(1) Number of pages 4

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(3) Initials of the Referencer

TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

REVENUE DEPARTMENT

G.O. No. / ~~B.P. No.~~	1807	Press. / Mis.
Dated	31-3-1877	~~197~~ .

Not to be folded or roughly handled

Archives I—10,006—19-4-79.

1867
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GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

15th March 1877, No. 200.

Food Grains.

Read the following paper:—

No. 60. *From Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 30th January* 1877, *No.* 69.

Railway Department.

In reply to the Proceedings of Government under date the 22nd instant, No. 250, I have the honor to lay before His Grace the Governor in Council letters* from the Agents of the Madras and South Indian Railways regarding the proposal to equalize the rates of grain freight from Negapatam and Madras, respectively, to Bangalore.

* Madras Railway, No. 185, 29th January 1877. South Indian Railway, No. 2752, 25th January 1877.

2. The rate charged at present between Madras and Bangalore is 8 Pies per ton per mile, or Rupees 9 per ton for the 216 miles.

3. The rate charged between Negapatam and Bangalore is $6\frac{1}{2}$ Pies per ton per mile, or Rupees 12-4-8 per ton for the 363 miles.

4. It will be seen that the two Companies object to any reduction in their through rate between Negapatam and Bangalore; and that they suggest the adoption of an arrangement similar to that made by the Government of India with the East Indian Railway Company during the famine of 1874, viz., that the Companies should collect the reduced rate, and that the difference between that and the ordinary charge should be made good by the Government. As neither of the two Companies is paying its guaranteed rate of interest, the point insisted on by the Agents is not of much importance.

5. In connexion with the proposal to transfer to Negapatam a portion of the grain traffic now carried between Madras and Bangalore, Mr. Betts draws attention to two points which have an important bearing on the question; (1) the transhipping arrangements at Trichinopoly, which he represents to be on so limited a scale that it would be impossible without extra accommodation to handle a large traffic there; and (2) the landing capabilities of the port of Negapatam, regarding which he suggests that inquiry should be made.

6. As regards the second of these points I am not able to offer an opinion; but with regard to the first point I agree with Mr. Betts that the limited arrangements at Trichinopoly would render it extremely difficult for the South Indian Company to deal satisfactorily with a large through traffic.

Enclosure No. 1.

From H. E. CHURCH, Esq., Traffic Manager, to the Agent and Manager, Madras Railway Company, dated Madras, 29th January 1877, No. 2650-130.

Rates for Grain.

Consulting Engineer's letter, No. 95, dated 22nd instant.

I do not think the Railway Companies should be asked to reduce their present low rates for grain, and if the Government, for State reasons, consider it desirable to divert the traffic, the question will best be met by the Government paying to the Railway Companies the difference between the rates now charged from Madras to Bangalore, and Negapatam to Bangalore, the Companies collecting from the merchant the Madras rate only.

No. 185.

The Consulting Engineer for Railways for information.

MADRAS, 29*th January* 1877.

(Signed) R. B. ELWIN,
Agent and Manager.

ENCLOSURE No. 2.

From W. S. BETTS, Esq., Agent, South Indian Railway, to the Consulting Engineer for Railways, dated Negapatam, 25th January 1877, No. 2752.

Your letter, No. 64, of the 22nd instant. The margin between mileage receipt and cost of working upon a 6¼ Pies rate is very small, even on traffic conveyed over a line without break of gauge. All consignments forwarded from Negapatam to Bangalore would have to be transhipped at Trichinopoly with this extra cost upon the Company. I am of opinion they should not be called upon to reduce their charges, unless an arrangement similar to that made by the Government of India with the East Indian Railway Company be brought into force. On that line, during the famine of 1874, the rate for the carriage of grain over the Railway was reduced to one-eighth of a pie per maund per mile, Government paying to the Company the difference between that rate and the ordinary charge.

2. But setting aside the question of rate, I must remind you that our transhipping arrangements at Trichinopoly are on so limited a scale it would be impossible without extra accommodation is provided to handle a large traffic there.

3. And further I think it advisable to suggest that inquiry be made regarding the landing capabilities of the port of Negapatam. A week or two since I had occasion to call the attention of the Sub-Collector to this question, and at that time I believe there were only fifteen boats available for landing cargo.

No. 211.

Transferred to the Marine Department, with reference to the orders in that Department, No. 45, dated 19th January 1877.

FORT ST. GEORGE, 31*st January* 1877.

(Signed) G. W. WALKER, Major-Genl., R.E.,
Secretary to Government, P.W.D.

No. 61. ORDER THEREON, 15th March 1877, No. 200.

Recorded with reference to G.O., dated 7th March 1877, No. 793.

(True Extract.)

for Offg. Chief Secretary.

To the Public Works (Railway) Department.
„ Revenue (Famine) Department.

Exd. J. Wright.

Pleas: 1877 Apl 2
3 July 1883