M.R.O. 14—13,000—27-9-24

MADRAS RECORD OFFICE.

Government of Madras.

Revenue **DEPARTMENT.**

G.O. No. 1842	Press Mis.
134. 135	
Dated 9—8— 1865.	

Not to be folded or roughly handled

Proceedings of the Madras Government, Revenue Department,
9th August 1865.

No. 134. Read the following Proceedings of the Madras Government in the Financial Railway Department:—

Communicating to the Agent of the Great Southern of India Railway, through the Consulting Engineer, Government Order, Revenue Department, on the subject of concentrating Salt at Negapatam. } (Here enter 2nd August 1865, No. 440.)

No. 135. ORDER THEREON, 9th August 1865, No. 1,842.

Separate Revenue, No. 8.
Salt.

Ordered to be communicated to the Board of Revenue.

(True Extract.)

(Signed) J. GROSE,
Acting Under Secretary to Government.

To the Board of Revenue, with Financial Railway Department, No. 440.

Exd. S. T. Augustin.

Proceedings of the Madras Government, Financial Railway Department, 2nd August 1865.

Read the following papers :—

No. 3. From Lieutenant Colonel J. C. ANDERSON, R. E., Consulting Engineer for Railways, to the Honorable A. J. ARBUTHNOT, Chief Secretary to Government, Fort Saint George; dated Bangalore, 17th July 1865, No. 337.

I have the honor to submit, for the information of Government, Extracts from a letter* from the Agent of the Great Southern of India Railway to his Board of Directors, relative to the "Passenger" and "Salt" traffic.

* No. 130, dated 10th July 1865.

2. The question regarding the introduction of an "intermediate" class, between the 2nd and 3rd Classes, at a reduced fare, has not yet been laid before me, but when it is, it will be submitted to Government.

Extract from a letter from the Agent, Great Southern of India Railway, to the Railway Board of Directors, dated 10th July 1865, No. 130.

Passenger Traffic.

You have omitted to notice a reason which I gave for the absence of a marked increase in our passenger receipts, the falling off of the cooly trade. The Ceylon Railway Company have ceased to draw men from this District, and the Pioneer Corps of the Ceylon Government having been nearly formed, their Agents in this country now send tens only where they formerly sent hundreds. As nearly all these passengers travelled the whole length of the Railway, the loss of their fares prevents our showing so large an increase in our receipts from *ordinary* traffic as I should wish to see. The cause of a decrease in our *number* of passengers is fully accounted for by the increase of our 3rd Class fare from three to four Pice per mile. A similar result has followed every increase of rate which has been made on the Indian Railways; and before the change was made on this line, I reported that it would have such an effect. The passenger receipts for the last five half-years were—

		Rs.
June	1863...	83,951
December	„	87,269
June	1864...	80,373
December	„	82,315
June	1865...	94,429

As the Serengham feast fell during the half-year ending June 1865, instead of in December 1864, I would for the sake of comparison thus show the traffic for the two last named periods :—

December 1864	Rupees...	87,315
June 1865.	„	89,429

I am of opinion that no reduction of ordinary fares would cause an increase over these amounts. A reduction of fare would increase our number of passengers, but the money received would be less. On the other hand, I would not advocate at present a further increase in the rate of fare of our lowest class; but in order to produce an increase of income, I recommend for the consideration of the Directors the advisability of introducing a class of fare and accommodation between our second and third classes.

This intermediate class to be provided with seated carriages at a fare of 5 Pies per mile. The lowest class of carriage to be run only by one train daily in each direction.—In comparison with other Indian lines our fares would then be per mile as under.

	1st.	2nd.	Intr.	3rd.
Great Indian Peninsula	15	8	...	3
Scinde	11	7·31	..	3·65
East Indian	18	9	4½	3
Lahore	12	7·5	...	2·25
Mooltan	15	9	...	3
Eastern Bengal	12	6	4½	3
Bombay, Baroda	12	7	...	4
Madras	12	5	...	3
Calcutta and S. E.	12	6	4½	3
G. S. of I. Railway	12	8	5	4

You will notice that the intermediate class has been introduced on some of the Indian lines. The Agent of the Eastern Bengal tells me this class has only been lately tried on his line. "It is intended for the accommodation of that class of Natives who cannot afford to "pay 2nd Class fare, but object to ride with the lower classes. These carriages are provided with "seats, those of the lower class are not. The result of the addition of this class, and effect "made by its introduction on the traffic, the following figures will sufficiently show:—"

	June 1864.	December 1864.
1st Class	3·35	3·92
2nd ,,	5·08	4·52
Intermediate	...	30·5
3rd Class	91·57	61·56
	100·00	100·00

SALT TRAFFIC.

