RAILWAY.

Govt. of {1890} Madras.

PUBLIC WORKS.

Dated December, 2nd.

Recd. *Encl.*

G.O., 2nd Dec. 1890, Nos. 1915, 1916 R.

DECEMBER.

East Coast Railway

Forwarding letter from the Engineer-in-Chief reporting the amount required for expenditure on the — and for the Kistna bridge during the next official year, with note thereon by the Consulting Engineer for Railways.

11225

Govt. of {18 } Madras.

PUBLIC WORKS.

41/1780

Dated

Recd. *Encl.*

G.O., 2 Dec 1890, No. 1917/1915 R

Preferential rates in through booking

Orders on correspondence on the subject of —.

Preferential rates in through booking

Forwarding copy of proceedings on correspondence on the subject of —.

20/3 60/2

3/12

E.I.C 1/12/90

Form No. 3.

P.W. Coll. 11225

From

THE CONSULTING ENGINEER
FOR RAILWAYS,
MADRAS.

No. 835

Dated 22nd } November 1890.
Received 22 }

No. of Enclosures.

Subject.

On the subject of preferential rates quoted by the Great Indian Peninsula Railway with thro' booking with the Southern Mahratta Railway &c

A

No. 1917-18 R dy 2nd Dec/90.

No. 4439c dy 20.10.90
" 1421 Rdy 20.9.90.

A

No. 1917 R dy 2nd Dec/90.

Forwarded to the Joint Secy: to the Govt. of Bombay P.W.D. Railway Branch with reference to his letter No: 2411 dated 22nd October 1890.

2. A copy of these Proc. will also be forwarded to the Govt. of India for any action that may be considered necessary.

No. 1918 R dy 2nd Dec/90

Forwarded.

2
13/12/90

E.C. 4/12/90

To
The Consulting Engr for Rys
--- Joint Secy: to Govt. P.W.D. Rly: Branch
--- Examiner of Rly accts

seeds from certain stations are merely taken by way of illustrations. Similar results would have been obtained had the rates from any other similarly situated station to Bombay been worked out.

From Wadi to Bombay in through booking from Berwada with the Nizam's State Railway from Berwada. } 5.96 pies per ton mile for a distance of 376 miles

From Raichur to Bombay in through booking with the Madras Railway via Raichur. } 8.53 pies per ton mile for a distance of 443 miles.

Surgy Lieut-Col. R.E.
Offg. Comp. Engr. for Rlys

In each of these cases the Great Indian Peninsula Railway gives an undue preference to the Southern Mahratta & Nizam's State Railway by charging the higher mileage rate per ton for the longer distance, and I am of opinion that this is a case of undue preference within the meaning of Section 42. (2) Chapter V of Act IX of 1890.

4. The rates for grains and seeds

3. It will be observed that in through booking the Great Indian Peninsula charges the following mileage rates for grains and seeds.

From Poona to Bombay in through booking from Holar road via Bangalore City and the South Mahratta Railway. — 6.47 pies per ton per mile for 121 miles

From Raichur to Bombay in through booking with the Madras Railway from Holar Road via Raichur. — 8.53 pies per ton per mile for 443 miles

From Hutgi to Bombay in through booking with the Southern Mahratta Railway from Nandial via Hutgi Junction. — 6.10 pies per ton per mile for a distance of 242 miles

From Raichur to Bombay in through booking with the Madras Railway from Raichur to Bombay. — 7.43 pies per ton per mile for a distance of 443 miles

on the Southern Mahratta Railway, and Kolar on the Madras Railway, are stations selected at hazard to illustrate the unfairness of the rates charged by the Great Indian Peninsula Railway Company

