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MADRAS RECORD OFFICE

GOVERNMENT OF MADRAS

Revenue DEPARTMENT

G.O. No.	203	Press
B.P. No.		Mis.
Dated	30. 5	1968/74

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
20th May 1874.*

Read the following papers:—

No. 418. Telegram from the Secretary to the Government of India, Public Works Department, to the Secretary to the Government of Madras, Public Works Department, dated 26th March 1874.

WHAT is the cause of the serious falling off in the net receipts of the Madras Railway for 1873-74 as reported in your telegram of 25th?

No. 419. From Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, to Colonel G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Madras, 30th March 1874, No. 201.

In reply to the Order of Government, No. 255, dated 27th March 1874, I have the honour to state that, after allowing for the exceptional receipts during last year from material for the Nizam's State Railway, the falling off in the Madras Railway traffic receipts for January and February 1874, compared with the corresponding period of 1873, is chiefly due to the influence of the famine upon the grain traffic.

2. The further decrease provided for in the final Regular Financial Estimate is due to the same cause.

3. The falling off in the traffic was referred to in my letter No. 153 of 16th March 1874, and in the explanatory memorandum from the Examiner of Railway Accounts.

No. 237-D.

THE Consulting Engineer is requested to be good enough to enter somewhat into detail on the subject of the falling off of the net receipts on the Madras Railway in 1873-74, and to explain, for the information of the Government of India, in what districts it is that famine is acting prejudicially to the interests of the Madras Railway, and what are the ordinary channels of grain traffic which have been diverted by it.

(By Order)
(Signed)

10th April 1874.

W. WALKER, Colonel, R.E.,
Secretary to Government, P.W.D.

No. 420. From Lieutenant-Colonel Consulting Engineer for Railways, Secretary to Government, Public Works Department, dated Madras, 14th April 1874, No. 224.

WITH reference to the Order of Government, No. 237-D, I have the honour to state that, after discussion of the Madras Railway, I am of opinion that the large falling off in the ordinary receipts on that line during the last three months is due to a generally bad season throughout the districts traversed by the railway.

2. On comparing the station returns for this period with the corresponding ones for the previous year, a decrease is shown in the receipts at nearly every station, the under goods traffic both in tonnage and receipts being very few indeed. It was at first imagined that the merchants were holding their stock of grain with a view to the realization of higher prices on account of the famine in Bengal, but

J. M. SHAW-STEWART, R.E.,
Colonel G. W. WALKER, R.E.,
Public Works Department, dated Madras,

dated the 10th April 1874, No. 237-D. I have the honour to state that, after discussing the matter with the Traffic Manager, I am of opinion that the large falling off in the ordinary receipts is due to a generally bad season throughout the districts traversed by the railway.

On comparing the station returns for this period with the corresponding ones for the previous year, a decrease is shown in the receipts at nearly every station, the under goods traffic both in tonnage and receipts being very few indeed. It was at first imagined that the merchants were holding their stock of grain with a view to the realization of higher prices on account of the famine in Bengal, but

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this is disproved on inquiry, and, looking to the very general nature of the decrease, the only conclusion that can be drawn is that the supplies of grain and other produce have fallen so low that none is available for exportation.

3. A large amount of grain has hitherto been sent to Beypore from Vellore and Arcot, and here the greatest falling off is shown. That this can be only due to scarcity is borne out by the fact that dholl and other food grains have been brought from Sholapore on the Great Indian Peninsula Railway to Vellore, a lead of more than 500 miles.

4. It might be thought that one result of the Bengal famine would be to induce the carriage of grain from Vellore to Madras for shipment in preference to Beypore, but such has not been the case; the decrease in receipts is directly due to diminution in tonnage, and not to shorter distance carried.

5. The third-class passenger traffic shows a large falling off which may also be attributed to the prevalent scarcity. Owing to the stagnation of trade, people are not called upon to travel so much on business, and from the high price of food they have but little money to spare for travelling on pleasure.

No. 421.

ORDER THEREON, 20th May 1874, No 1,346.

RAILWAY, No. 46.

ORDERED that these letters be forwarded to the Government of India with reference to their telegram of the 26th March 1874, and communicated to the Revenue Department for information.

(Extract.)

T. Walker Colonel, R.E.,
Secretary to Government.

To the Consulting Engineer for Railways
,, Revenue Department.

Exd. S. T. Austin.

26 Spare Copies *will follow*

N^o 1688.
Revenue Department
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THE COMPTROLLER GENERAL

OF THE RAILWAYS

OF CANADA

Date: May 1874.

Recd. 28 May. Encl.

G. O. 2011 May 1874, No. 1,548.

RECEIVED

No. 418-491

72/5

Dr. Am.

Receipt (Mtd. in Railway) - On and
that the papers containing copies of
to the end of filling off in the
receipts of the Miches Railway for 1874
be forwarded for the 1874
and accounts to the Revenue
Department.

N^o 203.

Communicated to the
Board of Revenue.
30 May/74.

2. B. J. Mun. C. 2-6-74