I believe the subject of the communication in the Negapatam District of salt manufacture has been, within the last month, under the consideration of the Revenue Board, a copy of the remarks contained in my letter to you having been sent to the Collector of Tanjore, for his report thereon. I am told the decision of the Board is an adverse one, but I will apply officially for a copy of the proceedings and let you know the result. The Government Salt Depôt at Papa Covil (the place to and from which a four miles cartage has been performed since the Negapatam Depôt was cleared out) is now exhausted, and when the Railway salt merchants apply for a supply they are told to go to Adrampatam. Thus again is the trade we have so long been trying to foster driven from the Railway to the road. The newly manufactured salt is being collected into the new Depôt at Negapatam, but this quantity will soon be cleared off, and we shall then be as badly off as ever. I do not fail to keep these matters before the local authorities, but a feeling appears to prevail that so long as salt is obtainable at *some* Depôt in the District, the interests of the public are cared for, and Government sales will not fall off; the interests of the Railway Company, the Salt Department cannot take into consideration. In so acting, this Department overlooks the facts that Government suffer in another Department, in having to pay for the loss of the traffic over the Railway.

(True Extract).

(Signed) J. C. ANDERSON, Lieut. Col., R. E.,
Consulting Engineer for Railways.

Proceedings of the Madras Government, Financial Railway Department, 2nd August 1865.

No. 4. From W. S. BETTS, Esq., Agent, Great Southern of India Railway, to Lieutenant Colonel J. C. ANDERSON, R. E., Consulting Engineer for Railways, Madras; dated Negapatam, 13th July 1865, No. 1715.

You will have seen from the remarks contained in my last letter to the Railway Secretary, that our salt traffic has again ceased, in consequence of the exhaustion of the Government Stock at Negapatam. During the week ending 1st July, the falling off (compared with the corresponding period of last year) was about Rupees 600. The Merchants who do business over the Railway have been told to go to Adrampatam for their supplies, and thus is trade again forced from off the Railway on to the public road.

2. I have been told that Government has recently had under consideration the question of salt manufacture in the Tanjore District, and its concentration near Negapatam. Will you kindly apply for, and favor me with, a copy of the Proceedings of Government on this subject.

No. 344.

Observations by the Consulting Engineer for Railways.

An Extract from the Agent's letter to the Railway Secretary, regarding the "Salt Traffic," is forwarded to Government with my letter No. 337.

2. Should there be no objection to the Order, alluded to in paragraph 2 of the above communication, being sent to the Agent, I would recommend that this office be furnished with a copy of the same.

(Signed) J. C. ANDERSON, Lieut. Colonel, R. E.,
Consulting Engineer for Railways.

BANGALORE,
17th July 1865.

To the Chief Secretary to Government. Fort Saint George.

No. 5. ORDER THEREON, 2nd August 1865, No. 440.

The Order passed in the Revenue Department, under date the 4th ultimo, No. 1526, will be communicated to the Agent of the Great Southern of India Railway through the Consulting Engineer.

(True Extract).

G. J. Cumberland

Chief Secretary.

To the Revenue Department.
,, Consulting Engineer for Railways, with Proceedings, No. 1526.

Exd. J. H. Burns.

10 spare copies

Pro. 4 July/65 - A56-57.

Rev. 1865 - Dept. request
Govt. of Madras
No. 2187.

Proceedings of the Madras Govt. in the Financial Dept.

Dated 2nd August
Received 7th " 1865
No. 1440.

Communicating to the Agent of the Great Southern of India Railway thro' the Consulting Engr. to Govt. Revenue Dept. on the subject of concentrating Salkaka Reza station. —

No. 134 to 135

No. 1842. 9 August.

Mr. Chandler

No. 1842.

Ordered to be communicated to the Bd. of Revenue. —

9th August/65.

5 Encls. Bd. of Rev. with Gro. Govt. Railway Dept. No. 440 dated 9 Sept. 65