Railways compared
with the Road is in respect
to many localities & persons
as well as many articles
of traffic far too narrow
to allow of ^{much} departmental
mismanagement, of rail
delays, obstructions, fines, etc.
and corruption on the part
of the officials, & of pilfering
and dishonesty, without
serious

N.B. The Character of the Railway
Evidence (Mr. Elwin's dissent including)
and administrative issues, to my
mind, want of reasonable consideration
of public convenience & concessions
which fairly accounts for much
existing ^{impopularity} & preference of other
means of conveyance.

29
Serious dissatisfactions
of both goods & coaching
traffic & consequent loss.
The Evidence and
report are far too meagre
& general on the subject of
Conditions of the Service &
its relations to the Public to
admit of useful observation.
The Evidence points to
suggest at least partially
the existence of insufficiency
of service as respects
portions of the Great
Staff and consequent
careless work, it suggests
inadequate supervision,
the presence of indifference
to the duties of the
constituted, & of
corrupt practices which
are difficult to check,
and that these matters ~~are~~
were within the scope
of the Commission as
concerning the character

Traffic Department
and I would insist on
every compromise —
indicated by the Commission
being carried out. Mr. Elwin
testifies to the contrary.
The evidence & conclusion of
the Commission point to serious
blots in the Executive arrange-
ments and all appearance
of want of fairness and
reciprocity - e.g. - payment on
Excess weightment, while refusal
for short weightment is not
made - should be
removed. It is quite clear
that the margin in favour
of the Railways compared
with the Road is in respect
to many localities & persons
as well as many articles
of traffic far too narrow
to allow of ^{much} departmental
mismanagement, of rail
delays, obstructions, fines, etc.
and corruption on the part
of the officials, & of pilfering
and dishonesty, without
serious

N.B. The Character of the Railway
Evidence (Mr. Elwin's dissent including)
and administrative issues, to my
mind, want of reasonable consideration
of public convenience & concessions
which fairly accounts for much
existing ^{impopularity} & preference of other
means of conveyance.

29
Serious dissatisfactions
of both goods & coaching
traffic & consequent loss.
The Evidence and
report are far too meagre
& general on the subject of
Conditions of the Service &
its relations to the Public to
admit of useful observation.
The Evidence points to
suggest at least partially
the existence of insufficiency
of service as respects
portions of the Great
Staff and consequent
careless work, it suggests
inadequate supervision,
the presence of indifference
to the service, material
inadequacies, of
corrupt practices, which
are difficult to check,
and that these matters ~~are~~
were within the scope
of the Commission as
affecting the Character

and Conduct of a Service
in which well doing the
public & State have a large
interest. I entirely agree
with the proposal of the
Commission as respects
the Constitution of an
Service Fund removal
of irritating faults of
Administration (Para 30 & 31)
and the Augmentation
of the divisional traffic
Staff, but I certainly
should have wished to
have had their advice
on many other points.
I entirely concur
in the conclusion which
the Commissioners have
apparently arrived at.
That there is no evidence that
Sufficient exertion to find
and develop Local Traffic
has characterized the
Administration of the
Madras Railway. I

miss

miss evidence of such
exertion on the part of
the Govt. & Railway Officers
alike. And I think that
much benefit would have
resulted had the Commission
resolved to place themselves
in communication with the
Local Officers & mercantile
Community by sitting at
some central station in
3 or 4 of the principal
Railway Districts, there
really to acquaint themselves
with the subject in all its
bearings & set an example
of what is urgently called
for in future. I would
try Traffic Inspectors as
proposed by the Commission
though I do not anticipate
great results. But I would
require serious & detailed
attention to the development
local traffic & removal
of obstructions as a part
of the periodical inspection
of

of the Govt. Officers as they
pass from town to town and
District to District. And
I would require a special
half yearly report at their
hands on these subjects.
I think also that more
vigilant & practical intelligence
on the part of the Traffic
Department of all ranks
than there is evidence of
in this inquiry would react
most beneficially on the
local trade throughout
the Country.

I accept Mr. Elwin's
request as respects
Extension of the line. The
grave & burdensome
maintenance of the
original alignment of the
rail almost throughout
admits of no question; but
I do not think that the
short rectifications
proposed will improve
the traffic under the
circumstances in proportion
to their cost, although
public

33
public convenience would
be greatly subserved by
the measure. E.g. The Chief
arteries of traffic at the
Katpadi station (4 miles
north of Villor) are rice &
which come up from South
Arcot via Polur and other
routes converging to Villor
and from the Southern
Talangs of the District. I
do not think that much
improvement could be
expected from enabling
it to be transferred ^{to the line} at Villor
instead of Katpadi. Again
the bulk of traffic passing
through Palghat comes up
from Dindigul & South
Cannalore (through Pollachi
and Coimbatore) &
from the Southern Talangs
of Malabar via route to the
Coast. And I doubt
whether an expensive
branch of 2 to 3 miles into
Palghat would intercept
much traffic which
for

for other reasons will
probably continue to
prefer the road between
Rajahmundry & Ponnani its port
of Rumbakatom. The line
to the Coast is of course most

inconveniently incomplete.
So long as it is not continued
from Beypore into Calicut.
There is nothing in the
evidence to show what is
the mileage profit on the
Malabar Section of the
line but I should anticipate
that the latter would be
raised throughout by the
convenient Extension
and that the Extension
itself might be expected
to pay considerably more

than that average. I would require a further report on this
proposed Extension between Beypore & Calicut at the hands of

The Commissioners -
Support the view already
taken by the Government
of the Bellary & Gudalur
Extensions.

As regards
the

h. B. I may observe that
there is evidence that the
unexplained "unloading
charges" at Beypore are
cause of serious complaint
& deserved more careful
scrutiny at the hands of
the Commission. (Print)

His subject here
was disposed of - 10/11/72
of Feb 6/1872

the Railway Officers & Consulting
Engineers.

the Passenger Traffic and
the matters connected
therewith which are noted
by the Commission. I think
that their recommendations
should be adopted without
exception.

In Conclusion I would
remark that I do not
altogether agree with the
Commission's exculpation
of the Railway Administration.
There has been abundant
time to study and at
least partially to overcome
the difficulties which are
urged in extenuation of
continued shortcomings.

On the P.S. of the Report
and the evidence adduced
on the subject by the
respective Railway
Administration I would
observe that the Public
& State are entitled to an
efficient through mail
service and that Govts
will not reopen the matter.

31/7 1872
W. H. Smith

Let me correct
 first -
 The man's name
 is not that of
 the letter of the
 Ld. M.
 2/10

1872

Extract from the Madras Experimental
 and Model Farming Reports for the year ending 31st
 of March 1872; -

"Para 93: - A small lot of this cake
 weighing 3002 pounds, was purchased in Bangalore
 for 8 rupees, or at the rate of about 15 maunds per one
 rupee, the rate then current, but unfortunately the
 railway carriage on this lot to Madras amounted to
 Rupees 15, thus adding nearly 200 per cent to its first
 cost, and almost prohibiting its employment as a
 manure in this district. This is particularly to be
 regretted, as of all the manures we used last season,
 it produced the most satisfactory results, and it can,
 I believe, be obtained in sufficient quantity in
 Bangalore. The railway charge, Rs. 13-10-1/2 for con-
 veying manure cake a distance of only 216 miles, is
 exceedingly high, and is even in excess of the rates
 charged

charged in England, though in that country Agri-
cultural produce of all kinds is twice as valuable.

In proof of this, I quote below the rates charged by

the North-Eastern Railway Company, whose

circumstances are in no way exceptional, for con-

veying manure cakes and artificial manures —

over their lines;

Rate per ton in lots of 2 tons and upwards.

From Newcastle to Birmingham

do do to Leeds

do do to York

do do to Carlisle

do do to Berwick

do do to Darlington

do do to Hull

do do to London

do do to Manchester

do do to Liverpool

do do to Glasgow

Following is a list of the rates per ton in lots of less than six tons

from Madras to Calcutta

do do to Bombay

do do to Rangoon

do do to Singapore

do do to Penang

do do to Malacca

do do to Sumatra

do do to Java

do do to Ceylon

do do to Cutch

do do to Kathiawar

do do to Sindh

do do to Baluchistan

do do to Afghanistan

do do to Persia

do do to India

do do to Europe

do do to America

Extract from the Madras Exhibition Report

of 1874;—

The show of ponies would have been

“larger had not the cost of bringing them to Madras

“deterred some intending exhibitors; in one instance

“at least, with good reason, as for carrying to Madras

“two pony mares with foals at their heels, a railway

“fare was demanded equal to the usual charge

“for carrying four full grown horses.”

