

Public Works (1895) Depart.

RAILWAY BRANCH.

G.O., No. 376.

DATED 25th July

[Despatch Abstract.]

South Indian Railway. — Ordered that the list of sanctioned & unsanctioned works to accompany the Capital budget estimate —, for 1895-96 be forwarded to the Govt of India.

Forwarding Procs: embodying the list of sanctioned & unsanctioned works to accompany the Capital budget estimate — for 1895-96.

[illegible]

G.O.	No	Department	Date	G.O.	No.	Department.	Date

SERIAL
100-11-11-35
No. 1

MADRAS, 6th March 1885

The Agent and Manager.

 $\cdot T_0$

The Consulting Engineer for Railways,

Madras

I have the honor to request that you will be so good as to let me know the correct Spelling both in English and the Vernacular of the undermentioned five Stations on the Madras - Erner Section of the Bezawada Madras Railway:-

1. KORUKUPET
2. TONDIAPET
3. TIRUVATYÚR
4. ERANAVÚR
5. ENNÚR

I have the honor to be,
Sir,

Your most obedient servant,

Spencer
for Agent & Managers.

1037

2

SERIAL
No. 2

ER's Current No. 1037

Letter from the Agent
and Manager Madras Ry.
No. 8031^H dated 6th March
1895.

No. 937 of 9th March 1895

Referred to the
Revenue Department
for favour of report.

A. B. G. Shetty

Captain R.R.

Under Secy. to Govt. P. W. D. Mysore

From
MADRAS RAILWAY.
The Agent and Manager.
To
The Consulting Engineer
for Railways.
Dated 188
Recd.
No.

Ans. 2
3740/85
Ans. 2
8.16.97.

1
3740/85
Ans. 2

1895
REVENUE DEPARTMENT.
Enclosure No. 1
To Current No. 1962

1895
REVENUE DEPARTMENT.
Enclosure No. 1
Current No. 2297

~~Summa~~ 1895. *Dept*

Board of Revenue

(Land Revenue),

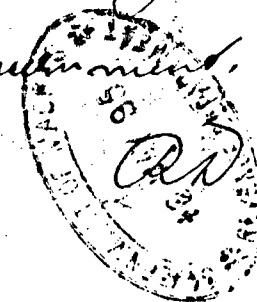
MADRAS.

~~Current Number 3297~~

To

The Secretary

to Government.



Recd 6 May.

Proceedings, dated *1. May* 1895,
2176 No. *Mis.* Enclosures, 2
~~Routine~~

Subject.

Ruling: to Government
letters from the Collectors
of Chingleput and Madras
reporting the correct spelling
in English and vernacular
of the names of certain
stations on the Madras-
Cannore Section of the Beymadur
- Madras Railway.

With amendment.

27/5

18-3-95-2052-507
P. I. C. 3747

SERIAL
No. 3

Sup 10/5- Encl 2
Ans: 15.5.95

Endorsement *no 809 R*

Transferred to the P. W. Deptt (Railways)

J. P. B. Lee
Ag. Secretary to Government.

Noted
10th May 1895

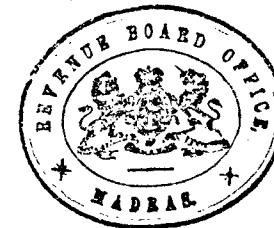
6/5
7/5

Ans. 1
3740/95

recd
S. 16-27

2
407583/95

1895
REVENUE DEPARTMENT.
Enclosure No. *2*
Current No. *3297*



Proceedings of the Board of Revenue

(Land Revenue).

Dated 1. May 1895.

No. 2176 M.S.

READ the following:-

- (1) Enrolment of the Under Secretary to Government, Revenue Department, dated 13. March 1895, No. 525 R.

The following Reference thereon dated 18. March 1895:-

Referred to the Collectors of Madras and Chingleput for early reports.

- (2) The following letter from W. D. Brodie Esquire, Jy. Sub. Collector in Charge of the Chingleput District, to the Secretary to the Commissioners of Land Revenue, Madras, dated 5. April 1895, No. 1002:-

In reply to Board's Reference on Government Registers, No. 583 of 1895, dated 18. March 1895, regarding the correct spelling of the names of certain stations mentioned in the letter of the Agent and Manager, Madras Railway Company

Company, No. $\frac{8030}{125} H$, I have the honor to state that of the five stations mentioned in the Agent's letter only three are situated in the Chingleput district. Their names are spelt in the margin both in Tamil and English.

3. 6000 1/2 1/2 - 1/2 1/2 1/2
4. 611 1/2 1/2 - 1/2 1/2 1/2
5. 610 1/2 1/2 - 1/2 1/2 1/2

(3) The following letter from W. J. H. de la Torre Esq., Esq. Collector of Madras, to the Secretary to the Commissioners of Land Revenue, Madras, dated 25. April 1895, No. 1127:—

In reply to the Board's Reference on Government Registers No. 583 of the 18th volume, the enclosures to which are returned, I have the honor to note in the margin the correct spelling &c of the stations in this district on the Madras - Eroore section of the Beawada - Madras Railway.