Stations		Rates per ton of 27 maund Rs as P	Miles	Rates per ton per mile	Remarks.
From	To				
		Nandyal to Bombay			
Hotgi		12 1 6	388	5.95	S. M. Rly.
Bombay		9 4 6	292	6.10	G. I. P. Rly.
Total		21 6 -	680	6.03	
Poona		16 9 6	582	5.47	S. M. Rly.
Bombay		7 5 -	121	11.57	G. I. P. Rly.
Total		23 14 6	703	6.52	
Guntakal		3 10 6	90	7.80	S. M. Rly.
Raichur		1 13 3	75	4.68	G. I. P. Rly.
Bombay		17 2 6	443	7.43	Madras Rly.
Total		22 10 3	608	7.14	
		Kolar to Bombay			
Bangalore city		1 8 9	44	6.75	Madras Rly.
Poona		18 11 3	624	5.75	S. M. Rly.
Bombay		4 1 -	121	6.47	G. I. P. Rly.
Total		24 5 -	789	5.91	
Raichur		10 4 3	441	4.46	Madras Rly.
Bombay		19 11 -	443	8.53	G. I. P. Rly.
Total		36 4 3	884	6.57	
Bombay		11 10 9	376	5.96	In through booking from Baroda with the Nandial State Ry via Wadi
— Do —		19 11 -	443	8.53	In through booking with the Madras Rail

Form No. 2.

PUBLIC WORKS DEPARTMENT.

OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,

Madras, 22nd November 1890.

Letter No: 6595/1180 dated 17th November from the Agent and Manager, Madras Railway.

No. 835

SUBMITTED to Government, with reference to P. W. Endorsement No: 4439 C dated 30th October 1890 (herewith returned -)

2. Below are given the rates for grains and seeds quoted by the Great Indian Peninsula to Bombay in through booking with the Southern Mahratta Railway via Poona and Hotgi the Nizam's State Railway, via Wadi, and the Madras Railway via Raichur. Hundials on

MADRAS RAILWAY.

From The Agent and Manager.

To The Consulting Engineer for Railways.

Dated 17 November 1890

Recd. 18

No. 6595/1180

Submitting a report from the Traffic Manager re: preferential rates in through booking

REGISTER No 1362 FILE

P.W. 27 1100-40 11225/90

5,000—14-11-85.

(No. II.)

No. 6595
1180

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 17th November 1890

From

The Ag. Agent and Manager.
M. R. Co

To

The Consulting Engineer for Railways.

SIR,

Yours No 993 dated 1st November 1890

I have the honour in compliance with your request to submit a report from the Traffic Manager upon the subject of preferential rates in through booking.

I have the honour to be
Sir
Your most obedient Servant

Ag: Agent & Manager

I hold that under Chapter V Section 42 (2) of the Indian Railway act of 1890 the lower rates quoted for a shorter distance operate in favour of the Southern Mahratta Railway and unfairly to the Madras Railway Company.

Again from Wadi Junction to Bombay a rate of pies 5.96 per ton per mile is in force for grain traffic from Wadi Junction to Bombay and I hold that this rate places the Madras Railway traders in an unfair position with traders on the Nizams State Railway.

Yours faithfully
Sd/ Louis S. Moss
Traffic Manager.

(True Copy)

Ag. Agent & Manager.

C 1242 A & NT
15510

Madras Railway Company.
Traffic Manager's Office,
Madras, 14th November 1890.

To

The Ag: Agent & Manager,
Rayapuram.

Dear Sir,

Your No. 6595/8947 of the 5th Instant forwarding copy of the Consulting Engineer's No. 993 of the 1st idem.

The following are the ordinary and special rates in force for carrying goods and grain traffic from Hotgi Junction to Bombay, the special rates being held to apply to traffic carried over the Southern Mahratta Railway from Nandyal, a station on the Bellary Kistna Railway, and brought to Hotgi Junction by the Southern Mahratta Railway.

Rates from Hotgi Junction to Bombay.

Rates.	Special Class.			First Class			Second Class.			Third Class.			Fourth Class.			Fifth Class.			Grain Rate.		
	Rs	a	p	Rs	a	p	Rs	a	p	Rs	a	p	Rs	a	p	Rs	a	p	Rs	a	p
Ordinary	.	7	11	.	9	8	.	13	3	1	2	8	1	9	11	2	4	9	.	8	.
Special	.	5	6	.	7	3	.	10	8	.	14	9	1	2	5	1	5	2	.	5	6

These special rates give the following result per ton per mile, and I compare with them the rates in force from Raichur for traffic brought to Raichur Junction by the Madras Railway.