Extract

Extract from the Madras Farms Reports for 1874-75:-

Para 20. Suitable animals for fattening are difficult to procure in the districts around Madras, at anything like a price that will admit of a profit being made in fattening ^{them} for the market. In Mysore and Salem & & animals well suited for the purpose can readily be obtained; but the rail charge for bringing them to Madras would in many instances add from 25 to 50 per cent to their first cost, & &.

(True Extracts)
Gov. Farms Office
Sydney 15 July 1875 } W. Robertson
Supt. Gov. Farms
[Faint handwritten text follows]



Public Works Dept.
No. 41

Proceedings of the Madras Government
Under date the 18th June 1875
Read the following

From
The Secretary — } No. 339 of 18th June 1875
Railway Commission

The Honble the Governor in Council has perused with much interest the report of the Commission appointed to enquire into the causes of the falling off in the traffic of the Madras Railway.

The Committee invited evidence under the

the following heads,
and in this order have
made certain recommen-
dations which in their
opinion will lead to im-
provement in the traffic.

1. Fluctuation of trade
2. Rates and classification
3. Arrangement for receipt,
custody, despatch and
delivery of goods
4. The conditions of the
Railway service
5. Relations of the Railway
servants with the
public.
6. Railway Agency for the
attraction of traffic
7. The alignment of the
Railway and its con-
nection with Towns
8. Passenger accommodation.

The falling off in
the

123
the traffic of the
Railway in 1874 which
directly evoked the remark
of the Govt of India, is
no doubt sufficiently
accounted for by the
contemporaneous depression
of trade, and it has
been shewn that the
normal traffic has
recovered, except as
regards 'Sundries', but
the Honble the Governor
in Council is of opinion
that the continued
want of improvement
in the traffic, has been
shewn to be due, in a
great measure, to causes
which can with im-
proved management, be
removed.

X
are probably within
the reach of improved
management. The duty
of ascertaining what improvements
are a general work of making

As

As regards Rates and Classifications, the Agent of the Railway Company dissents from the recommendations of the Commission, so far as the reduction of rates between Palghat and Ponnani is concerned, and with this dissent the Honble the Governor in Council agrees; the information however given by the Commission on the subject of rates is scanty, and nothing is said as to the zero or no profit rate. A statement showing in parallel columns the mileage rates actually charged on different classes of

passengers, freights, and other transactions, such as primarily with the Railway, is placed with the Commission. ^{and the latter should watch the traffic returns, and make inquiries on such matters as are likely to be of use to the Commission.} However, it is not likely that better information may be obtained from the Collectors of Districts through which the Railway passes and those officers will be informed as and when that the Government attach great importance to the development of traffic on Railways & desire them to ^{turn} ~~give~~ their attention to the subject & to give from time to time to the Consulting Engineer any information which may become available, showing what obstructions to the extended use of the Railway exist and what can be profitably done to remove them. Collectors have the opportunity of ascertaining the views and opinions of the merchants and others of the principal trading centres of

the Districts and the results of their inquiries can be readily laid before the Commission.

Materials and the results of their inquiries can be readily laid before the Commission. ^{Materials and the results of their inquiries can be readily laid before the Commission.}

It is not to be founded - if on Mr. Robinson's report we should have the explanation of the discrepancy.

at 1/4 lb. = 10.8
at 1/2 lb. = 11.0 1/2
at 3/4 lb. = 11.1 1/2
at 1 lb. = 11.2 1/2

Money is worth far more & is much less abundant here than in England. Rates will attract in England but prohibit in India.

48
of goods, compared with the no profit rate, and also the rates charged on the South Indian Railway and some other Indian Railways would be useful, and further information regarding prohibitive rates, the existence of which has come to the notice of Govt., should have been given. The Consulting Engineer will, in communication with the Railway authorities, submit a further report on this subject. The recommendations of the Commission, under this head, are otherwise approved.

Under Arrangements for

Call...
 promoting the interests of the public

appears to the Honble
 the Governor in Council
 that other measures are
 necessary, as there is evidence
 of a want of exertion on the
 part of the Govt. and Rail-
 way Officers to find and
 develop land traffic. It
 should be part of the
 duty of the Govt. Officers
 as they travel through the
 country to enquire into
 the development of local
 traffic and to endeavour
 to remove any obstructions
 to it, and on this subject
 a special half yearly
 report will be submitted
 in future.

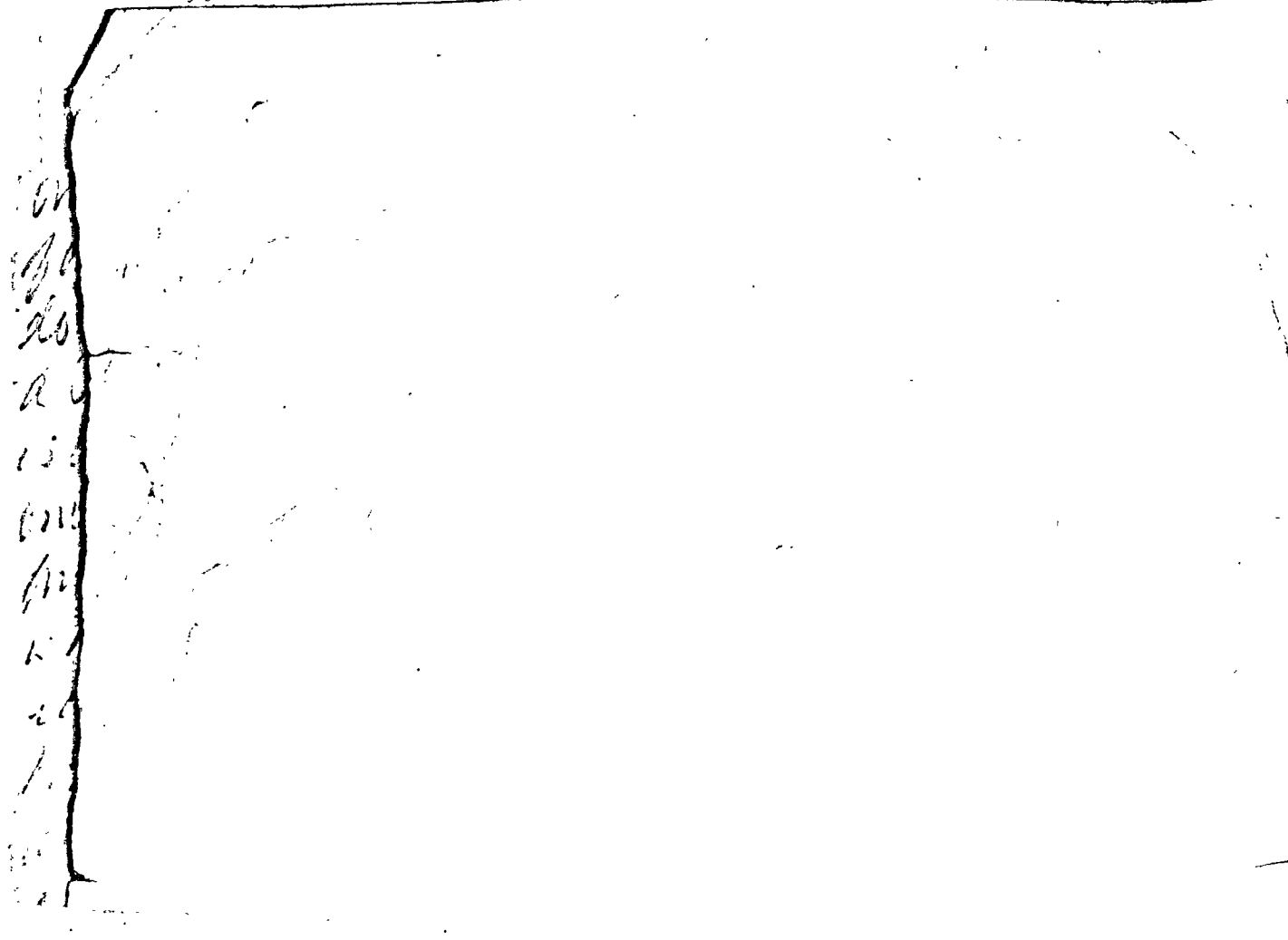
As regards the
 branch Railways proposed
 by

mit call...
 Lord is...
 in the future...
 to see...
 to be done - 907

I do not agree to this and blame
 blaming the Govt. officials. I
 should wish to know the nature
 of the duties laid down for District
 Engineers - & whether securing
 for traffic is one of their duties.
 Except such general opinion
 -ation as going on inspection
 tours may give them. I do
 not see how these Consulting
 Engineers could ~~obtain~~ traffic
 help to gain traffic - have
 they the time to do this &
 above all is this one
 of the duties prescribed

