

MADRAS RECORD OFFICE.

Government of Madras.

Revenue DEPARTMENT.

G.O. No.	<u>1137</u>	Press
	<u>156-157</u>	Mis.
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Not to be folded or roughly handled

17.7.36

Proceedings of the Madras Government, Public Department,
30th October 1865.

No. 156. Read the following Proceedings of Government, in the Public Works Department, dated 26th October 1865, No. 3232.

Communicating correspondence from the
Secretary of State on the subject of
the substitution of sorting carriages
for the ordinary carriages at present
in use on the Indian Railways, for the
conveyance of Mails. } (Vide Proceedings, Public Works Dept.,
dated 26th Oct. 1865, Nos. 684 & 685.)

No. 157. ORDER THEREON, 30th October 1865, No. 1137.

Communicated to the Postmaster General.

(Signed) W. HUDLESTON,
Acting Secretary to Government.

To the Postmaster General.

Exd. J. Tulloch.

3

Proceedings of the Madras Government, Public Works Department,
26th October 1865.

No. 684. Read the following Despatch from the Right Honorable the Secretary of State for India (Railway), to His Excellency the Honorable the Governor in Council, Fort Saint George, dated India Office, London, 15th September 1865, No. 14 :—

Herewith is transmitted for your Excellency's information and guidance a copy of a Despatch,* with enclosures, which I have this day addressed to the Government of India, on the subject of the substitution of sorting carriages, for the ordinary carriages at present in use on the Indian Railways, for the conveyance of mails.

* No. 35.

Despatch from the Right Honorable the Secretary of State for India (Railway), to His Excellency the Right Honorable the Governor General of India in Council, dated India Office, London, 15th September 1865, No. 35.

1. I have had under consideration in Council your Excellency's Despatch, No. 75, dated 4th November last, with the enclosed resolution, embodying your views as to the interpretation of the clause in the railway contracts that provides for the free carriage of the mails and Post Office servants.

2. The chief point to which you call attention, is that which refers to the provision of sorting carriages. The relative obligations of a Railway Company and of Government in this particular are considered by you to have been correctly defined by your late Advocate General, Mr. Ritchie, who advised that carriages, suitable for the purposes of sorting should be provided by the Railway Companies, but that the cost of any special fittings, or peculiar construction, which might be required by the Post Office should be borne by the Government. This opinion coincides with my own, and is also consistent with what my instructions on the subject to the Government of Bombay were intended to convey, although these instructions were not, perhaps, expressed with sufficient clearness, and seem, in consequence, to have been somewhat misapprehended. Their meaning was, that if the Great Indian Peninsula Railway Company were required to provide sorting carriages, the difference of cost between those carriages and the ordinary carriages for which they might be substituted should be borne by Government. But whatever might be the description of carriages used for the conveyance of the mails, it was by no means intended to relieve the Railway Company from any part of their obligation to provide for the haulage of the mails free of charge.

3. The arrangement, therefore, made by the Bombay Government with the Great Indian Peninsula Railway Company, under which the latter were to be paid for the haulage, as well as the construction of sorting carriages, at the rate of 2 Annas a mile, was based upon a misconception, and I approve of your having disallowed it.

4. It became, however, desirable in consequence, that some new agreement should be entered into with the Great Indian Peninsula Railway Company, and the opportunity seemed suitable for endeavoring to conclude some uniform arrangement on the subject of sorting carriages with all the guaranteed Railway Companies. Letters were, therefore, addressed to the several Boards of Directors (with the exception of the Calcutta and South-Eastern Board, on which line it was thought that it would not be necessary to sort mails *in transitu*), inquiring whether, in the event of sorting carriages being provided at the expense of Government, the Railway Companies would be prepared to consider them in substitution of the carriages required for mail purposes under the contracts, and would haul them, as such, free of charge.

5. To this proposal, all the Boards, with one exception, have acceded, as will be seen from the copies of correspondence forwarded herewith. The Directors of the Great Indian Peninsula

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Railway Company alone object. They will not undertake the haulage of sorting carriages, except on payment either of the rates already proposed, or of such other as may be mutually agreed upon.

6. Under these circumstances, I have considered that the simplest course is to relinquish, for the present, the idea of employing sorting carriages on the Great Indian Peninsula line, and to hold the Directors of that Railway to the engagements with respect to the conveyance of mails and Post Office servants to which they are bound by their contract.