	Special Class	1st class	2nd class	3rd class	4th class	5th class	Grain rate.
From Hotgi	6·10	8·04	11·83	16·36	20·43	23·48	6·10
" Raichur	8·47	10·42	14·50	20·47	28·46	40·45	7·43

REGISTER
No. 767
FILE
No.

No. 4439 C of 30th Oct. 1890

Referred to the Consulting Engineer for Railways for report, with advertence to Rep: No. 1421 R dated 20th Septr: 1890.—

Lucey Lt Colonel RE
Offg: Joint Secy: to Govt: P.W.D. Ry: Br:

No. 2411 of 1890.

P. W. Department, Railway:

Bombay Castle, 22nd October 1890.

To

The Joint Secretary to the Government
of Madras
Public Works Department (Ry)

Sir,

With reference to para: 34 of the Inspection Report of the Madras Railway for the half year ending the 30th June 1890, forwarded with your No. 1421 R, dated 20th September 1890, I am directed to request you will be good enough to furnish this Government with a detailed statement showing the charges, which, in the opinion of the Government of Madras constitute the undue preference therein complained of.

I have the honor to be,
Sir,
Your most Obedient Servant,
J. Thos Thwaites
Captain, R.E.
Under Secretary to Government

FOR ORDERS.

No. 2411 of 1890.

P. W. Department, Railway:

Bombay Castle, 22nd October 1890.

To

The Joint Secretary to the Government
of Madras
Public Works Department (Ry)

Sir,

With reference to para: 34 of the Inspection Report of the Madras Railway for the half year ending the 30th June 1890, forwarded with your No. 1421 R, dated 20th September 1890, I am directed to request you will be good enough to furnish this Government with a detailed Statement showing the charges, which, in the opinion of the Government of Madras constitute the undue preference therein complained of.

I have the honor to be,
Sir,
Your most Obedient Servant,
J. Thomson
Captain, R.E.

P. W. Department.

Read the following:—

Consulting my remarks hereon at No. 835 Dy. 22-11-90. with enclosures

1917 3R
1918

FOR ORDERS.

The above papers might I think be sent to the Govt of Bombay with reference to its letter No. 2411 Dy 22nd October 1890.

A Copy might also be sent to the Govt of India for any action that may be considered necessary

Approved
HS
28/11/90

22/11/90

1/12/90

Hon 24.12.90
N/12.

FOR ORDERS.

RAILWAY.

Govt. of {1890} Madras.

PUBLIC WORKS.

Dated December, 2nd.

Recd. *Encl.*

G.O., 2nd Dec. 1890, Nos. 1917, 1918 R.

DECEMBER.

Preferential Rates in Through Booking

Forwarding copy of Proceedings on correspondence on the subject of —.

FOR ORDERS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers:—

From the Under-Secretary to the Government of Bombay, Public Works Department, Railway, to the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, dated Bombay Castle, 22nd October 1890, No. 2411.

With reference to para. 34 of the Inspection Report of the Madras Railway for the half-year ending the 30th June 1890, forwarded with your No. 1421 R., dated 20th September 1890, I am directed to request you will be good enough to furnish this Government with a detailed statement showing the charges which, in the opinion of the Government of Madras, constitute the undue preference therein complained of.

No. 4439 C.

Referred to the Consulting Engineer for Railways for report with advertence to Proceedings No. 1421 R., dated 20th September 1890.

(Signed) T. GRACEY, Lieut.-Colonel, R.E.,
Offg. Joint Secy. to Govt., P.W.D.,
Railway Branch.

30th October 1890.

From the Consulting Engineer for Railways, dated Madras, 22nd November 1890, No. 835.

From the Agent and Manager, Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 17th November 1890, No. 6595/1180.

[Your No. 993, dated 1st November 1890.]

I have the honor in compliance with your request to submit a report from the Traffic Manager upon the subject of preferential rates in through booking.