MM
 I agree in the above
 remarks.
 Kindly look up duties - I
 will have them looked

by the Commission, though



+ the subject should be specially considered
 by the Board of Directors and that they should
 have the option of undertaking them. Should
 they decline, possibly they may be constructed
 by other interests in connecting these towns
 with the existing main line of Railway -

[illegible]

I cannot imagine the
 feeling for the first time
 in my heart of the day
 of collecting, superior
 to the pleasure in the
 field. The first hour of the
 season, in which the life
 of the summer is still
 in the air, is the best
 of the season. It is the
 time of the year when
 the sun is high and the
 air is clear, and the
 water is calm. It is the
 time of the year when
 the birds are singing and
 the flowers are in bloom.
 It is the time of the year
 when the world is at its
 best. It is the time of the
 year when the heart is
 at ease. It is the time of
 the year when the soul is
 at home.

by the Commission, though there is no doubt that their construction would tend to the public convenience, and would to some extent remedy the original defective alignment of the Railway, the ^{Art} remunerative character of the ^{branches} undertaking in the case of the proposed lines to Vellore and Palghat ^{opinions may differ but it is the thing at stake} appears uncertain; the ^{or continuation} branch to Calicut however is differently circumstanced, and, as an extension of the present admittedly incomplete line, may be expected to pay directly, as well as to increase the profit on the existing line. The subject will

It is desirable that the map may

...in determining the
...should be undertaken
...and the Govt must
...be referred to the
...that the views of the
...Railway Company with
...Railway Company will
...view to its being ascer-
...at any early date
...on what terms

the Company would be
prepared to construct
and work, in the first
instance, the extension
to Calicut, and then
the other branches pro-
posed by the Commission.
It is observed that the
Commissioners support
the views already ex-
pressed by the Govt on
the Bellary and Gudalur
proposed extension. On
the subject of roads
feeding the Railway,
it is satisfactory to
find

...the views of the
...Railway Company
...at any early date
...on what terms
...the views of the
...Railway Company
...at any early date
...on what terms

Is what does
this point? I think
it is strongly
expressed

...the views of the
...Railway Company
...at any early date
...on what terms
...the views of the
...Railway Company
...at any early date
...on what terms

find that their sufficiency
is admitted.

The recommendations
under the head of 'Passenger
Traffic' are approved.

The conclusions -
arrived at by the Com-
mission prove that there
have been many defects
of management in several matters
in the Railway Adminis-
tration, and that the
rules on which the
public and the Govt
have relied have been
always obtained close attention which
seriously neglected, the
is desirable. The defects which have been
defects should have
the information which has
resulted from the Commission
attracted their attention
inquire to which the Railway Officers
have by their willing and strong support
of the Com. Engineer
and his subordinates, will
for Railways, and have
been in the future not only the removal
of defects which have been
been under no question
but the early detection of them.
remedied

remedied, and the Honble
the Governor in Council
considers that some ex-
planation of the apparent
shortcomings on the part
of the Govt Officers is due
by the Chief Engineer.

The Honble the
Governor in Council desires
to acknowledge cordially
the services of the gentlemen
composing the Commission.

May 26/8

May 10/8

Handwritten notes at bottom left of page 1, including "I think these shortcomings..."

I think these shortcomings
whatever they are should
be clearly stated - This
is much too vague

I should like
this draft brought
before Council
and the members
of the Com. have seen
it. R/K

Done

Considered this affair
Monday 2nd June & think
should carefully discuss
in Council May 21
Should go to the table
with a view
to the National

Collectors to take that Govt attach
much importance to the development
of traffic on Railway & desire them to
to give promptness to time any information
that may become available showing
what obstructions to the extension of
the Railway exist, & what can be probably
done with the effect to remove them. Collectors
have the opportunity of ascertaining the
views & opinions of the merchants & others
of the principal trading centres in the
Districts & the results of their enquiries
carefully laid to the
Consulting Engineer as far as lies within
power to watch the traffic returns and
make enquiries on such matters as may
need them

May 20/8

May 20/8

Papers Resubmitted
to the Honble the Governor
with reference to the
instructions given
in Council on 20th Aug.

1875

Public Works Dept.
58

Letter from the Secretary, Railway
Commission N^o 339 dated 10th June 1875

Submitted for
orders.

In accordance
with the suggestion of
the Govt. of India,
the Madras Govt. in
G.O. N^o 314 dated 14th Feb.
1875 appointed a com-
mission composed of the
undermentioned gentle-
men for the purpose of
enquiring into the causes
of

for, but it seems probable that were lower rates quoted the salt traffic shown to exist on the road between Ponnani and Palghat might be secured for the railway. The considerable decrease in sundries the Committee profess themselves unable to explain, but they believe that if the recommendations they make are carried out, there will be satisfactory results.

4. The Committee arrange their recommendations under the following heads

Rates & classification
Arrangement for the receipt

58
receipt, custody, dispatch and delivery of goods.

The conditions of the Railway service
Relations of the Railway servants with the public

Railway agency for the attraction of traffic

The alignment of the Railway and its connection with towns
Passenger accommodation

5. Under rates and classification the following recommendations are made

1. That the rates be lowered in certain instances

For fragile articles
Salt
Unpressed Cotton
Coffee
Timber

640 PR

and

and probably for

Pice goods & turrit

Gingilly seeds

bottom seed.

2. That publicity be given to special and other rates.

3. That the classification list be simplified and printed in the vernacular and liberally distributed.

4. That a Complaint Department under the control of the Agent and Manager be instituted.

On the first point the evidence goes to show that there still exists in certain localities a considerable cart traffic and the Committee believe that progressive development

