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TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

Revenue DEPARTMENT

G.O. No.	988	Press
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Dated	8.3.1971	197

Not to be folded or roughly handled

Proceedings of the Madras Government, Revenue Department,
8th March 1877.

No. 279. From the Hon. P. MACFADYEN, Chairman of the Chamber of Commerce, to J. H. GARSTIN, Esq., Additional Secretary to Government, Revenue Department, Fort St. George, dated Madras, 5th March 1877 :—

I have the honor to acknowledge receipt of your letter of the 23rd ultimo, stating that the Agents for the Madras and South Indian Railway Companies have been requested by Government to arrange for the immediate introduction of a through grain-rate from Negapatam to Bangalore equal to that at present charged between Madras and Bangalore, the difference between the old and new rates being made good by Government.

2. In the absence of a statement of the reasons that have induced the Government to take this step, the Chamber can only assume that His Grace in Council is sanguine that the arrangement will be beneficial by relieving the strain on the haulage power of the Madras Railway Company, and will place Mysore within easier reach than formerly of an alternative base of supplies. If this surmise be correct, the Chamber regret that they are at a loss to conceive how it will have the anticipated effect. Madras is 220 miles by rail, while Negapatam is 363 miles distant from Bangalore. Thus there is a difference in favor of the Madras direct route of no less than 143 miles. The Government are willing to bear the whole charge for transport across these 143 miles, but even this liberal concession cannot, the Chamber imagine, relieve the pressure on the resources of the Madras Railway, which is the primary object of consideration with due regard to the welfare of the several famine-stricken districts that the line traverses. The South Indian Railway Company might load all the wagons at their disposal at Negapatam, and convey these to Trichinopoly, where there must be a break of bulk by the transfer of the grain into broad-gauge vehicles. Then the South Indian Company would haul these latter wagons to Erode, and there hand them over to the Madras Railway Company for haulage to Bangalore. But, unless the Chamber are misinformed, the locomotives plying between Beypore and Jollarpett are even now hardly equal to the task of hauling the heavily-loaded trains made up by the Madras Company before Erode is reached, and provision can only be made for the additional haulage of the South Indian wagons by withdrawing engines from the Madras-Bangalore or Madras-Raichore sections, or, in other words, by increasing rather than diminishing the strain on the Madras line.

3. I am to take this opportunity of soliciting the Government to favor the Chamber with an answer to their letter of the 10th ultimo relative to the grain traffic.

(True Copy.)

(Signed) J. H. GARSTIN.
Additional Secretary to Government.

Ed. A. F. Oodiah.

REVENUE DEPARTMENT,
FORT ST. GEORGE,
8th March 1877.

Famine Relief.

No. 280.

No. 988.

To

THE CHAIRMAN OF THE CHAMBER OF COMMERCE.

Miscellaneous.

SIR,—In reply to your letter of the 5th instant, I am directed to state that the Government consider it of the utmost importance to open up every route from the coast for the transport of grain. It is far from the intention of the Government to reduce the quantity of haulage on the Madras Railway available from Madras. They are on the contrary using every possible exertion to increase it.

I have the honor to be,
SIR,
Your most obedient servant,
(Signed) J. H. GARSTIN,
Additional Secretary to Government.

Extd. A. F. Goodall.

The Chamber of Commerce 6815

Hudson 8th March 1871

Sir

The Board of Management

Of the Hudson River Railway Co

Sir

I am directed by the Council of this Chamber to request that you will be good enough to inform them whether the Directors of the Hudson River Railway Company have yet arrived at any decision with regard to the proposed Railway Bridge across the River at Albany, and if so what that decision is.

I am also directed to state that the Council are anxious to receive from the Directors of the Hudson River Railway Co