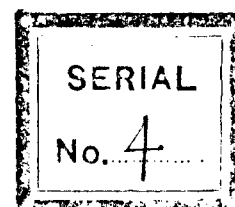
Resolution

The letters read above will be submitted to Government with reference to its Endorsement dated 13. March 1895, No. 5252.

/ True Copies + Extract /

Recd.
By Secretary.

To
The Secretary
to Government, Ad.
with 2 Encls. in Encl. Reg.
No. 583 of 1895 held.



Endorsement from the
Rev. Secy. No. 804 R of
10 May 1895.

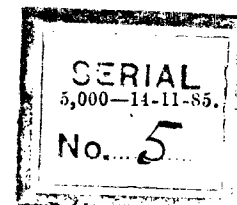
No 1563
16.5.95

Copy forwarded
to the Agent & Manager
Madras Railway with
reference to his letter
No. $\frac{8031}{125} H$ of 6 March
1895 with the request
that the code initials
proposed to be given to
these stations may be
furnished to this Office.

7/4/95
SR.

(No. II.)
No. 8031 H.
500

MADRAS RAILWAY.



AGENT AND MANAGER'S OFFICE,

MADRAS, 1st June 1896

From

The Offg. Agent and Manager.

Madras Railway

To

The Consulting Engineer for Railways.

SIR,

With reference to your letter
N^o 1563 of the 15th ultimo, I have the honor
to inform you that the code initials proposed
for the 6 stations on the Ennur line are
as follows:-

1. Hosurthuppettai - K. K. u.
2. Pandayarpettai - T. N. P.
3. Tiruvettipur - T. V. T.
4. Oranavur E. V. R.
5. Ennur E. N. R.
6. Vallur V. L. u.

I have the honor to be
Sir,

Your most obedient servant

Henry West.

Offg. Agent & Manager

W. 11/6

REGISTER
No. 2424
FILE

From
MADRAS RAILWAY.
The Agent and Manager.
To
The Consulting Engineer
for Railways.
Dated
188
Recd.

No.

B

No. 391. R

SERIAL
No. 6

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To
THE SECY. TO THE GOVT. OF INDIA,

P. W. DEPARTMENT.

Sindia

Oct. 7th June 1895

SIR,

*I am directed to
subjoin a list of stations
on the Madras. Ennis Section
of the Bezwada. Madras Railway
both in English and in Tamil
with the code initials proposed
for each.*

English	Tamil	Code initials
Korukkuppéttai	கொக்குப்பேட்டை	K.K.U.
Tondaiyárpéttai	தண்டையார்பேட்டை	T.N.P.
Tiruvottiyúr	திருவோட்டியூர்	T.V.T.
Eranáru	எரனாரு	E.V.R.
Enniér	என்னையூர்	ENR.

*See also from Govt
on 7-6-95*

Mu

1/6

R

B
N^o 391 R. dated 7.6.95

22/6 12/6

All communications
should be addressed to
the Secretary.

No. 262 R.Stat.
GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
Railway Statistics.

SERIAL
No. 7

To

The Joint Secretary to the Government of Madras,
Public Works Department, Railway Branch.

Simla, the 24th June 1895.

Sir,

In reply to your letter No. 391 R. dated the 7th June
1895, I am directed to communicate the approval of the
Government of India to the names together with the code

Names of stations.		Code initials.	initials as
		K.O.K.	shown against
Korukkuppéttai.....		K.K.U.	each, being adopt-
Tondaiyárpéttai.....		T.N.P.	ed for the
Tiruvottiyúr.....		T.V.T.	marginally noted
Eranávúr.....		E.V.R.	stations on the
Ennúr.....		E.N.R.	Madras Ennúr
			section of the

Bezvada Madras railway.

2. I am to request that the distances of these stations
from Madras may be reported.

I have the honour to be,

Sir,

Your most obedient servant,

R. E. S.
Captain R.E.,

Assistant Secretary.

Documents accompanying:-
Nil.

A.R.

W. CUT 5055 ✓

SERIAL
No. 8

P. H. Current No. 5055

Govt. of India letter No. 262
R Stat, dated 24th June 1895.

Recd: 2.7.95

~~No 2160~~
8.7.95 Copy forwarded to
the Agent and Manager, Madras
Railway, with reference to
his letter No. $\frac{8031}{500}$ dated 1st
June 1896..

2. It is requested that
the information called for in
para 2 may be furnished..

Full
 $\frac{4}{7}$ E.D.

(No. II.)
No. 8031.

635

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 13th July 1895

From

The Office Agent and Manager.

 T_c

M. R. Gay

Consulting Engineer for Railways.

SIR,

Alfred

With reference to your No. 216 dated
8th instant I have the honor to inform you
that the distances of the Stations on the
Eunoo Section of the Bezurda. Madras
Railway from the middle of the Rayapet
platform are as follows:—

Korunkuppittai - miles 1.58.

Tondaiyarpattai ————— 2.89

Timothy's ——— 11.70.

Granville _____ b. 84.

Connoir _____ 9.11.