of

the 11-12-13-14-15-16-17-18-19-20-21-22-23-24-25-26-27-28-29-30-31-32-33-34-35-36-37-38-39-40-41-42-43-44-45-46-47-48-49-50-51-52-53-54-55-56-57-58-59-60-61-62-63-64-65-66-67-68-69-70-71-72-73-74-75-76-77-78-79-80-81-82-83-84-85-86-87-88-89-90-91-92-93-94-95-96-97-98-99-100-101-102-103-104-105-106-107-108-109-110-111-112-113-114-115-116-117-118-119-120-121-122-123-124-125-126-127-128-129-130-131-132-133-134-135-136-137-138-139-140-141-142-143-144-145-146-147-148-149-150-151-152-153-154-155-156-157-158-159-160-161-162-163-164-165-166-167-168-169-170-171-172-173-174-175-176-177-178-179-180-181-182-183-184-185-186-187-188-189-190-191-192-193-194-195-196-197-198-199-200-201-202-203-204-205-206-207-208-209-210-211-212-213-214-215-216-217-218-219-220-221-222-223-224-225-226-227-228-229-230-231-232-233-234-235-236-237-238-239-240-241-242-243-244-245-246-247-248-249-250-251-252-253-254-255-256-257-258-259-260-261-262-263-264-265-266-267-268-269-270-271-272-273-274-275-276-277-278-279-280-281-282-283-284-285-286-287-288-289-290-291-292-293-294-295-296-297-298-299-300-301-302-303-304-305-306-307-308-309-310-311-312-313-314-315-316-317-318-319-320-321-322-323-324-325-326-327-328-329-330-331-332-333-334-335-336-337-338-339-340-341-342-343-344-345-346-347-348-349-350-351-352-353-354-355-356-357-358-359-360-361-362-363-364-365-366-367-368-369-370-371-372-373-374-375-376-377-378-379-380-381-382-383-384-385-386-387-388-389-390-391-392-393-394-395-396-397-398-399-400-401-402-403-404-405-406-407-408-409-410-411-412-413-414-415-416-417-418-419-420-421-422-423-424-425-426-427-428-429-430-431-432-433-434-435-436-437-438-439-440-441-442-443-444-445-446-447-448-449-450-451-452-453-454-455-456-457-458-459-460-461-462-463-464-465-466-467-468-469-470-471-472-473-474-475-476-477-478-479-480-481-482-483-484-485-486-487-488-489-490-491-492-493-494-495-496-497-498-499-500-501-502-503-504-505-506-507-508-509-510-511-512-513-514-515-516-517-518-519-520-521-522-523-524-525-526-527-528-529-530-531-532-533-534-535-536-537-538-539-540-541-542-543-544-545-546-547-548-549-550-551-552-553-554-555-556-557-558-559-560-561-562-563-564-565-566-567-568-569-570-571-572-573-574-575-576-577-578-579-580-581-582-583-584-585-586-587-588-589-590-591-592-593-594-595-596-597-598-599-600-601-602-603-604-605-606-607-608-609-610-611-612-613-614-615-616-617-618-619-620-621-622-623-624-625-626-627-628-629-630-631-632-633-634-635-636-637-638-639-640-641-642-643-644-645-646-647-648-649-650-651-652-653-654-655-656-657-658-659-660-661-662-663-664-665-666-667-668-669-670-671-672-673-674-675-676-677-678-679-680-681-682-683-684-685-686-687-688-689-690-691-692-693-694-695-696-697-698-699-700-701-702-703-704-705-706-707-708-709-710-711-712-713-714-715-716-717-718-719-720-721-722-723-724-725-726-727-728-729-730-731-732-733-734-735-736-737-738-739-740-741-742-743-744-745-746-747-748-749-750-751-752-753-754-755-756-757-758-759-760-761-762-763-764-765-766-767-768-769-770-771-772-773-774-775-776-777-778-779-780-781-782-783-784-785-786-787-788-789-790-791-792-793-794-795-796-797-798-799-800-801-802-803-804-805-806-807-808-809-810-811-812-813-814-815-816-817-818-819-820-821-822-823-824-825-826-827-828-829-830-831-832-833-834-835-836-837-838-839-840-841-842-843-844-845-846-847-848-849-850-851-852-853-854-855-856-857-858-859-860-861-862-863-864-865-866-867-868-869-870-871-872-873-874-875-876-877-878-879-880-881-882-883-884-885-886-887-888-889-890-891-892-893-894-895-896-897-898-899-900-901-902-903-904-905-906-907-908-909-910-911-912-913-914-915-916-917-918-919-920-921-922-923-924-925-926-927-928-929-930-931-932-933-934-935-936-937-938-939-940-941-942-943-944-945-946-947-948-949-950-951-952-953-954-955-956-957-958-959-960-961-962-963-964-965-966-967-968-969-970-971-972-973-974-975-976-977-978-979-980-981-982-983-984-985-986-987-988-989-990-991-992-993-994-995-996-997-998-999-1000-1001-1002-1003-1004-1005-1006-1007-1008-1009-1010-1011-1012-1013-1014-1015-1016-1017-1018-1019-1020-1021-1022-1023-1024-1025-1026-1027-1028-1029-1030-1031-1032-1033-1034-1035-1036-1037-1038-1039-1040-1041-1042-1043-1044-1045-1046-1047-1048-1049-1050-1051-1052-1053-1054-1055-1056-1057-1058-1059-1060-1061-1062-1063-1064-1065-1066-1067-1068-1069-1070-1071-1072-1073-1074-1075-1076-1077-1078-1079-1080-1081-1082-1083-1084-1085-1086-1087-1088-1089-1090-1091-1092-1093-1094-1095-1096-1097-1098-1099-1100-1101-1102-1103-1104-1105-1106-1107-1108-1109-1110-1111-1112-1113-1114-1115-1116-1117-1118-1119-1120-1121-1122-1123-1124-1125-1126-1127-1128-1129-1130-1131-1132-1133-1134-1135-1136-1137-1138-1139-1140-1141-1142-1143-1144-1145-1146-1147-1148-1149-1150-1151-1152-1153-1154-1155-1156-1157-1158-1159-1160-1161-1162-1163-1164-1165-1166-1167-1168-1169-1170-1171-1172-1173-1174-1175-1176-1177-1178-1179-1180-1181-1182-1183-1184-1185-1186-1187-1188-1189-1190-1191-1192-1193-1194-1195-1196-1197-1198-1199-1200-1201-1202-1203-1204-1205-1206-1207-1208-1209-1210-1211-1212-1213-1214-1215-1216-1217-1218-1219-1220-1221-1222-1223-1224-1225-1226-1227-1228-1229-1230-1231-1232-1233-1234-1235-1236-1237-1238-1239-1240-1241-1242-1243-1244-1245-1246-1247-1248-1249-1250-1251-1252-1253-1254-1255-1256-1257-1258-1259-1260-1261-1262-1263-1264-1265-1266-1267-1268-1269-1270-1271-1272-1273-1274-1275-1276-1277-1278-1279-1280-1281-1282-1283-1284-1285-1286-1287-1288-1289-1290-1291-1292-1293-1294-1295-1296-1297-1298-1299-1300-1301-1302-1303-1304-1305-1306-1307-1308-1309-1310-1311-1312-1313-1314-1315-1316-1317-1318-1319-1320-1321-1322-1323-1324-1325-1326-1327-1328-1329-1330-1331-1332-1333-1334-1335-1336-1337-1338-1339-1340-1341-1342-1343-1344-1345-1346-1347-1348-1349-1350-1351-1352-1353-1354-1355-1356-1357-1358-1359-1360-1361-1362-1363-1364-1365-1366-1367-1368-1369-1370-1371-1372-1373-1374-1375-1376-1377-1378-1379-1380-1381-1382-1383-1384-1385-1386-1387-1388-1389-1390-1391-1392-1393-1394-1395-1396-1397-1398-1399-1400-1401-1402-1403-1404-1405-1406-1407-1408-1409-1410-1411-1412-1413-1414-1415-1416-1417-1418-1419-1420-1421-1422-1423