

(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.	1734-1735	Press
B.P. No.		Mis.
Dated	8 - 7 -	Q 76 —195—

Not to be folded or roughly handled

No. 135. Read the following letter from Captain G. P. SKIPWITH, R.E., Assistant Secretary to the Government of India, Public Works Department, (Civil Works—Telegraph,) to Major-General G. W. WALKER, R.E., Secretary to the Government of Madras, Public Works Department, dated Simla, 3rd June 1876, No. 196-T. :—

REFERRING to your letter, No. 1,061, of the 27th ultimo, forwarding, for favorable consideration and orders, correspondence on the subject of opening, for the use of the public, the telegraph line of the South Indian Railway between Madras and Tanjore, I am directed to state that the matter has been referred to the Director-General of Telegraphs for report. Meanwhile I am to invite attention to Public Works Department endorsement, No. 54-T, of the 25th January 1875, from which it will be seen that under the orders given in this office No. 53-T of the same date, the new line in question will, when ready, be worked under the State Railway Rules.

2. Regarding the division of receipts, I am to forward for information extract paragraphs 6—10 of despatch, No. 39-T, of the 6th September 1875 to Her Majesty's Secretary of State for India, which explain the reasons for giving a smaller share than heretofore to the various railway systems in India.

EXTRACT paragraphs 6—10 from a Despatch from the Government of India, Public Works Department, to the Secretary of State for India, No. 39-T, of the 6th September 1875.

PARA. 6.—As regards the unwillingness of the Company to accept Rule IX of the State Railway Rules for the interchange of traffic in lieu of Section III of the draft agreement, we would observe that those rules were not in existence when the original draft agreement was framed, or they would certainly have formed the basis of negotiation, and that the chief objection held by the Company to its acceptance is that, under Clause (i), the Company will get only one-fourth of the value of a transferred message instead of one-half as hitherto. The objection is perhaps natural. But on this point we would remark that the division of receipts which has hitherto obtained was granted at a time when the Government telegraph system was inefficient and incomplete, and when it was an object, in the interests of the public, to permit of the use of railway telegraph lines as freely as possible. That state of things has now, however, passed away. Our telegraph system has become efficient, and all the trunk lines are complete.

7. This being so, and the primary object of the Government telegraph being the transmission of messages of all kinds for the public and the Government, while that of railway telegraphs is the conduct of railway traffic, it is now desirable that a telegram should travel on a railway line only when it cannot travel to its destination by the Government lines. This is the more necessary, because, on railway lines, messages connected with railway traffic have precedence over ordinary messages, while those on Government lines, whether public or private, are with rare exceptions transmitted in direct order of receipt. It is now most desirable therefore that the railway telegraph lines should no longer be treated as main lines, but as subsidiaries and auxiliaries to the Government trunk system.

8. In this view the State Railway Rules have been framed to facilitate telegraph communication for the public, and to provide that a message which must be transferred to or from a railway shall travel the maximum distance on the Government wires and the minimum distance on those of the railway, instead of, as formerly, being transferred in either case at the point nearest to its destination.

9. The increased distance that a transferred message will now traverse over the Government lines, coupled with the fact that the original division of receipts was more than the Railway

*Proceedings of the Madras Government, Public Works Department,
8th July 1876. No. 1,734.*

Companies were fairly entitled to receive, calls for a redistribution of the proportion of the proceeds that each shall receive; and the State Railway Rules accordingly provide that a railway shall invariably receive one-fourth the value of a message, the Government taking the balance of three-fourths, one-half, or one-fourth, according as 2, 3, or 4 systems are passed over.

10. That this proposed distribution of one-fourth the value is liberal to the Railway Companies will, we consider, be evident from the return herewith submitted, which shows that, if the value be divided strictly according to the distance traversed, the average share of the Companies would be only 21 per cent., or a little more than one-fifth, even under the present system; while under the State Railway Rules they will be entitled to only 9 per cent., or one-eleventh instead of the one-fourth which we propose to allow them.