7. With regard to the other Railway Companies, it must be understood that, whenever Government may desire to introduce the use of sorting carriages, the condition on which the Companies have agreed to haul the carriages is, that the cost of their construction and fittings shall be borne by Government.

ENCLOSURES.

No. 1.

SIR,

India Office,
27th January 1865.

In reference to that part of the contract with the Indian Railway Companies which provides for the conveyance of the mails, the Secretary of State will be glad to be informed how far the Board of Directors of the East India Railway Company may be prepared to assist the Government in adopting the system which now prevails in this country, of sorting the letters, &c., in carriages specially provided for the purpose. The object of the arrangement is to afford the greatest possible convenience to the public, but probably no such arrangement was contemplated when the contract was entered into, and it must needs involve some additional expense in the construction or fitting of suitable carriages. All such extra expense must, of course, be defrayed by Government; but sorting carriages being thus provided at the public cost, the Railway Company, under a liberal interpretation of that clause in their contract which requires that the mail shall be carried free, will probably not object to their being carried in the sorting carriages, without making any charge for haulage on that account.

Sir Charles Wood requests to be favored with the views of the Board on this point.

D. I. Noad, Esq.

I am, &c.
(Signed) DUFFERIN.

No. 2.

No. 2,268.

East Indian Railway House,
Alderman's Walk, New Broad Street, E. C.,
London, 13th February 1865.

SIR,

I am instructed by the Board of Directors to acknowledge the receipt of your letter of the 27th ultimo, inquiring how far they "may be prepared to assist the Government in adopting the system which now prevails in this country of sorting the letters, &c., in carriages especially provided for the purpose;" stating that "the object is to afford the greatest possible convenience to the public; that the Government is prepared to incur whatever extra expense may be necessary in the provision of the carriages; and, asking whether the Company will object to the mails being carried in the sorting carriages without making any charge for haulage on that account."

The Board are at all times anxious that any questions which may arise under the contract should be met in the most liberal spirit, and in the present instance are quite prepared to give effect to the Secretary of State's wishes, on the understanding that the sorting carriages to be used are in substitution for, and not in addition to, the carriages provided for mail purposes under the contract.

I have, &c.,
(Signed) D. I. NOAD,
Secretary.

The Under Secretary of State for India.

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26th October 1865.*

No. 3.

CIRCULAR LETTER addressed to all the Railway Companies except the East Indian, Calcutta and South Eastern, and Great Indian Peninsula Railway Companies.

India Office,
2nd March 1865.

SIR,

In reference to that part of the contract with the Indian Railway Companies which provides for the conveyance of the mails, the Secretary of State will be glad to be informed how far the Board of Directors of the ———— Railway Company may be prepared to assist the Government in adopting the system, which now prevails in this country, of sorting the letters, &c., in carriages specially provided for the purpose. The object of the arrangement is to afford the greatest possible convenience to the public, but probably no such arrangement was contemplated when the contract was entered into, and it must needs involve some additional expense in the construction or fitting of suitable carriages.

I have to request that the Board will inform Sir Charles Wood whether, if sorting carriages are provided at the expense of the Government, the Railway Company will be prepared to consider them in substitution for the carriages required for mail purposes under the contract, and consequently will haul them free of charge.

I am, &c.
(Signed) DUFFERIN.

No. 4.

No. 652.

Eastern Bengal Railway Company,
13, Gresham Street, E. C.,
London, 20th March 1865.

SIR,

I am instructed to state that the Board of Directors of this Company agree to the proposal contained in your letter of the 2nd instant, that if carriages should be provided at the expense of the Government for sorting the mails, the Railway Company should consider them in substitution for the carriages required for mail purposes under the contract, and haul them free of charge.

I have, &c.,
(Signed) J. T. WOOD,
Secretary.

The Under Secretary of State for India.

No. 5.

No. 1,800.

Madras Railway Company,
33, New Broad Street, E. C.,
London, 8th March 1865.

SIR,

I am directed by the Board to acknowledge the receipt of your letter of the 2nd inst., upon the subject of substituting sorting carriages for those which are required for mail purposes on the Railway under the contract, and requesting to be informed whether, if sorting carriages are provided at the expense of the Government, the Company will agree to consider them in substitution for those required by the contract, and consequently will haul them free of charge.