ENCLOSURE.

From the Traffic Manager, Madras Railway Company, to the Agent and Manager, Madras Railway Company, dated Madras, 14th November 1890, No. C. 1242 A. & M./15510.

Your No. 6595/8947 of the 5th instant forwarding copy of the Consulting Engineer's No. 993 of the 1st idem.

The following are the ordinary and special rates in force for carrying goods and grain traffic from Hotgi junction to Bombay, the special rates being held to apply to traffic carried over the Southern Mahratta Railway from Nandyál, a station on the Bellary-Kistna Railway, and brought to Hotgi junction by the Southern Mahratta Railway:—

Rates from Hotgi Junction to Bombay.

Rates.	Special class.	First class.	Second class.	Third class.	Fourth class.	Fifth class.	Grain rate.
	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.
Ordinary	0 7 11	0 9 8	0 13 3	1 2 8	1 9 11	2 4 9	0 8 0
Special	0 5 6	0 7 3	0 10 8	0 14 9	1 2 5	1 5 2	0 5 6

These special rates give the following result per ton per mile, and I compare with them the rates in force from Raichur for traffic brought to Raichur junction by the Madras Railway :—

—	Special class.	First class.	Second class.	Third class.	Fourth class.	Fifth class.	Grain rate.
From Hotgi	6·10	8·04	11·83	16·36	20·43	23·48	6·10
From Raichur	8·47	10·42	14·50	20·47	28·46	40·45	7·43

I hold that under chapter V, section 42 (2) of the Indian Railway Act of 1890, the lower rates quoted for a shorter distance operate in favor of the Southern Mahratta Railway and unfairly to the Madras Railway Company.

Again from Wadi junction to Bombay a rate of pies 5·96 per ton per mile is in force for grain traffic from Wadi junction to Bombay, and I hold that this rate places the Madras Railway traders in an unfair position with traders on the Nizam's State Railway.

Submitted to Government with reference to Public Works Department endorsement No. 4439 C., dated 30th October 1890 (herewith returned).

2. Below are given the rates for grains and seeds quoted by the Great Indian Peninsula to Bombay in through booking with the Southern Mahratta Railway *viâ* Poona and Hotgi the Nizam's State Railway, *viâ* Wadi, and the Madras Railway *viâ* Raichur. Nandyál on the Southern Mahratta Railway and Kolar on the Madras Railway are stations selected at hazard to illustrate the unfairness of the rates charged by the Great Indian Peninsula Railway Company :—

From	To	Rate per ton of 27 maunds.	Miles.	Rate per ton per mile.	Remarks.
		RS. A. P.			
Nandyál to Bombay.					
Nandyál	Hotgi	12 1 6	388	5·95	Southern Mahratta Railway.
Hotgi	Bombay	9 4 6	292	6·10	Great Indian Peninsula Railway.
	Total ..	21 6 0	680	6·03	
Nandyál	Poona	16 9 6	582	5·47	Southern Mahratta Railway.
Poona	Bombay	7 5 0	121	11·57	Great Indian Peninsula Railway.
	Total ..	23 14 6	703	6·52	
Nandyál	Guntakal ..	3 10 6	90	7·80	Southern Mahratta Railway.
Guntakal ..	Raichur	1 13 3	75	4·68	Great Indian Peninsula Railway.
Raichur	Bombay ..	17 2 6	443	7·43	Madras Railway.
	Total ..	22 10 3	608	7·14	
Kolar to Bombay.					
Kolar	Bangalore City ..	1 8 9	44	6·75	Madras Railway.
Bangalore City ..	Poona	18 11 3	624	5·75	Southern Mahratta Railway.
Poona	Bombay	4 1 0	121	6·47	* Great Indian Peninsula Railway.
	Total ..	24 5 0	789	5·91	
Kolar	Raichur	10 4 3	441	4·46	Madras Railway.
Raichur	Bombay	19 11 0	443	8·53	* Great Indian Peninsula Railway.
	Total ..	30 4 3	884	6·57	
Wadi	Bombay	11 10 9	376	5·96	In through booking from Bezváda with the Nizam's State Railway *viâ* Wadi.
Raichur	Bombay	19 11 0	443	8·53	

* In through booking with the Madras Railway *viâ* Raichur.

