

Public Works (1899) Department.

RAILWAY BRANCH.

G.O., No. 679. *Ry*
DATED 19th June 1899.

[Despatch Abstract.]

Increased rates charged by the S.Ry
for the carriage of goods from stations
in the Tanjore Dist to Negapatnam port
Passing orders on the Memorial
from the Merchants of Negapatnam
Complaining of the _____

Indexed.

CURRENT No. 482
599

No 1928 dated 25th April 1899

~~Order~~ Endorsement

Arthur
Colonel R.E.
ag. Secretary to Govt

No.

Dated _____

Received } 18th April 1899
Registered }
Enclosures | 28-4-99

Spare copies

SUBJECT.

Trade of Negapatam

Retransfers to P.W.D. with the record
that the question has been transferred
"for disposal" instead of "for research"

97

South Indian Railway Company Limited.

The humble memorial of the merchants of Negapatam.

The undersigned are merchants carrying on trade at Negapatam and wish to bring to your favorable consideration the following, concerning the rates for the carriage of our goods charged by the South Indian Railway Company.

4. In or about July 1897 the rate on a truck load of 6 tons from Tanjore to Negapatam and proportionately from other stations to Negapatam was raised to Rs. 15/3/0.

11. We the Merchants of Negapatam beg you to consider that a Government Railway should, as much as possible look to the interests of the paying public and see that a port such as Negapatam with such large interests should not be sacrificed unfairly to the advantage of Tuticorin and to our disadvantage. Our capital is all invested here and, though the rates were raised with an aim to divert the trade from Negapatam, (the natural channel) such of our capital as is invested in godowns etc. at Negapatam, now lies wasted.

12. It may not be out of place to mention that with the old rate then in force on goods to Negapatam and the old rate as charged from Negapatam to stations on the South Indian Railway system, our cargo would be carried largely both to and from Negapatam *viz* rice and other grains, (such as groundnuts) which we buy in the Tanjore District, would all be brought to Negapatam while, (with a more favorable rate from Negapatam) we could bring large quantities of goods from Burmah and Coramandel Coast ports which all would be sent over from Negapatam to stations in the Madura District instead of from Tuticorin to stations in the Madura District as is being done at present.

13. The Memorialists therefore pray that the enhanced rate for carriage on goods into Negapatam may be abolished and the rate that was in force in 1893 may be reverted to.

THE GOVERNOR IN COUNCIL,

MADRAS.

May it please your Excellency,

During the space of five years i.e. from 1893 to 1898, the South Indian Railway Company, ignoring the fact that Negapatam is the natural port for the Tanjore District, (though this port has, for years past, been utilized for all cargo required to be shipped to Ceylon) have increased their rates on our goods from stations in the Tanjore District to Negapatam to such an extent that we, your Excellency's humble memorialists, are fettered in carrying on our trade from here to Ceylon. The Railway Company against this increase from stations in the Tanjore District to Negapatam have reduced their rates from stations in the Tanjore District to Negapatam diverting the traffic of all our goods to Tuticorin to be there shipped to Ceylon. We also most humbly beg to submit that imports from Burmah and other ports which were hitherto landed at Negapatam to be sent to inland towns in the Tanjore and Madura Districts are now being imported at Tuticorin consequent upon the reduced rate of freight on goods from Tuticorin by rail. In view of the Government erecting a pier at Negapatam we your humble memorialists venture to hope that your Excellency will be more inclined than ever to stop the trade of Negapatam being stifled by the exorbitant rates charged by the S. I. Railway Company. All we ask is that the rate per mile on the Negapatam-Tanjore section should be the same as that to and from Tuticorin.

[illegible][illegible]

No.

OFFICE NOTE.

I have checked your calculations & have put up the references but I did not send this up to you as the R.R. too care had come down with letters from E.R. to C.R. There is a note in your letter that says that perhaps you would like to see again but as C.R. is dealing with the case now I do not like to disturb him.

To E.R.

Petition from the Merchants of Nagapatam.

I am of opinion that the merchants of Nagapatam & other ports other than Tuticorin have just cause for complaint & that the S. I. R. are showing undue preference to Tuticorin as a port.

The distance from Tanjore to Nagapatam is 48 miles.

and the rate for the distance is $1\frac{3}{4}$ A's per maund at owners risk.