I have the honor to be

Bin

— Your most Obedient Servant

Henry Clark

6119. Agent & Manager

W. H. H.

C. No. 3077
Recd. 16/7/95

From
MADRAS RAILWAY.
To
The Agent and Manager.
The Consulting Engineer
for Railways.
Dated
188
Recd.
No.

Form No. 12.

SERIAL
No. 10

No. 471 R,
Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.
To
THE SECY. TO THE GOVT. OF INDIA,
P. W. DEPARTMENT.

24th July 1895.

SIR,

In compliance
with your letter No. 262
R Stat, dt 24 June 1895,
I am directed to report
that the distances of
the stations on the
Eumore section of the
Bevera Madras Ry
from the middle of the
Rajahmundry platform
are as follows:-

	miles
Korukuppetai	1.58
Tondiarpettai	2.39
Tiruvotiyur	4.70
Eumavur	6.84
Eumore	9.11

Hf 15/7

7/11

20/8/95

10/5/7

(No. II.)
No. 8031

1116

MADRAS RAILWAY.

AGENT AND MANAGERS OFFICE,

Madras, 13th December 1895

SERIAL
No. 11

From

The Agent and Manager.
M. R. Co.

To

The Consulting Engineer for Railways.
Madras.

SIR,

Referring to your endorsement
No. 2160 dated the 8th July 1895 on copy
of a communication from the
Government of India approving
of the code initials of stations on
the Madras-Eumur section of the
Madras Bezwada Railway, I have
the honor to state that the code
initials of Kanakpur station on
the B. B. & C. I. Railway (recently
opened for traffic) clash with
those of the proposed Komakuppai
station on the above line and
to request that you will be so
good as to let me know if the
proposal

B.

No. 471 Rdf 24-7-95

30/7

proposal to substitute the letters
K.O.K as the Code initials of
Korukkuppettai meets with your
approval.

I have the honor to be,
Sir,
Your most Obedt. servant

Edmund
Agent & Manager.

Wace

1888

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated

Recd.

No.

188

7176
Recd. 12/12/95

Approved to substitute the
K.O.K. in the Code initials of
Korukkupitla instead of
K.K.V. as the former initials clash
with those given to Kanak
pur station on the B.B.
C.S. Railway.

I have the honor to be,
Sir,
Yours most obedt servant
Dated
Recd.

Wm. H. ...

From
The Agent and Manager.
MADRAS RAILWAY.
To
The Consulting Engineer
for Railways.

R. Form No. 12.

SERIAL
No. 12

No. 889.2

Government of Madras.
PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To
THE SECY. TO THE GOVT. OF INDIA,
P. W. DEPARTMENT.
21st Decr. 1895.
Similar

SIR,

With reference
to your letter No. 262 R.S.
of 24th June 1895, I am
directed to request the
approval of the Govt. of India
to the alteration of the
Code initials of Korukkupitla
from K.K.V. to K.O.K. as
the former initials clash
with those given to Kanak
pur station on the B.B.
C.S. Railway.

Documents accom?
- Nil -
Depd in R. office
on 21.12.95

21/12/95

SERIAL
No. 13

No. 5 R.Stat.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

All communications
should be addressed
to the Secretary.

To

The Joint Secretary to the Government of Madras,
Public Works Department, Railway Branch.

Simla, the 4th January 1896.

Sir,

In reply to your letter No. 889 R., dated the 21st
December 1895, I am directed to communicate the approval
of the Government of India to the adoption of the code
initials "K.O.K." for "Korukkuppétai", a station on the
Madras-Ennūr section of the Bezwada-Madras railway.

I have the honour to be,

Sir,

Your most obedient servant,

W. B. Ramfater

Captain, R.E.,

Assistant Secretary.

Documents accompanying:-

Nil.

189.96

M.L.M.

*Bf-
No 889 R. dated 21.12.95*

2011. 8/1/96

Recd: 14.1.96

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following Proceedings

of the Board of Revenue (Land Revenue). No. 1301 R.S. dated 11th May 1896 on the following.

1. Endorsement of the Ag Under Secy to Govt., R.D., No. 826 R., dated 22nd April 1896, and the following reference thereon dated 27th April 1896:—

Forwarded to the Collector of Chingleput for early compliance.

2. The following letter from G. S. Forbes Esq^r, Collector of Chingleput, to the Secretary to the Commissioner of Land Revenue Dis. No. 1361, dated 8th May 1896:—

In reply to Board's Proceedings, No. 892/Govt., dated 27th April 1896, I have the honor to report that the station referred to is a hamlet of Tiruvothur. Its correct spelling entered below.

Spelling in English. — Spelling in Tamil

சுருத்தூர்

Resolution.

Submitted to Government with reference to G.O. No. 826 R., dated 22nd April 1896.

Order thereon No. 1042 R., dated 18th May 1896.

Communicated to the Public Works Department (Railway Branch).

(True Extract)

To

The P.W. Dept. (Rly. Branch)

For Ag. Secy to Govt

Govt. of {189} Madras.
REVENUE.

4831

Encl

Acco: 27.5.96

To

The P.W. Department
Railway Branch.

Dated

Recd.

Encl.

Mis. G.O., 18th May 1896, No. 1042.