*It has been calculated that under the new system the average distance that will be travelled by a transferred message will be nine-tenths the total distance on the Government wires and only one-tenth by the railway wires.

No. 136. ORDER THEREON, 8th July 1876, No. 1,734.

RAILWAY, No. 10.

ORDERED that the following letter be sent:—

(Here enter No. 1,735, dated 8th July 1876.)

(True Extract.)

(Signed) G. W. WALKER, Major-General, R.E.,
Secretary to Government.

To the Consulting Engineer for Railways, with copy of letter.

Exd. E. C. Shunker.

Spare Copies

PUBLIC WORKS DEPARTMENT,
FORT ST. GEORGE, 8th July 1876.

No. 137.

No. 1,735.

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. 10-A.

SIR,—I am directed to acknowledge the receipt of your letter, No. 196-T, dated 3rd June 1876, and in reply to submit the following observations for the consideration of the Government of India.

2. The case of the South Indian Telegraph does not appear to be one to which the condition proposed should be applicable.

3. The Government Telegraph hardly accommodates any portion of the district. Negapatam, Tuticorin and Tinnevely appear to be the only stations supplied by Government; and the probable course of telegraphic business would give to the Company probably much more than half the work, as a large portion of messages would be to and from places accessible only by railway telegraph. The question is one to be considered with regard to the economy of administration and the convenience of the public. The greater the facilities for business and communication the greater will probably be the development of trade in the district and of traffic on the rail. So far as the railway interest in the messages is concerned, it will probably be of no pecuniary advantage to them even were they to have the whole receipt; because the working of public messages entails extra work upon their servants, and interference at all times with their regular business. As the Government telegraphs in no way supply or propose to supply the wants of the district traversed by the South Indian Line, it seems to the Governor in Council only reasonable that the public should be able to have the benefit of the railway telegraph wires, and that the Company who have erected them should receive a reasonable remuneration for the work done by them, and which it seems quite evident the condition under consideration will not afford.

I have the honor to be,

Sir,

Your most obedient servant,

(Signed) G. W. WALKER, Major-General, R.E.,
Secretary to Government.

Exd. E. C. Shunker.

Spare Copies

Of the week now
sent is correct. There is
no fault. Telegraph. It
may be sent on the same
condition except. Repetition
of the same. It is not
from the same. It is
not sent. It is sent. It
sent. It is 22/6

The map appears
to be correct, comparing
it with the Postal
Guide - But the
Principal Telegraph
Map has been sent
for from Montreal.
It is now submitted.
There is no Post Sta-
tion at Dickinson
City.

30.6.

1875 No. 12

GOVERNMENT TELEGRAPH DEPARTMENT

From 28-11625

THE SUPERINTENDENT

DIVISION.

To

Dated 28th June

Recd. 28th June

No. 1059

Encs. One

Index No.

ABSTRACT.

PRECIS.

Forwarding the
latest map published of the
Government Telegraph lines

C. E. No. 482 of 27th June

To be addressed

No. 1059

To

The Offy. Under Secretary

to Government Public Works Dept. Madras

Dated Madras the 28th of June 1876.

Has the honor to forward
the latest map published of
the Government Telegraph lines
for His Grace the Governor of
Madras asked for in dt. $\frac{1}{4}$ /₇₀
of this date.

L. S. Dallas.

Superintendent of Tels.

Madras Division

All communications
should be addressed
to the Secretary.

No. 196 T

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

Civil Works.

Telegraph.

To

The Secretary to the Govt. of Madras.
Public Works Department.

Simla, 3rd/₄ June 1876.

Sir,

Referring to your letter No. 1061 of the 27th
ultimo, forwarding for favorable consideration and
orders correspondence on the subject of opening, for the
use of the public, the telegraph line of the South Indian
Railway between Madras and Tanjore, I am direct-
ed to state that, the matter has been referred to the
Director General of Telegraphs for report. Meanwhile
I am to invite attention to Public Works Department
endorsement No. 54 T of the 25th January 1875 from
which it will be seen that under the orders given in
this Office No. 53 T of the same date, the new line
in

in question will, when ready, be worked under the State Railway Rules.