The charge for a 6 ton truck loaded with rice is $17-12$ as stated by memorialists. This rate is made up as follows.

Full Terminal at 6 pice 5-1-0
per maund

Rate at 0.313 per maund 12-11-0
per mile.

Total 17-12-0.

The maximum rate is $\frac{1}{3}$ pice per maund per mile which works out to 13-8 for a 16 ton truck.

It is in the terminals that the "preference" appears.

page 152 of the S.I.R. Loading and Goods Classification.

The usual terminal for distances 25 to 50 miles is 3 pies and it is only in the case of the coast ports other than Tuticorin that this terminal charge is increased to 6 pies for distances 26 to 50 miles inclusive.

If the half terminal was charged for stations within 50 miles of Kozhikodem as it ought to be to agree with terminals at stations not far to the rate for a 6 ton truck loaded with rice from Tanjore to

Kozhikodem would be Rs. 15/3/6 the rate which apparently was charged prior to 1898 when the S.I.R. saw their way to drawing rice over a long lead to Tuticorin by reducing their rates & entering into an agreement with the B.I.S.R. for through booking to Ceylon.

Now comparing the rates from Tanjore to Tuticorin

The distance is 226 miles

and the rate (see page 157 of the Classification) is 0-7-1 per bag inclusive of terminals.

72 bags equal 6 tons (see note at bottom of page 156) so that a bag weighs $2\frac{1}{4}$ maunds and the rate

exclusive of terminals (at 6 pies per maund)

equals 0-6-0 per bag (omitting fractions)

a distance This equals 0-2-8 per

maund & this for a distance of

6 miles equals 0.141 pies per

maund, per mile against a minimum

of 0.1. I have worked out these

rates for rice despatched from

Tanjore because that is the station named

Madras, 189 .

OFFICE NOTE.

From E. R.

To

If we take the rate for rice from Coleroon to Tuticorin, a distance of 288 miles it works out to 0.111 pies per maund per mile.

I understand that it is against the wishes of Govt. that we should interfere in any way with rates so long as maxima & minima are not infringed but I certainly think we are entitled to interfere in the matter of terminals.

Please see G.O. I Res. No. 1446 R.T. flag II. Jld 9.5.99.

28.4.99.

Also refer to "Undue Preference Clause" of Act Section 42 I think.

A.R. Will you look up this question of terminals, we have some instructions on legal opinion I know. Look up G.O. I Res. No. 1446 R.T. & Col. Lowrey - Gordon's note if not in there it will be somewhere in the rates war case as I shall not be in office for 3 or 4 days, this note can go to E.R. as soon as you can refer him to papers on this question.

THE CONSULTING ENGINEER FOR RAILWAYS,

MADRAS,

To

THE AGENT ~~AND MANAGER~~, M. R.

” ” S. I. Ry.

H. H. THE N. G. S. RY.

” ” ~~S. M. Ry.~~

~~ENGR.-IN-CHIEF, B. M. Ry.~~

~~MANAGER, E. C. Ry.~~

Reply No. 480

dated 23/5/99

SIR,

I have the honor to request that you will explain, for the information of
Government, your reasons for charging a 6 pie terminal for distance of from
26 to 50 miles for posts other than the Native one; whilst for that post, for distance of
26 to 34 miles the terminal is 2 pies, and from 34 to 50 miles 3 pies only.

The principle guiding a Ranger in fixing terminals must be that contained in Let. ~~March~~ 46 (1) of the Riding Act. and I see nothing to prevent you ^{settling} ~~moving~~ terminals over the basis of distance or using them ~~as a general principle~~ ^{to attract traffic to one point rather than another} which is what at least the Negotation merchants believe you are doing.

I have been

fly

10/5/7

No. 480

South Indian Railway Co., Ltd.

AGENT'S OFFICE,

TRICHINOPOLY, 23rd May 1899

From

Ag
THE AGENT.

SOUTH INDIAN RAILWAY,

To

THE CONSULTING ENGINEER

FOR RAILWAYS,

Sir,

~~MADRAS.~~

Ootacamund

slayk
In reply to your letter No. 30 dated 12th May 1899, I have the honor to inform you that the reduction in Terminal charges referred to in your letter only applies to the conveyance of Grain, and that as there is no Rice exported from Tuticorin from Stations within fifty miles of that port, the port of Negapatam is not prejudiced by the lower terminals in force to Tuticorin.