SUBJECT.

Coming Board's Prop.
receiving letter from the
of Chingleput reporting
the correct spelling of Tungal
a Railway station of the
Emore section of the
Belgoda - Madras
Railway.

SERIAL

No. 27

No 1805
13-6-96
Progs: plan Madras
Govt: Rec: Dept: No: 1042 R
27/18 May 1896.

Copy forwarded to
the Agent & Manager Madras
Railway with reference
G.O. No. 327 R of 13 April 96.

2. The code initials
proposed for adoption
should be intimated to the
Office.

4/8/10/6

C
26/4

13-6-96

(No. II.)
No. 8091/4

MADRAS RAILWAY.

SERIAL
No. 28

AGENT AND MANAGERS OFFICE,

Madras, 19th June 1896.

From

The *Ag* Agent and Manager.
Madras Railway.

To

The *off* Consulting Engineer for Railways.
Madras.

SIR,

With reference to your endorsement No. 1805 of 13th June 1896 on G. O. No. 1042 dated 18th May 1896. I have the honor to inform you that the Code initials for Tangal will be T. N. L.

I have the honor to be,
Sir,

Your most obedient Servant,

Henry Alvest

Ag Agent & Manager.

Encl. 1/11.

No 1805 of 13-6-96

115223

2621
26.6.96

R. Form No. 14.

SERIAL
No. 29

No. 562 R

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To

THE Secy. to the Govt of India

D. W. Depto.

Simla

City, the 26th June 1896.

SIR,

With reference
to correspondence and
with your letter No: 5 R Stat.
dated 21st January 1896, I
am directed to report,
for the information of
the Government of India,
that, on the representation
of the railway authorities
that passenger traffic is
small at Korukhpetta
on the Erum section
of the Beypuram - Madras
Railway & that numerous
troops

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer
for Railways.

Dated

188

Recd.

No.

625240

Copy of a letter No. A/8063, dated 3rd February 1896, from R. Greenall, Esq., Assistant Traffic Manager, Gooty, to the Traffic Manager, Madras, re. Particulars of 3rd Class traffic by Ordinary and Mail trains for Board of Directors.

As desired, I attach copies of replies from the Station Masters Raichur and Cuddapah.

Both Station Masters bring to notice points which bear upon the subject. Mr. White simply makes a broad statement which however he substantiates by figures which shew a large decrease for Katmari passengers.

On the other hand, I do not accept his statement for longer distances as I do not believe that, say to Guntakal, nearly 50 % of the passengers walk.

Mr. Tummins refers to the pilgrim traffic and I think it highly probable he is to some extent correct, but not quite so. He overlooks the fact that by travelling via Raichur and Guntakal the numbers still come into the calculation. It is more likely that the pilgrims were fewer in numbers.

Enquiries at Maddur and Rayalcheruvu lead me to think that in 1894 there was an abnormal traffic. Merchants were ever on the move from one place to another. In 1895, the number of coolies travelling from these districts to and from Timmancherla, Nancherla, Aspari and Adoni is said to have been fewer.

The attached statement however from Rayalcheruvu supports the first idea very strongly as the public would not walk such long distances for such a trifle, e.g., Rayalcheruvu to Tadpatri is 15 miles. The increased fare means $7\frac{1}{2}$ pies. It is unlikely that nearly 20 % of the passengers now walk the whole way and if we admit they walk to the next station there would be no decrease in number.

Similar remarks apply to the Timmancherla and Adoni districts where many merchants reside. There was, I am informed, no local demand for grain in 1895 owing to prices being even and local supplies good, consequently merchants are said to have moved about very little or travelled longer distances.

Taking the figures shown in clause 16 of your report for the

(2)

half year June 1895, it would appear that in 1893 and 1894 the traffic was abnormal. The figures for June 1895 shew an increase over 1892 much on the same rates as the previous increases. I think also the figures in the table prove very clearly that the public vary very much in the length of journey.

In 1892 you have a large increase of passengers, but an equally large decrease in receipts shewing shorter journeys. Again, if we take 1894 figures they shew a large decrease compared with 1895, but I submit not in proportion to each other. These figures I conclude shew that the public sometimes travel longer distances during a half year, and 1895 appears to have been one of these periods and correspond with 1891. As you are aware there was a scarcity in the latter year when merchants appear to have gone from and to large centres where they knew there was trade instead of from and to small villages in search of a little business.

There are many little points which have assisted to decrease the number of passengers but add to the receipts. There are many more card tickets printed now; consequently Station Masters and Booking Clerks are not tempted to book passengers to large stations where they had to rebook. I believe other Companies also issued more tickets to Madras Railway stations instead of to the Junctions, particularly the South Indian Railway Company with whom I believe much correspondence has passed on the subject.

Strict orders have been issued to the Staff not to rebook at roadside stations. This, I am of opinion, has had a tendency to reduce the number of passengers, but of course it has probably swelled the receipts by preventing in some cases fraud, although possibly the chief idea with the public was to save a few pice owing to two fares being slightly cheaper than a through fare.