-1424-1425-1426-1427-1428-1429-1430-1431-1432-1433-1434-1435-1436-1437-1438-1439-1440-1441-1442-1443-1444-1445-1446-1447-1448-1449-1450-1451-1452-1453-1454-1455-1456-1457-1458-1459-1460-1461-1462-1463-1464-1465-1466-1467-1468-1469-1470-1471-1472-1473-1474-1475-1476-1477-1478-1479-1480-1481-1482-1483-1484-1485-1486-1487-1488-1489-1490-1491-1492-1493-1494-1495-1496-1497-1498-1499-1500-1501-1502-1503-1504-1505-1506-1507-1508-1509-1510-1511-1512-1513-1514-1515-1516-1517-1518-1519-1520-1521-1522-1523-1524-1525-1526-1527-1528-1529-1530-1531-1532-1533-1534-1535-1536-1537-1538-1539-1540-1541-1542-1543-1544-1545-1546-1547-1548-1549-1550-1551-1552-1553-1554-1555-1556-1557-1558-1559-1560-1561-1562-1563-1564-1565-1566-1567-1568-1569-1570-1571-1572-1573-1574-1575-1576-1577-1578-1579-1580-1581-1582-1583-1584-1585-1586-1587-1588-1589-1590-1591-1592-1593-1594-1595-1596-1597-1598-1599-1600-1601-1602-1603-1604-1605-1606-1607-1608-1609-1610-1611-1612-1613-1614-1615-1616-1617-1618-1619-1620-1621-1622-1623-1624-1625-1626-1627-1628-1629-1630-1631-1632-1633-1634-1635-1636-1637-1638-1639-1640-1641-1642-1643-1644-1645-1646-1647-1648-1649-1650-1651-1652-1653-1654-1655-1656-1657-1658-1659-1660-1661-1662-1663-1664-1665-1666-1667-1668-1669-1670-1671-1672-1673-1674-1675-1676-1677-1678-1679-1680-1681-1682-1683-1684-1685-1686-1687-1688-1689-1690-1691-1692-1693-1694-1695-1696-1697-1698-1699-1700-1701-1702-1703-1704-1705-1706-1707-1708-1709-1710-1711-1712-1713-1714-1715-1716-1717-1718-1719-1720-1721-1722-1723-1724-1725-1726-1727-1728-1729-1730-1731-1732-1733-1734-1735-1736-1737-1738-1739-1740-1741-1742-1743-1744-1745-1746-1747-1748-1749-1750-1751-1752-1753-1754-1755-1756-1757-1758-1759-1760-1761-1762-1763-1764-1765-1766-1767-1768-1769-1770-1771-1772-1773-1774-1775-1776-1777-1778-1779-1780-1781-1782-1783-1784-1785-1786-1787-1788-1789-1790-1791-1792-1793-1794-1795-1796-1797-1798-1799-1800-1801-1802-1803-1804-1805-1806-1807-1808-1809-1810-1811-1812-1813-1814-1815-1816-1817-1818-1819-1820-1821-1822-1823-1824-1825-1826-1827-1828-1829-1830-1831-1832-1833-1834-1835-1836-1837-1838-1839-1840-1841-1842-1843-1844-1845-1846-1847-1848-1849-1850-1851-1852-1853-1854-1855-1856-1857-1858-1859-1860-1861-1862-1863-1864-1865-1866-1867-1868-1869-1870-1871-1872-1873-1874-1875-1876-1877-1878-1879-1880-1881-1882-1883-1884-1885-1886-1887-1888-1889-1890-1891-1892-1893-1894-1895-1896-1897-1898-1899-1900-1901-1902-1903-1904-1905-1906-1907-1908-1909-1910-1911-1912-1913-1914-1915-1916-1917-1918-1919-1920-1921-1922-1923-1924-1925-1926-1927-1928-1929-1930-1931-1932-1933-1934-1935-1936-1937-1938-1939-1940-1941-1942-1943-1944-1945-1946-1947-1948-1949-1950-1951-1952-1953-1954-1955-1956-1957-1958-1959-1960-1961-1962-1963-1964-1965-1966-1967-1968-1969-1970-1971-1972-1973-1974-1975-1976-1977-1978-1979-1980-1981-1982-1983-1984-1985-1986-1987-1988-1989-1990-1991-1992-1993-1994-1995-1996-1997-1998-1999-2000-2001-2002-2003-2004-2005-2006-2007-2008-2009-2010-2011-2012-2013-2014-2015-2016-2017-2018-2019-2020-2021-2022-2023-2024-2025-2026-2027-2028-2029-2030-2031-2032-2033-2034-2035-2036-2037-2038-2039-2040-2041-2042-2043-2044-2045-2046-2047-2048-2049-2050-2051-2052-2053-2054-2055-2056-2057-2058-2059-2060-2061-2062-2063-2064-2065-2066-2067-2068-2069-2070-2071-2072-2073-2074-2075-2076-2077-2078-2079-2080-2081-2082-2083-2084-2085-2086-2087-2088-2089-2090-2091-2092-2093-2094-2095-2096-2097-2098-2099-2100-2101-2102-2103-2104-2105-2106-2107-2108-2109-2110-2111-2112-2113-2114-2115-2116-2117-2118-2119-2120-2121-2122-2123-2124-2125-2126-2127-2128-2129-2130-2131-2132-2133-2134-2135-2136-2137-2138-2139-2140-2141-2142-2143-2144-2145-2146-2147-2148-2149-2150-2151-2152-2153-2154-2155-2156-2157-2158-2159-2160-2161-2162-2163-2164-2165-2166-2167-2168-2169-2170-2171-2172-2173-2174-2175-2176-2177-2178-2179-2180-2181-2182-2183-2184-2185-2186-2187-2188-2189-2190-2191-2192-2193-2194-2195-2196-2197-2198-2199-2200-2201-2202-2203-2204-2205-2206-2207-2208-2209-2210-2211-2212-2213-2214-2215-2216-2217-2218-2219-2220-2221-2222-2223-2224-2225-2226-2227-2228-2229-2230-2231-2232-2233-2234-2235-2236-2237-2238-2239-2240-2241-2242-2243-2244-2245-2246-2247-2248-2249-2250-2251-2252-2253-2254-2255-2256-2257-2258-2259-2260-2261-2262-2263-2264-2265-2266-2267-2268-2269-2270-2271-2272-2273-2274-2275-2276-2277-2278-2279-2280-2281-2282-2283-2284-2285-2286-2287-2288-2289-2290-2291-2292-2293-2294-2295-2296-2297-2298-2299-2300-2301-2302-2303-2304-2305-2306-2307-2308-2309-2310-2311-2312-2313-2314-2315-2316-2317-2318-2319-2320-2321-2322-2323-2324-2325-2326-2327-2328-2329-2330-2331-2332-2333-2334-2335-2336-2337-2338-2339-2340-2341-2342-2343-2344-2345-2346-2347-2348-2349-2350-2351-2352-2353-2354-2355-2356-2357-2358-2359-2360-2361-2362-2363-2364-2365-2366-2367-2368-2369-2370-2371-2372-2373-2374-2375-2376-2377-2378-2379-2380-2381-2382-2383-2384-2385-2386-2387-2388-2389-2390-2391-2392-2393-2394-2395-2396-2397-2398-2399-2400-2401-2402-2403-2404-2405-2406-2407-2408-2409-2410-2411-2412-2413-2414-2415-2416-2417-2418-2419-2420-2421-2422-2423-2424-2425-2426-2427-2428-2429-2430-2431-2432-2433-2434-2435-2436-2437-2438-2439-2440-2441-2442-2443-2444-2445-2446-2447-2448-2449-2450-2451-2452-2453-2454-2455-2456-2457-2458-2459-2460-2461-2462-2463-2464-2465-2466-2467-2468-2469-2470-2471-2472-2473-2474-2475-2476-2477-2478-2479-2480-2481-2482-2483-2484-2485-2486-2487-2488-2489-2490-2491-2492-2493-2494-2495-2496-2497-2498-2499-2500-2501-2502-2503-2504-2505-2506-2507-2508-2509-2510-2511-2512-2513-2514-2515-2516-2517-2518-2519-2520-2521-2522-2523-2524-2525-2526-2527-2528-2529-2530-2531-2532-2533-2534-2535-2536-2537-2538-2539-2540-2541-2542-2543-2544-2545-2546-2547-2548-2549-2550-2551-2552-2553-2554-2555-2556-2557-2558-2559-2560-2561-2562-2563-2564-2565-2566-2567-2568-2569-2570-2571-2572-2573-2574-2575-2576-2577-2578-2579-2580-2581-2582-2583-2584-2585-2586-2587-2588-2589-2590-2591-2592-2593-2594-2595-2596-2597-2598-2599-2600-2601-2602-2603-2604-2605-2606-2607-2608-2609-2610-2611-2612-2613-2614-2615-2616-2617-2618-2619-2620-2621-