For your information I recapitulate the history of the introduction of Terminal charges on this Railway

In July 1894 the Board of Directors authorised the introduction, as a tentative measure from 1st January 1895, of the 1/2 Terminal charge of six pies per maund on local traffic. It having been found (vide this office letter No. 360 of 26th September 1894 to the Board) that this additional charge bore heavily on certain traffic the sanction of the Directors was accorded to:-

Firewood

Grain

Salt

Ground-nuts

and

Loose Coffee

Terminal charges when carried for distances under fifty miles.

As however merchants took advantage of this concession to evade Terminal charges on the abovementioned commodities, chiefly Grain, by booking to a station short of fifty miles and re-booking therefrom, the Board were asked to sanction, and did sanction, the imposition at the discretion of the Agent of such Terminal charges as the traffic would bear on distances of 15 miles and over on all commodities then exempted, and accordingly the following scale was put into force:—

For distances within 15 miles no Terminals

For distances from 15 to 34 miles (inclusive) one-third Terminals.

For distances from 35 to 50 miles inclusive half Terminals. vide

Schedule C. of Official Meeting No. 4 of 1897.

The Terminal charges for the conveyance of grain to the Ports of:—

Pondicherry

Madras

Porto Novo

Shiyali (for Tirumalaivasal)

Megapatam

and

Neutupet

were again altered to:—

For distances up to and inclusive of 25 miles half Terminals.

For distances beyond 25 miles full Terminals

vide

Schedule C. of Official Meeting No. 3 of 1898, but as there is no short distance grain traffic from Tuticorin and the

rate from Shiyali for the same Traffic includes full Terminals, this alteration did not appear to affect the Negapatam Traffic. The expenditure for Terminal accommodation may be said to be about the same at both the Ports.

Since then the Board of Directors have (vide Board letter No 228 of 24th March 1899) left it to the discretion of the Agent to dispense with Terminals, altogether or to vary the amount of the charge.

In connection with the subject of your letter I have to invite attention to the question asked by the Honourable P. Ratnasabapathy Pillai in the Legislative Council at the Meeting held on 7th April 1899 and to the answer given thereto vide page 47 of the Supplement to the Fort St. George — Gazette of 16th ^{May} April 1899 when it was pointed out that the charge on a truck, inclusive of Terminals, from — Shiyali to Tuticorin amounted to Rupees 31-14-0 against Rs 17/- to Negapatam. It is not therefore apparent that the traffic to Negapatam has been unfairly blocked.

To meet the complaints of the Negapatam merchants the Traffic Manager has visited Negapatam very recently and interviewed some of the principal men in conjunction with Mr. Maetaggart of Messrs Adamson Maetaggart and Co. and after considering and discussing the matter he decided to recommend a reduction of 20 per cent in the rates from Tanjore and intermediate Stations, which on being assured satisfied

536
South Indian Railway
satisfied the merchants of Negapatam, I have sanctioned.

I have the honor to be
Sir

Your most obedient servant

W. J. Mesurier
for Ag. Agent

M.D.

Dated
Received

No.

ENCLOSURE

To

THE CONSULTING ENGINEER

From

THE AGENT,

SOUTH INDIAN RAILWAY

was it
the through rate

OFFICE NOTE.

To —
From E. R.

S.I. R² rates for rice to
ports other than Tuticorin.

D.

Criticism of statement, and get a
reply out of him which will enable
you to reply to the petitioners.

JMS

11/1/93

If the T.M. is really trying to
meet the wishes of the
Kegapattam merchants, I think
we may let this lie over for
the present. The only remarks
I have to offer on A's letter
are (1) It hardly affects the
question that no rice is
exported from stations within
50 miles of Tuticorin. We
knew that Shiyali is about
the centre of the rice
exporting country.

(2) It is not correct to say
that the charge for a truck
load of rice from Shiyali to
Tuticorin is R² 31-14-0. What
we told the Hon^{ble} members
was that the S.I. R² Shiyali
the through rate to
Tuticorin.

and
decided
from
I assure
his friend

Dated
Received

No.

ENCLOSURE

To

THE CONSULTING ENGINEER FOR

FROM

THE AGENT,

SOUTH INDIAN RAILWAY.

It is a great advantage to exporters to be able to book through via Tuticorin to Ceylon Stations.