3. It will be observed that in through booking the Great Indian Peninsula charge the following mileage rates for grains and seeds :—

From Poona to Bombay in through booking from Kolar road *viâ* Bangalore City and the Southern Mahratta Railway.	6·47 pies per ton per mile for 121 miles.
From Raichur to Bombay in through booking with the Madras Railway from Kolar Road *viâ* Raichur.	8·53 pies per ton mile for 443 miles.
From Hotgi to Bombay in through booking with the Southern Mahratta Railway from Nandyál *viâ* Hotgi Junction.	6·10 pies per ton mile for a distance of 292 miles
From Raichur to Bombay in through booking with the Madras Railway from Raichur to Bombay.	7·43 pies per ton mile for a distance of 443 miles.
From Wadi to Bombay in through booking from Bezváda with the Nizam's State Railway from Bezváda.	5·96 pies per ton mile for a distance of 376 miles.
From Raichur to Bombay in through booking with the Madras Railway *viâ* Raichur.	8·53 pies per ton mile for a distance of 443 miles.

In each of these cases the Great Indian Peninsula Railway give an undue preference to the Southern Mahratta or Nizam's State Railway by charging the higher mileage rate per ton for the longer distance, and I am of opinion that this is a case of undue preference within the meaning of section 42 (2), chapter V of Act IX of 1890.

4. The rates for grains and seeds from certain stations are merely taken by way of illustrations. Similar results would have been obtained had the rates from any other similarly situated station to Bombay been worked out.

ORDER—dated 2nd December 1890, No. 1917 R., Public Works.

Forwarded to the Joint Secretary to the Government of Bombay, Public Works Department, Railway Branch, with reference to his letter No. 2411, dated 22nd October 1890.

2. A copy of these Proceedings will also be forwarded to the Government of India for any action that may be considered necessary.

[Here enter No. 1918 R., dated 2nd December 1890.]

(True Extract.)

(Signed) T. GRACEY, Lieut.-Colonel, R.E.,
Offg. Joint Secy. to Govt., P.W.D.,
Railway Branch.

To the Consulting Engineer for Railways.
„ Joint Secretary to the Government of Bombay,
Public Works Department, Railway Branch.
„ Examiner, Guaranteed Railway Accounts.

ENDORSEMENT—dated 2nd December 1890, No. 1918 R., Public Works.

Forwarded.

(By Order.)

Lieut.-Colonel, R.E.,
Offg. Joint Secy. to Govt., P.W.D.,
Railway Branch.

Exd. J. Moses.
Spare Copies

RAILWAY.

Govt. of {1890} Madras.

PUBLIC WORKS.

Dated December, 1st.

Recd. *Encl.*

G.O., 1st Dec. 1890, No. 1913 R.

DECEMBER.

Branch line of Railway to Parlakimedi

Orders on the proposal of the Zemindar for constructing a — from the East Coast Railway.

CONFIDENTIAL.

From The Chief Secretary to Government of Madras
To The Collector of Ganjam.

No. 1913 R.

Hd. 16.1.91

esquire,

x of Ganjam.

ary to Government
of Madras
24th October 1890.

r to forward here
ut to the Zemindar
from which you
e proposes to invest
at have accumu-
Court of Wards,
h line of railway

intention, I am
the Governor in
the pleasure; and I
possible facility will
lar in carrying it into

that the main line
on this point I have
ion: but hardly think
t Jalumuri, moreover,
ne within a few
miles of his boundary; and I have no doubt
that

RAILWAY.

Govt. of {1890} Ma

PUBLIC WORKS.

Dated December, 1st.

Recd.

G.O., 1st Dec. 1890, No. 191

DECEMBER.

**Branch line of Railway
Parlakimedi**

Orders on the proposal of the Ze
for constructing a — from the Eas
Railway.