2. - Regarding the division of receipts, I am to forward for information extract paras 6-10 of Despatch No. 39 J of the 6th September 1875 to Her Majesty's Secretary of State for India which explain the reasons for giving a smaller share than heretofore to the various Railway Systems in India.

I have the honor to be,

Sir,
Your most obedient servant,

Jay Shrinath Capt. R.E.

Asst. Secy. to the Govt. of India,

(M)

5 P 3 2
Extract para 6-10 from a Despatch from the Government of India, P.W. Department, to the Secretary of State for India, No. 39 J of 6th September 1875.

6. - As regards the unwillingness of the Company to accept Rule IX of the State Railway Rules for the interchange of traffic in lieu of Section III of the draft Agreement, we would observe that those Rules were not in existence when the original draft Agreement was framed, or they would certainly have formed the basis of negotiation and that the chief objection held by the Company to its acceptance is that, under clause (i), the Company will get only one-fourth of the value of a transferred message instead of one-half as hitherto. - The objection is perhaps natural. But on this point we would remark that the division of receipts which has hitherto obtained was granted at a time when the Government telegraph system was inefficient and incomplete, and when it was an object, in the interests of the public, to permit of the use of Railway telegraph lines as freely as possible. That state of things has now however passed away. Our telegraph

telegraph system has become efficient and all the trunk lines are complete.

7. - This being so, - and the primary object of the Govt. telegraph being the transmission of messages of all kinds for the public and the Government, while that of Railway telegraphs is the conduct of Railway traffic, it is now desirable that a telegram should travel on a Railway line only when it cannot travel to its destination by the Government lines. This is the more necessary because, on Railway lines, messages connected with railway traffic have precedence over ordinary messages, while those on Govt. lines, whether public or private, are with rare exceptions transmitted in direct order of receipt. It is now most desirable therefore that the Railway telegraph lines should no longer be treated as main lines, but as subsidiaries and auxiliaries to the Government trunk system.

8. - In this view the State Railway Rules have been framed to facilitate telegraph communication for the public and to ^{provide} ~~private~~ that a message which must be transferred to or from a Railway shall travel the maximum

maximum distance on the Government wires and the minimum distance on those of the Railway, instead of, as formerly, being transferred in either case at the point nearest to its destination.

9. - The increased distance that a transferred message will now traverse over the Government lines, coupled with the fact that the original division of receipts was more than the Railway Companies were fairly entitled to receive, calls for a redistribution of the proportion of the proceeds that each shall receive, and the State Railway Rules accordingly provide that a Railway shall invariably receive one-fourth the value of a message, the Government taking the balance of three-fourths, one-half, or one-fourth, according as 2, 3, or 4 Systems are passed over.

10. - That this proposed distribution of one-fourth the value is liberal to the Railway Companies will, we consider, be evident from the return herewith submitted which shows that if the value be divided strictly according to the distance traversed, the average share of the Companies would be only 2 1/2 per cent,

or



146

N^o 135

The camp the Indian
Telegraph does not appear
to be in the hands of the
American people and should be
applied to -
The Telegraph Company
announces any person
of the district -
Regulation Intercom
- Intercom appear to be
the only stations supplied
of Int. and the Intercom
company Telegraphic Intercom
would give the Co. Intercom
much more than half the
work - as a large portion of
Intercom could be to Intercom
unlike only of H. W. Telegraph
The question is to be Intercom
considered as the Intercom

Communicated to the
Consulting Engineer for the
information of the Rail-
-way authorities with re-
-ference to the undermen-
-tioned Proceedings -
G.O. 434 of 15th May 1895.
" 1060 - 27th April 1896

mm

Comd. Engrs. in Chg.
Collector of Lango
Dur. Sept-

Current No. of 187

Current No. 4217

From

The Government of India

No. 196

Dated 5 June

1876

Recd. 12

Subject:—

Stating with certain remarks that the subject of opening for the use of the public the telegraph line of the South Indian Railway between Madras and Bangalore has been referred to the Director Genl. of Telegraphs for report

From to

Orders and Proceedings in file.