In reply, I am desired to observe that hitherto the mails upon the lines of this Company have been carried in one or two compartments, as the case might be, of a carriage, leaving the remainder of it free for other traffic, an advantage of which we should be deprived by the substitution of a sorting carriage. But as the Board are desirous of meeting the views of the Secretary of State and the convenience of the public, they will agree to undertake the haulage of the proposed sorting carriage to be provided by the Government for the mails, upon the understanding that the Railway shall not, under this arrangement, be bound to haul at any time a greater number of carriages for conveying the mails than they would otherwise have to do under the conditions of the contract.

I am, &c.,
(Signed) J. WALKER,
Managing Director.

The Under Secretary of State for India.

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26th October 1865.*

No. 6.

No. 97.

Great Southern of India Railway Company,
2, Leadenhall Street, E. C.,
London, 14th March 1865.

SIR,

I have the honor to acknowledge the receipt of your letter, dated 2nd March, which was submitted at a meeting of this Board held on the 7th instant.

In reply, I am instructed to state that the Directors will be happy to assist the Government in carrying out the system which now prevails in this country of sorting letters, &c., in carriages specially adapted for the purpose. They will be prepared to consider such carriages (to be provided and upheld in repair at the expense of the Government) as in substitution for the carriages required for mail purposes under the contract, and, consequently, to haul them free of charge.

I have, &c.,

(Signed) HENRY W. NOTMAN,

The Under Secretary of State for India.

Secretary.

No. 7.

No. 1,786.

Scinde Railway Company,
Gresham House, Old Broad Street,
14th March 1865.

SIR,

I have the honor to acknowledge the receipt of Lord Dufferin's letter of the 2nd instant, requesting to be informed in reference to the question of the conveyance of the mails, whether the Directors are willing to assist the Government in adopting the system which prevails in this country, of sorting the letters, &c., in carriages specially constructed for that purpose; and, in the event of such carriages being provided at the expense of Government, whether the Company will be disposed to consider them [in substitution for the] carriages required for mail purposes under the contract, and, consequently, will haul them free of charge.

2. In reply, I have to request the favor of your informing the Secretary of State for India in Council that the Directors are quite prepared to co-operate in carrying out the wishes of Government in the manner proposed, and that immediate instructions shall be issued to their Agents with a view to the matter being arranged, when the time arrives, in communication with the local authorities.

I have, &c.,

(Signed) W. P. ANDREW,
Chairman.

The Under Secretary of State for India.

No. 8.

No. 331 of 1865.

Bombay, Baroda, and Central India Railway,
10, Liverpool Street, New Broad Street,
London, 13th March 1865.

SIR,

I have the honor to acknowledge the receipt of your letter, dated the 2nd instant, in reference to the substitution of sorting carriages for mail purpose in India, to be provided at the expense of the Government, and requesting to know whether this Company would be prepared to haul them free of charge, in the place of those now in use upon the railway.

The Board have considered the matter, and I am desired to say that they will be prepared to assist the Government in carrying out the proposed arrangement, and thus "afford the greatest possible convenience to the public," by hauling the new sorting carriages free of charge, it being understood that they are to be in substitution of those now in use, and that they are to be provided and maintained at the expense of the Government.

I have, &c.,

(Signed) J. A. BAYNES,

The Under Secretary of State for India.

Secretary.

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26th October 1865.*

No. 9.

CIRCULAR LETTER to the following Indian Railway Companies: East Indian; Eastern Bengal; Madras; Great Southern of India; Bombay, Baroda, and Central India; Scinde.

India Office,

11th September 1865.

SIR,

I am directed by the Secretary of State for India to acknowledge receipt of your letter of the ———, No. ———, signifying the assent of the Directors of the ——— Railway Company to his proposal, that sorting carriages, provided at the expense of Government, shall be regarded as a substitution for the ordinary mail carriages hitherto provided by the Railway Company, and, as such, shall be hauled free of charge to Government.

In reply, I am to request that you will convey to the Directors Sir Charles Wood's thanks for this proof of their readiness to co-operate with Government in affording additional postal facilities to the public.

I am, &c.,

(Signed) HERMAN MERIVALE.