On the 2nd point the evidence shows that an erroneous impression has prevailed regarding 'special rates,' and the Committee propose that all alterations of rate should be published in the leading English news papers, before coming into force, inserted in the Vernacular in the Fort Saint George Gazette and posted, in like form, at all stations likely to be affected by the rate.

The form of classification is proposed to be altered and an arrangement similar to that in use on the South Indian Railway is recommended.

The

There is a note against the Fort St. George Gazette, saying that it is not a newspaper, and that it is not a public document.

1877

1877

1877

^{6.3}
The list to be published in the Vernacular exposed & sold at every station and with a Concise Code of rules relating to goods traffic posted on the outside walls of every goods shed.

A special complaint department under the immediate control of the Agent and Manager is strongly recommended.

The 2nd, 3rd & 4th recommendations appear to be called for by the evidence - the adoption of reduced rates as proposed might be

the

0. the subject of further
report by the Consulting
Engineer, it being under-
stood they should not
be quoted so low as to
cause loss to the Company

5. The recommenda-
tions under arrangement
for receipt, custody,
despatch and delivery
of goods, are

1. That the existing
rule ordering the des-
patch of all consign-
ments in order of their
numbers be brought
under special scrutiny
of divisional officer

2. That the system
of charging excess or
re-weight for prepaid
goods be abandoned.

That

Copy of report
Station Master
11/11/11
11/11/11
11/11/11

11/11/11
11/11/11
11/11/11
11/11/11

3. That trucks
delayed at forwarding
stations be brought
under the same scrutiny
as trucks en route.

4. That the goods
receipt note give the
following information

Date & hour of receipt
Number
Description
Weight
Descriptive marks
Rail charge
Probable date of arrival

5. That the de-
murrage charge shall
not commence till 24
hours after the probable
date of arrival.

6. That with
overdue goods advice
notes.

This is all the information
available and so
much as to be met
therein.

notes be sent on
arrival to the con-
signees and the de-
murrage period be
extended to 36 hours.

Certainly not fair.

7. That extra shed
accommodation be
provided at Adoni
Buddapah and
Avinashy.

On the 2nd point the
Committee find that
reweighing prepaid goods
is a source of great
temptation to traders of
all classes. Mr. Echin
dissent from the recom-
mendation as entirely op-
posed to the Railway
management all over
the world and considers

that

67
that reweighing is
one of the principal
safeguards which
Railway Companies
have to prevent fraud.
This dissent appears
worthy of consideration
the practice of omitting
to advise the consignee
of the excess charge
until long after the
delivery of the goods
must however be cor-
rected.

It will be observed
the Committee state
that reweighing is
essential, but that
levying an excess charge
on prepaid goods should
be abandoned.

I think so too. The reweigh-
ing of "prepaid" goods is a
very heavy tax on
the people a long time
ago. If there be that

Mr.

Mr. Edwin dissent
from the recommendation
No. 6 on the ground
that it would cause
misapprehension and
confusion in the minds
of Station Masters
without securing the object
which the Commission
has in view. The ex-
tension of the time before
charging demurrage,
in the case of over due
goods, might perhaps
be allowed without
incurring this objection.

might let the
difference make
account for the loss
on the forwarding bill

an intelligible
reason for the
duty

The other recom-
mendations appear worthy
of adoption.

Under the con-
ditions of the Railway
Service

Service the following
recommendations are
made.

- 1 That a Retiring Fund be instituted
- 2 That no Railway servant drawing more than 20 Rs monthly be dismissed except by the Agent and Manager
- 3 That a 'conduct book' to replace the 'firing system' be opened. The establishment of a Retiring Fund is understood by the Committee to be in contemplation by the Railway Board, and the Committee very properly urge the necessity

necessity for the adoption of some such scheme.

The limit fixed as to powers of dismissal seems unobjectionable.

The 'firing system' cannot be too strongly condemned and with the introduction of a Retiring Fund may well be replaced by a 'Conduct Book'.

7. Under 'Relations of the Railway servants with the public' the Committee recommend-

1. That the rule should be rigidly enforced that Station Masters should speak the language of the districts

71
districts in which they serve, and be, as often as possible, men of the locality.

2. That the divisional staff be sufficiently increased, and that each officer consecutively may be taken off duty to give him time to pass a vernacular, the pay of passed incumbents being increased, and no appointment on this staff being made except to passed candidates.

3. That the divisional (traffic?) staff be largely augmented and that in future natives be encouraged to qualify for

for the appointment
of The Committee are
doubtless right in con-
sidering that if the
position of Railway
servants is improved as
previously recommended
the relations of the Rail-
way servants with the
Public will be improved,
and their first recom-
mendation is likely to
prove advantageous.

It appears essential
that each officer and
subordinate should
understand the language
of the district in which
he serves, but the Test
proposed may be open
to question. Ability to
converse

73
converse fluently in the
language, and to read
ordinary handwriting
seems to be all that
is necessary for officers
or subordinates who
are not natives of the
district.

The proposals to
increase pay of staff
and to augment it,
must be the subject
of further report - the
necessity for an aug-
mentation appears to
have been established
by the evidence.

8 There is one
recommendation under
the head 'Railway
Agency for the alteration
of

Can I have heard
of it?

of Traffic'

That Native Traffic
Canvassers be appointed,
and paid a Commission
on the extra goods they
attract, in addition to
their fixed salary.

The evidence shows
a great diversity of
opinion in the matter
of Traffic Canvassers
and Receiving houses.
The general opinion, which
seems to be concurred in by
the Railway Authorities,
is that Station Masters
should not be allowed
a percentage on the
goods traffic passing
through their hands.

The

78
The Committee observe that
some witnesses examined
strongly recommended the
establishment of receiving
houses, but there are objections
in their opinion to this
arrangement & they give
their preference to Native
Traffic Canvassers. To
maintain such an estab-
lishment permanently may
be ^{an} necessary, but as it is
shown that natives are
not yet thoroughly ac-
quainted with the Railway
regulations it may be
advisable to adopt the
recommendation experimen-
tally.

1/11
I would suggest - I don't
utilize

9. Under the head
The alignment of the Railway
and its connection with

Lanes

of Towns' are 2 recommendations

1. That light rail
branches to be worked
by the Madras Railway
be opened between the
main line and

Vellore
Palghat
Calicut

and perhaps also
Arcoot
Salem

and that with this view
the Madras Railway
Company be consulted.

2 That the Bellary
branch be extended to
Gudduck.

On the first point the
go Committee state they do
not consider it within
their

27
their province to suggest
or discuss the terms upon
which these lines can be
constructed and worked.
They believe however the
lines would pay their cost
and they consider it
essential that they should
be leased to or at least
worked by the Madras
Railway Company. They
suggest that the Company
should be invited to
submit plans and
estimates at once for
the lines. Mr. Elmer
dissent from the Com-
mittee. He believes that
these short lines would
not pay, and he thinks
they may well be under-
taken by private enterprise.
He

Agree with this
assent - Some
as respects the
1 Calicut & Bellary

He adds that he should be prepared to recommend his Board to extend to the projectors of such schemes every reasonable assistance.

In Proceedings of Govt. Financial Dept. No. 746 dated 6th April 1875 is printed a Memorandum by Colonel Walker R.E. on the subject of the proposed branch Railway to Vellore from which the following is a quotation. In my opinion the Agency of the Madras Railway Engineers should be made use of for planning, estimating and carrying out the work as speedily as possible; the option of incorporating

I can advise with
at present -

79
incorporating it as a portion of their line, without guarantee, being first offered to the Company. Should they decline it, then I do not think there would be any objection to the line being made over to the Local Fund Boards to be worked and maintained.

The subject was then referred to the Railway Commission; the adoption of their suggestion would apparently advance matters one stage.

With reference to Feeder Roads, the Committee remark that with few exceptions the country is

He described either as suff-
iciently opened up al-
ready or in course of being
proposed.

With regard to the
recommendation that the
Gov Bellary branch be ex-
tended to Gudlur, it
is only necessary to call
attention to letter from
R. & the Secretary
pro, to the Govt of India. P.W.
to Dept. (Railway) No 3210 R
the dated 18th Decr 1874, printed
with Proceedings of
Ag Govt. P.W. Dept. No 105
dated 13th January 1875,
in which it is stated
that a reply must be
awaited to the reference
made to the Secretary of
State

State on the subject,
before a final answer
can be given.

10. There are 13 re-
commendations under
the head Passenger
accommodation

1. That passenger
rolling stock be made
waterproof.

2. That reserved 3rd
Class accommodation
be provided to the
extent of 2 compartments
holding 10 and one com-
partment holding 20 in
every train.

3. That the offer of
this accommodation
receive the greatest
possible publicity and
the

the reservation be rigidly enforced.

4. That latrine accommodation in 3rd class carriages be tried in the reserved compartments as an experiment

5. That drinking water for all travellers be provided at all stopping stations.

6. That the existing latrines be modified and that for the new ones the State Railway plan be adopted

7. That 3rd class waiting rooms be provided at all principal stations if not done already

8. That the Company be called ^{upon} to discourage

over

over crowding, and to provide sufficient rolling stock for extraordinary occasions.

9. That chuttrums be provided by private enterprise in connection with Local Fund Boards.

10. That names of stations and stopping times be called out in the vernaculars; that carriage doors be all thrown open on arrival, and a five minutes bell be rung before departure of each train.