I have given reasons for what I believe to be the cause for a considerable falling off in numbers but still I think that the increased fare has also had some effect upon short-distance traffic but not to the extent the figures appear to shew.

6

Copy of a letter No. A/261, dated 8th February 1893, from W. S. Johnstone, Esq., Assistant Traffic Manager, Madras, regarding particulars of 3rd Class traffic by Ordinary and Mail trains for Board of Directors.

I beg to attach copies of letters from Station Masters of Katpalli and Tirupatur, for your information.

In looking at the figures for the half years ending June 95, '94, and 95, that of '95 shows an extraordinary increase. It is not due to the gradual growth of traffic, as is perceptible in preceding years but is due to feast, marriage and pilgrim passengers, the latter caused to a great extent by previous years of pestilence, cholera chiefly. The fulfilment of vows and the visiting of shrines was the backbone of this increase.

In reviewing half year ending June '94, we also come upon an abnormal period. In the latter end of this half year the Kolar Gold Fields line was opened for traffic. The rush to the Mines from curiosity, to see relatives, and to obtain employment was great from all parts of the line extending from Calicut to Madras and Bangalore Branch. Besides this, Hindu passengers travelled in large numbers on account of marriages. In conversation with several Station Masters, I have been told the same thing.

We now come to the next half year of June 1895, where the increase in the 3rd Class rate was started. There is no doubt we have lost some short-distance passengers, but all the decrease cannot be attributed to it. As stated in my 5rd para. there was a rush to the Kolar Mines at the opening in 1894 and since then, though no rushes, the traffic has been steady with a tendency to go on increasing. It will be remembered that the monsoons of 1894 were a failure. Fearing a famine, people did not leave their villages, but reserved all they had to meet the distress. Happily, the good rains of the following half year of 1895 restored confidence.

Copy of a letter No. R1070, dated 7th March 1893, from Mr. G. E. Byron, Assistant Traffic Manager, Podanur, to the Traffic Manager, Madras, Re Particulars of 3rd Class Traffic by Ordinary and Mail trains for the Board of Directors.

In reply to your letter of 29th and 30th January 1893, I have to state that except from the statements you sent me with your letters and from your half-yearly traffic reports, I have no statistics in this office by which to compare the increase and decrease of 3rd Class passenger traffic. In looking through the half yearly reports, I find in comparing one half year with another, considerable fluctuations in number of passengers carried. Though in the course of years the number carried has greatly increased, the increase has not always been yearly, as the following figures taken from the Traffic Manager's Report for half year ending 31st December 1894 will shew:-

Year.		Number of 3rd Class passengers.
1889.	...	8,417,122
1890.	...	8,317,934½
1891.	...	8,125,572½
1892.	...	8,747,036½
1893.	...	9,674,401
1894.	...	10,003,099

Thus both the years 1890 and '91 show a decrease on the number carried in 1890. The increase continuing again from 1892 to 1894. Consecutive half years also shew similar fluctuations. Sometimes the greater number of passengers being carried in the first half of a year, sometimes in the second. These fluctuations are no doubt from causes unconnected with the Railway Administration: such as failures or excess of monsoons, ruling prices of produce, conditions of markets, amount of demands and supply, &c.

The decrease of passengers in half year ending June 1895 I am inclined to think was owing to one or more of the above causes, and that the decrease is not permanent.

The Native Festivals attract large numbers of persons, and the passengers carried during these festivals are of all castes and grades. A great number of them being of the lowest and poorest, as Pariahs and Cherumans, who would not take the Railway if the fares were prohibitive. In comparing the festival traffic on this Division for the half years ending June 1894 and June 1895, I find the numbers carried greatly in favour of 1895,

thus

(2)

thus:-

	Passengers.
Half year ending June 1894. ...	19,408
do. do 1895. ...	33,532

showing that the increased rate in fares was no hindrance to their travelling. T,

The festival traffic for half years ending December 1895, December 1894, December 1895 are given below:-

	Passengers.
Half year ending December 1893. ...	11,042
do. do 1894. ...	16,524.
do. do 1895. ...	19,546.

NT.

Copy of a letter No. 622, dated 1st February 1893, from the Station Master, Raichur, to the Assistant Traffic Manager, Gooty, regarding particulars of 3rd Class passengers traffic by Ordinary and Mail trains for Board of Directors.

I beg to enclose comparative statement for half-year ending June '94 and '95, and the falling off I attribute to the enhanced rates in 1895 to stations Matmari, Tungubadra, Kosgi, Adoni, but to Guntakal in passengers booking through.

Copy of a letter No. 5103, dated 31st January 1896, from the Station Master, Cuddapah, to the Asst. Traffic Manager, Gooty, re Particulars of 3rd Class traffic by Ordinary and Mail trains.

In reply to your No. A/3036, I beg to submit that the decrease in the passengers traffic is due in my opinion to the opening of the Hindupur and Dharmavaram sections. Prior to this, passengers for stations on our South West Line had no other alternative but travelled via Guntakal, Renigunta or Arkonam, but since the above-named junctions were opened, passengers from the surrounding districts must be travelling via Guntakal, Dharmavaram and Bangalore City. The very fact that the Hindupur line is very much used for all descriptions of traffic received from the north will in itself show that the traffic we were hitherto carrying has been diverted by these cross-sections being opened and I have no doubt also that the large numbers of pilgrims from the north that we used to carry to Renigunta for Tirupati are now being conveyed via Dharmavaram and Pakala.