Department.	No.	Date.	ENDORSEMENTS.		
			Department.	No.	Dated.
DM	434	15-2-76			
	1060	27-4-76			
	922	10-4-76			

With order

No. 1734

Public Works Department.

PROCEEDINGS of the MADRAS GOVERNMENT.

Under date the 8 July 1876

Read the following:—

From

The Govt. of India (H.E. No. 19654/3rd June 1876)

Ordered that the following letter be sent.

H.E. No. 1735 d/8 July 1876.

No 1735

To The Secy. to the Govt. of India

Sir,

I am directed to acknowledge the receipt of your letter No. 196th dated 3rd June 1876, and in reply to submit the following observations for the consideration of the Govt. of India

Enclosed for P.W.D. with copy of letter.

regard to the economy of administration & the convenience of the public - The greater the facilities for business & communication the greater will be the development of trade in the district & the traffic on the rail - So far as the N.W. interest in the newspaper is concerned it will probably be of no advantage to them. It would be to have the whole receipt because the working of public newspapers entails extra work upon their accounts & in consequence at all times with their regular business - As the Govt. Telegraphs in no way supply a provision to supply the want of the district having a S. Indian line it seems to the S.W. only reasonable that the public should be able to have the receipt of the N.W. Telegraph wire - that the Co. who have erected them should receive a reasonable remuneration for the work done by them which it seems quite evident the motion upon remuneration will not afford - 17.

Recd. - 6.9.76 P.W.D. 2.7.76
 Recd. - 26.6.76 P.W.D. 2.7.76
 Recd. - 21.6.76 P.W.D. 20.6.76
 Recd. - 16.6.76 P.W.D. 21.6.76
 Recd. - 13.6.76

India

The case of the South Indian Telegraph does not appear to be one to which the condition proposed should be applicable.

The Govt. Telegraph hardly accommodates any portion of the District.

Nagapatam, Tuticorin and Tennevely appear to be the only Stations supplied by Govt. and the probable course of Telegraphic business would give to the Company probably much more than half the work, as a large portion of Messages would be to & from places accessible only by Railway Telegraph. The question is one to be considered with regard

regard to the economy of administration and the convenience of the public. The greater the facilities for business and ^{communication} ~~communication~~ ~~since~~ the greater will probably be the development of trade in the District and of traffic on the rail. So far as the Railway interest in the Messages is concerned it will probably be of no pecuniary advantage to them even were they to have the whole receipt, because the working of public Messages entails extra work upon their servants, and interference at all times with their regular business. As the Govt. Telegraphs in

His Grace the Governor

or no way supply or propose
pre to supply the wants of the
St District traversed by ^{the} South
ent Indian Line it seems to the
ele Governor in Council only
wh reasonable that the public
should be able to have
the benefit of the Railway
Telegraph wires, and that
the Company who have
erected them should receive
a reasonable remuneration
for the work done by them,
and which it seems quite
evident the condition under
consideration will not afford.

MM

Dec 24/76
from note

135-137

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42170A

Govt. of 1876 Madras.

PUBLIC WORKS.

To
The hon^r Eng^r for M^{rs}

11-7-76

Dated

Issued

Recd

Encl.

G. O., 8 July 1876, No. 1734/1735

Nos. 135 (a) 137

Submitting for con-
sideration certain
observations ~~regarding~~
on the subject of the
use by the public
of the telegraph line
of the South Indian
Rly between Madras
& Tanjore -

Telegraph line of the South
Indian Rly between Madras
& Tanjore - Passing order
on letter from the Gov^r of
India stating that the
subject of opening for the
use of the public the —
has been referred to the
at-Genl of Telegraphs for
report -

8/7/76