11. That sign boards giving the vernaculars the length of stoppage be

be prominently posted.

12. That ticket offices be opened, during fixed periods, before the train departs, and the rule be painted in vernacular over the ticket window.

13. That time tables and a concise code of rules be printed in the vernacular and sold at all stations.

All these recommendations appear to be worthy of adoption. Nos. 2, 3 & 4 being experimental.

The subject of chut. Trains near stations might be brought to the notice of Presidents of Local Fund Boards, by the Board of Revenue and instructions

instructions given to communicate with the Railway authorities on the subject.

11. The Committee regret that they were unable to enter upon the discussion of the subject referred to them for investigation in G.O.

No. 905 dated 5th April 1875 viz. the Traffickers

Managers remark that the increased charges of the period under review were due

to the accelerated mail service which the Company had been required to introduce. as the further information they required on the subject could

not

not be procured before
the departure of the
President for England.

Mr. Atul. May 1875.

Offg. Jt. Secy. to Govt.
P.W.D.

Ostacumund

5th July 1875

Oct 26 1875 18-9-75

K. Atul

Copies of Correspondence ⁸⁷
relating to the proposed transfer of
two Rams from Madras to Caroor
by Railway.

No 59.

3rd June 1875.

I know

The Assistant Superintendent of
Government Farms

To

E. A. Campbell Esquire
Plantation Works, Windigub

Sir,
In reply to your letter dated 31st
May to the Superintendent Government Farms
I have the honor to inform you that we
can at present supply you with following
Rams viz; -

- | | |
|----------------------|--------|
| 1-3 year old ram | Rs. 12 |
| 2-1 1/2 year old ram | Rs. 8 |

I have the honor to be
Sir
Yr. Obedt. Servt.
(Signed) C. Benson.

From
19th June 1875
E. A. Campbell Esquire
Plantation Works, Windigul

To
The Assistant Superintendent
Government Farm
Sydhpet.

Dear Sir,

With reference to your letter
of 3rd Instant I am prepared to take the rams
at once, but I find the cost of carriage
prohibitive, as I shall have to pay for a truck.
Surely this must be a mistake?
Could they not go in a "crate"?

Yours faithfully
(Signed) E. A. Campbell

No 48

22nd June 1875
89

From
The Assistant Superintendent
Government Farms

To
The Traffic Manager
Madras Railway

Sir, I have the honor to request that
you will be good enough to inform me whether
sheep can be conveyed in crates at ordi-
nary goods rates or on what terms? I have
to send 2 Rams to Windigul, please inform
me to enable me to effect their despatch in
the cheapest way.

I have the honor to be
Yr. Obedt. Servt.

(Signed) R. Schiffringer

From
Madras Railway
Traffic Manager's Office
Madras, 23rd June 1875

To
The Assistant Superintendent
Govt. Farms. Sydhpet

Sir, With reference to your letter No 78 of the 22nd instant, I have the honor to inform you that the charge will depend to a great extent on the space occupied, and I shall be glad to hear approximately what this will be.

I have the honor to be
Yrs
(Signed) J. S. Moss
Wg. Traffic Manager.

No 80

25 June 1895

From

The Assistant Superintendent
Government Farms

To

The Traffic Manager
Madras Railway

Sir, In reply to your letter No A $\frac{48977}{10830}$ of 23rd instant, I have the honor to inform you that the hamper or crate to carry the rams will be 5 ft. long, 4 ft. broad and 3½ ft. in height.

I have the honor to be
Yrs
(Signed) Ralph Schiffmayer

91

From, Madras Railway
Traffic Manager's Office,
Madras, 25 June 1895.

Sir,

With reference to your letter No 80 of this date, I beg to inform you that the charge for conveying 2 crates containing Rams from Madras to Caroor (the nearest station to Wandigul) is Rs. 35.8.0.

The Rams should be sent to the Central Station for despatch.

I have the honor to be
Yrs
(Signed) _____

For Traffic Manager.

No 82

Memorandum

26 June 1895

From

The Assistant Superintendent
Govt. Farms

To

The Traffic Manager
Madras Railway

The undersigned begs to inform the

the Traffic Manager with reference to his letter of yesterday's date, that both the rams referred to will be put together in 1 crate whose dimension will be 5x4 ft. and 3 1/2 ft. in height and not 2 crates. He will therefore be good enough to inform him what will be the charges for conveying the same.

(Signed) Gaspar Schiffmayer

Know

Madrid Railway

Traffic Manager's Office

Madrid, 28th June 1895.

Sir, With reference to your letter of the 26th instant I have the honor to inform you that as a wagon must be specially used for the conveyance of the Rams, the charge will be the same, whether they are put into one or two crates.

I have the honor to be
Yr. S^{ts}

(Signed)

For Traffic Manager

To the Superintendent
Good Farms, Lydiate.

Railway Department.

CONSULTING ENGINEER'S OFFICE.

No. 33

Madras 16 June 1875

From

Major C. J. Smith R.E.

~~Lieut. Colonel J. H. M. SHAW STEWART, R.E.,~~

Secretary Ry Commission

~~Consulting Engineer for Railways,~~

To

Lieut. Col. J. Mullins, R.E.,

~~Colonel C. W. WALZER, R.E.,~~

Secretary to Government,

Public Works Department,

Fort Saint George.

SIR,

I have the honour,
in the absence of the President,
to forward the report of the
Commission assembled under
the orders of Government conveyed
in G.O. N^o 314, dated 4 Febry
1875, to enquire into the falling
off in traffic in the Madras
Railway.

I have the honour to be,
Sir,

Your most Obedt Servant,

C. Smith. Major R.E.
Secretary Ry Commission

Recd 2652 2/15/75

The Committee
invited evidence under
the following heads, and
in this order have made
certain recommendations
which in their opinion
will lead to improvement
in the traffic

1. Fluctuation of trade
2. Rates and classification
3. Arrangement for receipt,
custody, despatch and
delivery of goods.
4. The conditions of the
Railway Service
5. Relations of the Railway
servants with the
public.
6. Railway Agency for
the attraction of traffic.
7. The alignment of the
Railway and its
connection

101
Connection with towns.

8. Passenger accommodation

The falling off
in the traffic of the
Railway in 1874, which
directly evoked the
remark of the Govt of
India, is no doubt suf-
ficiently accounted for
by the contemporaneous
depression of trade, and
it has been shown that
the normal traffic has
recovered, except as regards
Gudries, but the Hon-
ble the Governor in Council
is of opinion that the
continued want of im-
provement in the traffic
has been shown to be
due, in a measure, to

causes

causes which are principally
within the reach of improved
management. The duty
of ascertaining what im-
provements are required,
and of making proposals
for their introduction rests
primarily with the Rail-

way Officers and with
the Chief Engineer for
Railways, and the latter
should watch the traffic
returns and make enquiries
on such matters as need
them. It is considered
however that valuable
information may be obtain-
ed from the collectors
of Districts through
which the Railways
pass

but with reference to the
instructions of the Secretary
of State, under which it is laid
down that it is the duty of the
Consulting Engineer to make himself
acquainted with the practical working
of every branch of the Railway
administration the Honble the
Governor in Council desires to
call the particular attention of
the Consulting Engineer & his
deputies to the importance
of careful observation of the
traffic returns and the general
working of that branch of
the Railway administration
with a view to their submitting
such recommendations as may appear
to be from time to time necessary.

1035
papers, and those officers
will be informed ac-
cordingly that the Govt.
attach great importance
to the development of
traffic on Railways and
desire them to turn their
attention to the subject,
and to give from time
to time to the Chief
Engr. any information
which may become
available, showing
what obstructions to the
extended use of the
Railway exist and what
can be probably done to
remove them. Collectors
have the opportunity
of ascertaining the views
and

and opinions of the
merchants and others
of the principal trading
centres of their Districts
and the results of their
enquiries can hardly fail
to be of use.