When I first joined this station at the latter end of August '94 then the passenger traffic in both directions, that is, to and from Renigunta was very great but during the following year the number had fallen off very considerably. I attribute the decrease to nothing else than that to which I have already referred to. I do not think the increased fares have in any way helped to decrease our traffic nor was there anything extraordinary in the first half of 1894 to have attracted greater numbers. We have now purely our local traffic to depend upon with ^{just} not a sprinkle, if so I may term it, of the heavy foreign pilgrim traffic which we used to enjoy and which I have not the slightest doubt has been diverted.

Copy of a letter No. 11451, dated 31st January 1896, from the Station Master, Katpadi, to the Assistant Traffic Manager, Jalarpet, re Particulars of 3rd Class traffic by Ordinary and Mail trains for Board of Directors.

After carefully considering over the subject and investigating the matter, I find that the decrease in the number of passengers booked during the half year ending June 1895 compared with that of 1894 is only due to the falling off in the numbers booked to the neighbouring stations on account of the increased 3rd Class ordinary fares.

You will agree with me that the majority of the natives of the district are poor people of the labouring class, and their callings being confined to neighbouring villages of short distances generally travel from station to station or two the most and when required to pay increased rates think nothing of walking 10 and even 20 miles to save one anna.

To secure this class of people to railway travelling it will be advisable to introduce the former rate of $1\frac{1}{2}$ pie in the short booking only as from station to station or to two stations for the most, allowing the 2 pie rate to remain unaltered for distances beyond two stations.

If this arrangement is adopted, I have no doubt that the numbers will increase adding to the satisfactory revenue already reported.

If the above suggestion is to be adopted it will be imperatively necessary to strictly enforce the rule of rebooking passengers at roadside stations after the arrival of a train and guards be required to particularly watch and report any breach of this order on their journals.

19

Copy of a letter of 2nd February 1893 from the Station Master,
Tirupatur, to the Assistant ^{Traffic Manager} Station Master, Jalarpet, re 3rd Class pas-
senger traffic for half year ending 30th June 1894-95.

In going carefully with this traffic, I beg to say that passengers for Jalarpet and Kangankarai generally go away walking as they have not got convenient trains; also the present fares for small distances for the poor is considered heavy. The passengers from Jalarpet by 6-45 return to Jalarpet walking 5 miles as they have otherwise to wait till 22-45 for No. 30 train which is high time for meals. Similarly, from Kangankarai those that come by 21-25 cannot return by 6-45 immediately so they go away walking instead of waiting till 23-48 for No. 17 without meals and paying heavy train fares.

In 1894, there were many marriages celebrated and not so many in 1895. As there was no rain in time people were dreadfully afraid of famine so the great number of passengers in 1894 should not be taken as our guide. As far as our revenue is concerned the present fare pays well with the small decrease of passengers for near stations.

Reduction of fares to near stations with trains of local convenience will improve this.

MADRAS RAILWAY COMPANY,

TRAFFIC MANAGER'S OFFICE,

No. A3/45315
28831

Central Station, Madras, 10th March 1896.

The Agent and Manager.

Dear Sir,

COMPARISON OF 3rd CLASS PASSENGERS TRAFFIC
DURING THE HALF YEARS ENDING JUNE 1894-95.

* * * * *
The Station Master, Arkonam, writes:-

"There is nothing so far as I can trace here about that has led to
"a diminution in the numbers of 3rd Class travellers other than to the
"increase of the fare. The majority of these people travel about in
"batches, whole households of 15, 20, or 30 souls either on pleasure
"bent or to visit some shrine, temple, sacred pool or river to bathe
"in: so given a cheap fare the head of the household now and again
"gives all his people an outing but when it is otherwise he calculates
"his cost and on that regulates ~~the~~ pleasure or religion of his family
"and cuts down the numbers according to the money he is prepared to
"spend for them and for this reason arbitrary rates from large centres
"of traffic to places of interest to the native mind would certainly
"run up the numbers I think."

The Station Master, Tiruppur, writes:-

"I beg to inform you that in comparing with the festival traffic
"during the year 1894 and 1895 at this station there is very little
"difference in numbers for which I am unable to account any special
"reason."

The Station Master, Tirur, writes:-

"With reference to the above and the comparative statement ac-
"companied with the above, I beg to state that the decrease of the num-
"bers in 3rd Class passengers during the year 1895 is I believe owing
"to the heavy fall of price of different class of goods in adjoining
"weekly markets and as well as dry ginger and coparay at Calicut."

Shoranur
The Station Master, writes:-

"As to the falling off in numbers, I beg to state that it may be

(2)

"attributed to the condition of people being bad owing to the failure of
"monsoon and hence the poor class of people was not able to make use of the
"Railway."

Yours faithfully,

(Sd.)

D. ROSS JOHNSON,

for Traffic Manager.