No. 1646

To be substituted for the order of the same number and date. Copies 180

Rajagopal

1st December 1890, No. 1913 R., Public Works.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

cancelled.
Additional
sent for

Railway.

Read the following paper:—

From the Collector of Ganjam, to the Chief Secretary to Government, dated Berhampore, 24th October 1890.

I have the honor to forward herewith a letter from the Agent to the Zemindar (Junior) of Parlákimedi, from which you will see that the Zemindar proposes to invest some of the estate funds that have accumulated in the hands of the Court of Wards in constructing a branch line of railway to his capital.

2. This very laudable intention, I am confident, His Excellency the Governor in Council will learn with pleasure; and I have no doubt that every possible facility will be afforded to the Zemindar in carrying it into effect.

3. The Zemindar hopes that the main line will touch his estate. On this point I have no accurate information: but hardly think it possible. At or about Jalumur, moreover, the main line must come within a few miles of his boundary; and I have no doubt that some satisfactory arrangement can be come to for the construction of any small portion of such branch line as may be beyond the limits of the Parlákimedi Zemindari.

4. There are three possible routes, which would reach the main line about Jalumur—Tekkali (Raghunadhapur) or Tekkalipatnam (not far from Kasibugga) respectively. Of the three it is probable that the Jalumur route would be the best, as being the easiest line, and also opening up a better part of the Zemindari than either of the others. The question of route will of course have to be discussed with the officers of the railway, who will I trust be instructed to render all possible assistance to the Zemindar in the matter.

Enclosure.

From the Agent to the Zemindar of Parlákimedy, to the Chief Secretary to Government (through the Collector of Ganjam), dated Parlákimedi, 17th October 1890, No. 213.

I have the honor to inform you that I am directed by the Zemindar of Parlákimedi to request you to be so good as to move His Excellency the Governor in Council to do him the favor of deputing an Engineer, as soon as convenient, to make a reconnoissance for a line of railway, that the Zemindar intends to construct, from the town of Parlákimedi to meet, at some convenient point, the line of the East Coast Railway.

2. The Zemindar hopes that the East Coast Railway will touch his estate at some point in the southern boundary, so that the intended branch line, which will be about twenty miles long, may be wholly within his own taluk. All expenses connected with the reconnoissance will, of course, be borne by the Zemindar.

3. I trust this request will meet with the favorable consideration of His Excellency the Governor in Council.

Order—dated 1st December 1890, No. 1913 R., Public Works.

miles of his boun

No. 1646

2. When the Zemindar of Parlákimedi has lodged the money the Engineer-in-Chief, East Coast Railway, should be authorized to engage a special staff to make out the plans and estimates for the branch railway.

3. A copy of these Proceedings will be forwarded for the information of the Government of India.

(Here enter No. 1914 R., dated 1st December 1890.)

(True Extract.)

(Signed) T. GRACEY, Lieut.-Colonel, R.E.,
Offg. Joint Secy. to Govt., P.W.D.,
Railway Branch.

To the Consulting Engineer for Railways.
„ Collector of Ganjam.

Endorsement—dated 1st December 1890, No. 1914 R., Public Works.

Forwarded.

(By Order.)

Lieut.-Colonel, R.E.,
Offg. Joint Secy. to Govt., P.W.D.,
Railway Branch.

for construction
Railway.

No 213.

Office of the Agent to the Zemendar
Dated Parlakemedi
17th October 1890.
Despd 18-10-90

From

W. Taylor Esquire
Agent to the Zemendar
Parlakemedi

To

The Chief Secretary to Government
Fort St George
Madras.

Through The Collector of
Ganjam

Sir,

I have the honor to inform You that I am directed by the Zemendar of Parlakemedi to request You to be so good as to move His Excellency the Governor in Council, to do him the favour of deputing an Engineer, as soon as convenient, to make a reconnoissance for a line of railway, that the Zemendar intends to construct from the town of Parla Kemedi to meet, at some convenient point, the line of the East Coast Railway.

... hopes that the East Coast Railway
i.e. the Southern

miles of his boundary; and I am