As regards Rates
and classifications the
Agent of the Railway
Company dissents from
the recommendations of
the Commission, so far
as the reduction of rates
between Palghat and
Ponani is concerned, and
with this dissent the
Honble the Governor in
Council agrees; the in-
formation however given
by the Commission on the
subject

1050
subject of rates is scanty, the
and nothing is said as
to the zero or no profit
rate. A statement shew-
ing in parallel columns, the
the mileage rates actually
charged on different classes
of goods, compared with
the no profit rate, and
also the rates charged
on the South Indian
Railway and some other
Indian Railways would
be useful. It is believed
that in England farm
stock, manure &c., are
carried at very low rates,
and that to secure traffic
of the kind in India
the corresponding rates
must be ~~reduced~~
considerably

Considerably lower,
owing to the much higher
value of money here. In
any case the establishment
of such traffic would
necessarily be a slow process,
but the ~~fact~~ ^{fact} ~~is~~ ^{is} ~~regarding~~ ^{regarding}
at any rate the transport
of fertilizing materials
is a wide one, and in
connection with it the
ascertainment of the
lowest rates at which
such materials can be
carried without loss,
which rates if the large
mileage of empties be
taken into account, would
probably mean a consider-
able actual profit, is

107
a matter worthy of
careful attention. The
Consulting Engineer will,
in communication with
the Railway authorities,
submit a further report
on this subject. The
recommendations of the
Commission, under this
head, are otherwise ap-
proved.

Under 'Arrangements
for the receipt ~~etc~~ of
goods' the Honble the
Governor in Council con-
siders that the recommen-
dations of the Commission
should be carried out in
their entirety. The evidence
shows that in minor
matters

matters the public have
some cause to complain
that their convenience
might be better secured,
and that the Railway
Company have at the
same time not been as
much alive to their own
interests as they might
have been.

The recommendations
of the Commission under
'Conditions of the Railway
Service,' and Relations
of the Railway servants
with the public' are ap-
proved. It is hoped that
the introduction of the
Retiring fund scheme
will tend to secure a
better

1694
Superior
better class of subordinated
officials, from whom more
constant ~~frank~~ courtesy and consideration
towards Native passengers
may be expected. Great
care should be taken
in the selection of men
for distant stations,
where much supervision
over their behaviour
is hardly practicable.
The subject of the
augmentation of the
divisional staff will
require further report,
when definite proposals
are brought forward.
As regards the vernacular
examination proposed, a
Test which will prove
ability

ability to converse flu-
ently, and to read
ordinary hand writing -
will be sufficient.

The proposal to
entertain Native Traffic
Canvassers is approved,
experimentally. The
Govt. are impressed
with the importance of
employing such special
agency, which should be
in all respects well
informed and trustworthy,
for developing traffic
in every way, by canvassing
for it, by diffusing in-
formation widely as to the
facilities which the
Railway

Do not all
this a mere
add to the
existing Mr. Ellis
answered some on the
next page but not
mentioned X

Railway is prepared
to afford, as to the
regulations, and by re-
moving misconceptions,
by bringing prominently
and speedily to notice
all obstructions and
inefficient or unsuitable
arrangements, by sug-
gesting improvements
and generally by
keeping the superior
Agents of the Railway
Company fully and
promptly informed
of the state of affairs
beyond the immediate
vicinity of the line, to
which their knowledge
appears

appears to be too much confined at present. It is believed that such an agency could not fail to have a marked effect in promoting the interests of the Railway Company and of the public.

As regards the branch Railways proposed by the Commission, ~~in~~ though there is no doubt that their construction would tend to the public convenience, and would to some extent remedy the original defective alignment of

But the Hon^{ble} the Gov^r in Council is of opinion that this agency should be of a superior quality than would seem to be contemplated by the Commission and it seems a question whether the selection should be limited to natives. The nature of the instructions to be given to the persons to be performed the subject of a separate report.

of the Railway. As to the remunerative character of the branches to Vellore and Palghat opinions may differ, but it is thought that the subject should be specially considered by the Board of Directors and that they should have the option of undertaking them.

Should they decline properly they may be constructed by others interested in connecting these towns with the main line of Railway. The branch or continuation to

to Calcutta however is
differently circumstanced,
and, as an extension of
the present admittedly
incomplete line, may be
expected to pay directly,
as well as to increase the
profit on the existing line.
It is desirable that the
necessary investigations
for determining the cost
of these extensions should
be undertaken as soon
as possible, and the
Govt. trust therefore that
the views of the Madras
Railway Company will
be expressed at an early
date. It is observed
that

Question
The subject of roads
feeding the Railway is
now before the Govt.
What will be the ^{object} ~~subject~~
of future of careful con-
sideration. From the

returns recently submitted
the Governor in Council under the head of
is not prepared to endorse Passenger Traffic are
the opinion of the Commission approved. The conclusions
that the Country is arrived at by the Com-
sufficiently opened up. mission prove that there
Much still remains have been defects of
to be done before many more or less importance
important districts receive in several matters of
the full benefit of Railway Administration,
Railway communication notably in respect to the
protection of 3rd Class carriage
against

11157
that the Commissioners
support the views already
expressed by Govt. on the
Bellary and Gudlur
proposed extension. On
the subject of roads feed-
ing the Railway it is
satisfactory to find that
their sufficiency is ad-
mitted.

against sun and rain,
the provision of reserved
accommodation in 3rd Class
carriages, the provision of
an adequate supply of
drinking water for native
passengers under suitable
management, and the
enforcement of the exist-
ing Rules alluded to
in para 50 of the Report.
See also the further sug-
gestions of that and the
2 following paras.

will secure in the future
not only the remedy of
all defects which may
become apparent but
the earlier detection of
these.

Aug. 26/5

Comptroller for App.
Secy. Ry. Comm'n.
Rev: Sept 11

Dec 25 1894

See drop 2 8-10-75

X. auf

Public Works Dept.
18th Sept 75
No 2684

To
The Secy. to the Govt of India
Public Works Dept.
I am directed to
acknowledge the receipt
of your letter of the 31st
August 1874 No 20758
in which the Govt of India
notice the falling off
in the receipts both from
passengers and goods
on the Madras Railway,
and suggest the advi-
sability of appointing
a Commission to enquire
into the causes of this
depression

ME
MP
17/9
LA

receipts and to offer
suggestions for the im-
provement of the traffic
in the future. Under
the head of the align-
ment of the Railway
and its connection with
Yorubas the Commission-
ers lay great stress on the
extension of the North
West line to Giddick
as a means of develop-
ing the traffic of the
Madras Railway,
and they point out
that the construction
of the harbour now
in progress at Madras,
offering as it will
an

123 15
123 15
123 15
123 15

an easy and secure in-
let for the produce of
the country at a time
when it is most needed,
and when the West
Coast can hardly, under
any circumstances, afford
similar provision", adds
materially to the weight
of the testimony which
has already been ad-
duced in favour of the
undertaking. But
as the Govt of India
have already been
placed in possession
of the views of Govt.
in respect to this ex-
tension, it is not necessary
to

depression of trade.

The Governor in Council accordingly nominated the gentlemen mentioned in the margin to form themselves into a Commission to conduct the necessary investigations, and associated with them the Agent and Manager of the Company.

The results of their enquiries have been laid before Govt. and in continuation of the papers transmitted with docket No. 315 dated 4th February 1875, I am now to submit the report to the Govt. of India, with the conclusions

6
Mr. G. H. Hill. Member of the Board of Revenue.
Major A. de Scott Rile. Under Secy. to Govt. P. W. D.
Mr. P. Macfadyen. Member of the Legislative Council Fort Saint George
Lt. Col. Shaw Stewart. Comd. Engrs for Railways.

121 14
Conclusions at which the Govt. have arrived on careful consideration of the views of the members of the Commission and the evidence elicited. The Govt. of India will not fail to observe that the researches of the Commission have extended over a wide field, and that evidence has been invited from a large circle of persons who, either from their position or occupation, may be considered qualified to throw light on the causes of the falling off in receipts

to enlarge on the subject
in this place, I am how-
ever to express a hope
that the additional
evidence which has now
been brought forward
may lead to the question
being re-opened and
the necessary investigations
authorized.

C.W.M.

6 sc mtt 30
sc of the previous
re-

ord - 6-10-75

70

100
25
31

André

Environ

G. O.,

1875, No

1102.

407
397-398

402-404

of the Commission

to inquire into the

of the falling off in the

the Madras Railway

Bless on —