HRB

To ER's O. No. 1511 of 1896
 LETTER No. 287 of 10-4-96
 From AM

R. FORM No. 12.

SERIAL
 No. 18

No. 424. R

Government of Madras.

PUBLIC WORKS DEPARTMENT,
 RAILWAY BRANCH.

To
 THE SECY. TO THE GOVT. OF INDIA,
 P. W. DEPARTMENT.

Amila
Copy of the Report 1896

SIR,

Arrived 2-0
HE the Gov.
House in the
House in the
in the

CRN
27/4/96

B.H.
3.5.96
BS
5/5/96

25
5/5/96

In continuation
 of my letter No. 734 R
 of 6th November 1895, I
 am directed to for-
 ward herewith, for the
 information of the Govt. of
 India, a copy of a report
 by the Traffic Manager,
 Madras Railway, on the
 falling off in the number
 of 3rd Class Passengers during
 the half year ended 30th
 June 1895.
 (2. The report of the

SERIAL
No. 237

Extract from Board's letter No 939 of 3/7/96
M Ry

Third-class Traffic
for first quarter of
1895 and 1896.

7. From the comparative statement of third-class traffic for the first quarter of 1895 and 1896, received with your No. 2,256, and referred to in para. 3, it is seen

that by the mail trains there was an increase of 15,298 in numbers and Rs. 10,156 in receipts, whereas by ordinary trains there was an increase of 161,460 in numbers and a decrease of Rs. 11,306 in receipts. The Board will be glad to learn the explanation of this result.

Dir. Gen. & Station
Master on not out

on
27/4

Mf No 424 Dated 7.5.96

Documents accom.
Report by T. H. M. by
referred to
For deposit in the office
on 7.5.96

This case is in hand
J. H. M. 13/5

24/5/96

SERIAL
No. 30

Tr Ry Board's Lr. 945 & 20.11.96

3rd class passengers.

10. In para. 5 of your report for the half-year ended 30th June last you refer to the satisfactory increase of 343,040 in the number of third-class passengers, as compared with the corresponding half of last year, showing that the recovery in numbers, which were temporarily diminished by the introduction of the 2-pics rate in 1895, has been to some extent secured by the reduction of the fare by mail and day trains for short distances made in February last; but it appears from the figures given by the Chief Auditor, in para. 12 of his special report on the working of the third-class traffic during the June half-year, that the increase in the number of travellers between adjoining stations was 152,571, while the decrease in receipts was only Rs. 1,384. The total increase in the number of passengers throughout the system was 343,040. This leaves an increase of nearly 200,000 on the remaining traffic. It is important to ascertain how this increase occurred, and to what extent it is due to the short-distance traffic at reduced rates under 25 miles other than that shown to have been secured between adjoining stations. The total decrease in the receipts from third-class passengers amounted to Rs. 36,274, and the Board desire that you will be good enough to explain what reason can be assigned for the loss of between Rs. 30,000 and Rs. 40,000 of revenue on the third-class traffic other than that between adjoining stations. I am directed to add, with reference to the concluding remark in para. 5 of your half-yearly report for June last, that the lowering or adjustment of the short-distance fare should not be disturbed until it has had a fuller and complete trial. That is to say, that the fares as they now stand should remain in force until further experience is gained.

I am, Sir,

Your obedient Servant,

(s.d.) Julian Ryne
Secretary.

Form No. 4.

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,

Madras, 27 May 1898.

To

AGENT AND MANAGER, M. R.

No. 1542 Reply No. , dated

SIR,

With reference to your letter no: 10345 of 29th ult. I have the honor to request the favour of being supplied with one more copy of the Traffic Manager's Report on the 3rd class Passenger traffic

Reminders.

MM

*Respectfully,
Agent and Manager*

27-5-98

Subject.

27/5/98

(No. 1.)
No: 10345

32

MADRAS RAILWAY.

AGENT AND MANAGERS OFFICE,

Madras, 28th May 1898

From

2561

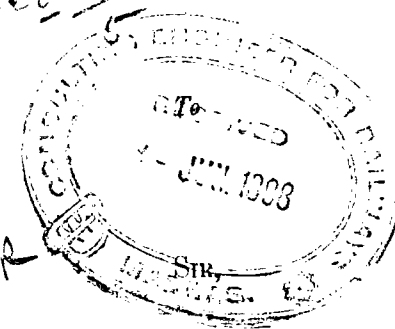
The Agent and Manager.

1-6-98

A. A. C.

The Consulting Engineer for Railways.

Madras.



file in case
MM
for ER

Recd 29

In compliance with the request contained in your letter no 1542 dated the 27th instant, I have the honour to enclose an additional copy of the Traffic Manager's report on the 3rd class Passenger Traffic.

I have the honour to be,

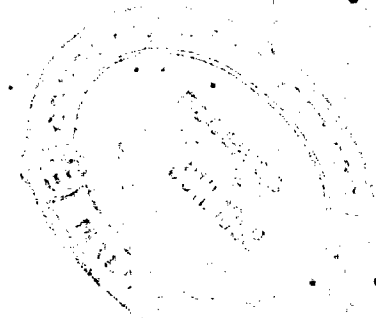
Sir,

your most obedient servant

L. M. V.

Agent and Manager

ask.