A reduction of 20% will reduce the rate for rice from Tanjore to Negapatam per truck load from Rs 17-12-0 to Rs 14-4-0 (approx) or lower than the rate in force in 1897 & this should satisfy the merchants.

Jd
28.5.99

Form No. 1.

Reminders.

Reply No. 536
dated 5/6/99

No. 76

City, Madras, 22 June 1899

From

THE CONSULTING ENGINEER FOR RAILWAYS,

MADRAS,

To

THE AGENT AND MANAGER, M. Ry.

" " S. I. Ry.
" " H. H. THE N. G. S. Ry.
" " S. M. Ry.
" ENGR.-IN-CHIEF, B. M. Ry.
" MANAGER, E. C. Ry.

SIR,

With reference to your No 480 dt 23.5.99 I have the honor to point out that it is hardly correct to say that the rate for rice to Tuticorin is Rs 31-14-0 per truck load. Merchants exporting rice via Tuticorin to Colons and Stations on the Ceylon railways now enjoy the advantage of being able to book their grain to these places at a through rate, of which ^{through rate} your share amounts to Rs 31-14-0 per truck load. This is a very different matter to your charging a merchant this amount for running a truck load of rice to Tuticorin and leaving him to rebook rice to ^{Colons} and again from ^{Colons}.

at seaports other than Tuticorin ends colour
to the complaint that you specially favour
the latter port irrespective of the fact that
no rice from stations within 50 miles
of that port is exported.

Terminals are fixed charges paid for
services rendered at the stations of
despatch and receipt and it is
very necessary that similar services
should be charged for at similar
rates.

To enable me to reply to the
petitioners I shall be obliged
by your informing me of the
date from which the reduction
of 20% has taken effect.

Yd
2/4/99.

No. 536

South Indian Railway Co., Ltd.,

AGENT'S OFFICE

TRICHINOPOLY, 5th June 1899.

205-2005
10-6-99

From

Ag.

The AGENT,

SOUTH INDIAN RAILWAY,

The CONSULTING ENGINEER FOR RAILWAYS,

MADRAS.

Ootacamund.

Sir,

In reply to the concluding
paragraph of your letter ^Wno. 76 I have the
honor to inform that the reduced rates for
Grain to Kengapattam were introduced on
the 15th May 1899.

I have the honor to be,
Sir,

Your Most Obedient Servant

W. Spalding
Ag. Agent.

M. D.

Papers to be read in Proceedings:—

Memorial from the Merchants of Negapatam.

Letter No. 30/O, dated 12th May 1899, from the Consulting Engineer for Railways, to the Agent, South Indian Railway.

" No. 480, dated 23rd May 1899, from the Agent, South Indian Railway, to the Consulting Engineer for Railways.

" No. 76/O, dated 2nd June 1899, from the Consulting Engineer for Railways, to the Agent, South Indian Railway.

" No. 536, dated 5th June 1899, from the Agent, South Indian Railway, to the Consulting Engineer for Railways.

ORDER.

In the Memorial read above the petitioners complained that the South Indian Railway Company by increasing the goods rates from stations in the Tanjore District to Negapatam, while at the same time reducing the rates to Tuticorin with the intention of diverting traffic to that port and so securing a longer lead, had seriously prejudiced the interests of Negapatam as compared with those of other ports.

2. In reply to enquiries instituted by the Consulting Engineer, the Agent, South Indian Railway, stated that after enquiries made at Negapatam he had decided to reduce the rates from Tanjore and intermediate

H.E. for approval
7/11/99
16.6.99

From
THE AGENT,
South Indian Railway,
Trichinopoly.
To
THE CONSULTING ENGINEER FOR
RAILWAYS,
Madras.
Dated
Received
No.
18
ENCLOSURE

stations to Negapatam by 20 per cent, and said that he had been assured that this reduction would satisfy the Negapatam Merchants. These reduced rates have been in force since the 15th May 1899.

3. The petitioners are informed that it is usual on all Railways to quote a lower rate per mile for long distances than for short ones, for distance must obviously always be an important factor in deciding on the rate to be levied. The rate as now reduced seems a fair and reasonable one for traffic from stations on the Negapatam branch to the port of Negapatam.

F.R.S.
R.

12/6/99

To the Merchants of Negapatam
AGENT.

Agent S. I. B. ✓

by