No. 10.

India Office,
2nd March 1865.

SIR,

I am directed by Sir Charles Wood to inform you that, from papers recently received by him from India, it appears that the Bombay Government lately entered into an arrangement under which a mileage rate was to have been paid to the Great Indian Peninsula Railway Company for the haulage of sorting carriages. This arrangement has been disallowed by the Government of India, as being inconsistent with the Company's obligation to carry the mails free, but some special agreement seems to be necessary to facilitate the adoption in India of the system which prevails in this country of sorting letters during conveyance by railway. The object of such sorting is to afford additional convenience to the public, but it was probably not contemplated when the Indian Railway contracts were framed, and some additional expense must be incurred in the constructing or fitting of suitable carriages for the purpose, all such extra expense will properly devolve upon Government.

I have, however, to request that the Board will inform Sir Charles Wood whether, if sorting carriages are provided at the expense of Government, the Railway Company will be prepared to consider them in substitution for the carriages required for mail purposes under the contract, and, consequently, will haul them free of charge.

I am, &c.,

(Signed) DUFFERIN.

T. R. Watt, Esq.

No. 11.

No. 50.

Great Indian Peninsula Railway Company,
No. 3, New Broad Street, E. C.,
London, 13th March 1865.

SIR,

I am instructed by the Board of Directors to acknowledge the receipt of Lord Dufferin's letter of the 2nd instant, intimating that the arrangement entered into by the Bombay Government with this Company, under which a mileage rate was to have been paid to them for the haulage of sorting carriages, has been disallowed by the Government of India, as being inconsistent with the Company's obligations to carry the mails free, stating that some special agreement seems to be necessary to facilitate the adoption in India of the system which prevails in this country of sorting letters during conveyance by railway; and inquiring whether, if sorting carriages are provided at the expenses of Government, this Company will be prepared to consider them in substitution for the carriages required for mail purposes under the contract, and, consequently, will haul them free of charge.

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2. I am desired to remind the Secretary of State of the previous correspondence which has passed upon this subject, as noted in the margin, and to call to his attention the statement in Mr. Melvill's letter of the 15th October 1862, that, "should the Bombay Government still desire to be provided with such accommodation" (sorting carriages) "the terms

Letter to Bombay Committee, 30th May 1862.
" " " 3rd October "
Letter to the Secretary of State, 6th October 1862.
Reply of Secretary of State, 15th October "
Letter to Bombay Committee, 31st October "
" " " 3rd August 1863.

" upon which it shall be supplied must be settled by the local authorities."

3. Accordingly, on the 23rd June 1863, the Bombay Committee reported to the Board that an arrangement had been come to with the Bombay Government, that Government, by their Resolution No. 1,075 of the 6th June 1863, having sanctioned the payment to this Company of two Annas per mile for the haulage of the sorting carriages; and by my letter to the Committee of the 3rd August, sanctioned by the Secretary of State's letter of the 12th August 1863, that arrangement was confirmed by the Board. Having regard to the period which has since elapsed, the Board are surprised to be now informed for the first time that the Government of India have disallowed that arrangement.

4. The correct principle upon which this matter should be disposed of is clearly defined in the correspondence above alluded to, and the Board, having regard to the magnitude of the service which the Company, from its exceptional position, may expect to be called upon to render to the public, whenever the mail service is concentrated in Bombay, regret that they are unable to accede to the proposition of the Secretary of State, but they will be prepared to make such other special agreements as may be deemed reasonable for the haulage of sorting carriages.

I have, &c.,

The Under Secretary of State for India.

(Signed) THOMAS R. WATT.

No. 12.

India Office,
25th July 1865.

SIR,

I am directed by Sir Charles Wood to acknowledge the receipt of your letter of the 13th March last, No. 50, regarding the provision and haulage of mail sorting carriages by the Great Indian Peninsula Railway Company.

Before communicating to the Government of India the decision of the various Railway Boards on this question, Sir Charles Wood is disposed to think that the Great Indian Peninsula Railway Company, who are alone in objecting to the arrangement proposed in Lord Dufferin's letter of the 2nd March last, may wish for an opportunity of re-considering their views and he desires me to express his hope that the Directors will enable him to state that an uniform arrangement has been made for the lines in India.

I am, &c.,

T. R. Watt, Esq.

(Signed) HERMAN MERIVALE.

No. 13.

No. 179 of 1865.

Great Indian Peninsula Railway Company,
No. 3, New Board Street, E. C.,
London, 8th August 1865.

SIR,

I am instructed by the Board of Directors to acknowledge the receipt of your letter of the 25th July ultimo, affording them an opportunity of re-considering their decision in the matter of postal sorting carriages, communicated to you in my letter of the 13th March last, No. 50, upon the ground that, of the various Indian Railway Boards, this Board "are alone in objecting to the arrangement proposed in Lord Dufferin's letter of the 2nd March."

2. The following is the proposed arrangements referred to—

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" I have, however, to request the Board will inform Sir Charles Wood whether, if sorting carriages are provided at the expenses of Government, the Railway Company will be prepared to consider them in substitution for the carriages required for mail purposes under the contract, and, consequently, will haul them free of charge."

3. The Board regret to find that Sir Charles Wood has not acceded to the views set forth in my letter of the 13th March. They are most anxious to meet the wishes of the Secretary of State as far as they can do so consistently with their duty to the shareholders of adhering to the contract, and preventing any expenses to the Company which may not be covered by its provisions. If it were the mere substitution of one kind of carriage for another, the Board could have no hesitation in at once meeting the Secretary of State's request favorably. This is, however, in no sense the case, for there are no carriages required for mail purposes under the contract, but the requirements of the Post Office are now met by appropriating one or more compartments of a passenger carriage for the mail bags and guard, the other parts of the same carriage being available for the earning of revenue. At once, therefore, the paying load of the train would be reduced, and its dead weight increased in at least a corresponding, if not a greater degree. It appears, therefore, to the Directors that the substitution of sorting carriages upon this railway, for such other accommodation as may be requisite to convey the mail bags closely packed together, in the manner in which they have been hitherto carried in fulfilment of the Company's obligations under the contract, would inevitably occasion very serious expense, by reason of the greatly increased amount of dead weight which would have to be hauled. It is of the utmost importance that the dead weight of trains upon this line should be kept at a minimum, in view of the heavy gradients upon some parts of the line, and their wholly exceptional character upon the ghats. Besides, the question is a matter of much greater moment to this Company than to any of the other Indian Railways, as the whole Indian correspondence with Europe will be concentrated at Bombay as soon as the through system of railways is completed, and the principal part of it will be then passed over this Company's lines to the north-west, and to Calcutta and Madras. Under such circumstances, it will make a very important difference to the Company whether the requirements of the Post Office are to be met with or without sorting carriages in use. If the Board are right in this view, as they sincerely believe they are, they cannot understand upon what principle the additional expense should be borne by the Company rather than the Post Office, to which it necessarily belongs, as incident to the sorting of letters. On the other hand, the Company have been, and are, ready to fix a moderate charge for this additional service, and although that now fixed was agreed to by the Bombay Government, the Board are perfectly willing, if the amount be objected to, to leave to the decision of an impartial arbitrator what payment should be made to the Company by reason of the introduction of sorting carriages, should the Secretary of State determine to make use of them upon this Company's lines.

I am, &c.,

The Under Secretary of State for India.

(Signed) T. R. WATT.

No. 14.

India Office,
11th September 1865.

SIR,

I am directed by the Secretary of State for India to acknowledge the receipt of your letter of the 8th instant, No. 179, regarding the haulage of sorting carriages on the Great Indian Peninsula Railway. In reply, I am to express Sir Charles Wood's regret that the Directors decline to accede to the proposal on this subject, which has been assented to by all the other Indian Railway Companies.

I am, &c.,

T. R. Watt, Esq.

(Signed) HERMAN MERIVALE.

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No. 65.

ORDER THEREON, 26th October 1865, No. 3,232.

RAILWAY, No. 56.

Communicated to the Public Department, and to the Consulting Engineer for Railways for information and guidance.

(True Extract.)

Charles P. M.

Colonel, R. E.,

Secretary to Government.

27-10

To the Public Department.

„ Consulting Engineer for Railways.

Exd. S. T. Augustin.

Ms. 3232
Proc. of the Warren
Gravel
by 26 Oct 1865

Wm. H. Wood
Providence, R.I.