Recd 25

No. A7/61538.

MADRAS RAILWAY COMPANY,
TRAFFIC MANAGER'S OFFICE,
MADRAS, 20th April 1898.

To

THE AGENT AND MANAGER,

Madras Railway Company,

RAYAPURAM.

SIR,

- I. Madras Railway 3rd class passenger traffic during half-year ending 31st December 1897.
- II. Mail train alterations.
- III. Motive power.

- I. Madras Railway 3rd class passenger traffic during half-year ending 31st December 1897.

The two pies fare.

The number of passengers carried and the receipts derived from 3rd class traffic since 1885 as shewn in para. 19 of my Report for half-year ending December 1897 (exclusive of Troops and Police) were as follows:—

Years.	Number.	Rs.
1885	5,438,030	22,60,400
1888	7,675,843½	25,83,121
1889	8,417,122	27,49,477
1890	8,317,964½	28,18,150
1891	8,125,572½	26,73,797
1892	8,747,086½	27,65,079
1893	9,674,401	29,95,072
1894	10,003,099	30,88,196
1895	8,799,084	35,66,286
1896	9,542,129	34,86,792
1897	9,879,489½	33,81,744

2. The yearly figures from 1894 to 1897 inclusive are particularly interesting. At a 1½ pie fare we in 1894 carried 10,003,099 passengers for Rs. 30,88,196. In 1895 at a 2 pies fare we carried 8,799,084 for Rs. 35,66,286 shewing a decrease of No. 1,204,015 in passengers and an increase of Rs. 4,78,090 in receipts.

3. The decrease in the number of passengers was so heavy that in spite of the satisfactory increase in the receipts it was thought possible to fix reduced arbitrary rates up to 25 miles to increase both passengers and receipts. A Day train reduction was therefore made in March 1895.

4. In 1896 arbitrary rates were still in force and they were slightly extended. But although the passengers increased, the receipts decreased as follows:—

Increase in Passengers	...	No. 743,045.
Decrease in Receipts	...	Rs. 79,494.

5. In 1897 there was a further increase in passengers but a decrease in receipts.

Increase in Passengers	...	No. 337,360½.
Decrease in Receipts	...	Rs. 1,05,048.

6. The famine and plague have rendered it difficult to state with certainty what caused the further decrease in revenue during 1897 while the numbers increased, but we know that to many Native passengers time is considered of less importance than money and undoubtedly passengers have re-booked at the reduced rates to save money.

7. If after the return of normal conditions there is not a proportionate increase in the receipts it will be evidently impossible to retain both increased receipts and increased numbers. In that case arbitrary fares might be left between contiguous stations only, the 1895 fares being reverted to with that exception. The arbitrary short distance rates have ranged from 1½ to 2 pies and they seem likely to prove conclusively that anything lower than a 2 pies fare is a mistake except to and from certain contiguous stations.

Mail train traffic.

8. It was predicted that the increase in the 3rd class ordinary fare to 2 pies, on 1st January 1895 would send back a proportion of 3rd class passengers to the Mail trains. The following figures show that this result has been achieved.

	No.	Rs.
1894 Mail passengers	1,368,124½	8,32,979
1895 Do.	1,407,058	11,11,860
1896 Do.	1,479,135	11,15,925
1897 Do.	1,566,693½	11,35,140

9. The statement of Mail traffic printed at page 3 of the Chief Auditor's report on the working of the 3rd class traffic shews that (excluding the number 1 Section, Madras to Jalarpet, on which for the six months there was a decrease of 5,991½ passengers and Rs. 1,163) there were the following increases in 3rd class Mail passengers.

Section	Passengers.	Rs.
II. Tirupattur to Podanur	19,375	16,497
III. Bangalore Branch	7,504	6,037
IV. Nilgiri Branch	24,247	4,253
V. Madukarai to Calicut	35,809½	16,463
Total increase...	86,935½	43,250

10. The decrease in Mail traffic on No. 1 Section may be partially attributed to the booking of 3rd class Mail passengers to Arkonam by the 17/30 stopping train. They book to Arkonam and re-book by Mail to save the difference in fare. The experimental extension of this train from Trivellore to Arkonam has not brought the return traffic anticipated and if it is cancelled in the next train alterations the Mail figures on No. 1 Section will increase.

11. On the North-West Line the Mail traffic decreased as follows:—

Section	Passengers.	Rs.
VI. Tiruttanni to Cuddapah	23,420	5,735
VII. Krishnapuram to Raichur	21,234½	11,616
Total decrease...	44,654½	17,351

12. Under the revised Mail train Service introduced on 1st July 1897, the down Mail Train Madras to Raichur ceased to stop at:—Perambur, Tiruttani, Nagari, Puttur, Pudi, Razampeta, Vontimitta, Siddhavattam, Muddanuru, Timmencherla, Kosgi and Tungabadra.

13. The Up Mail from Raichur to Madras ceased to stop at:—Tungabadra, Aspari, Timmencherla, Siddhavattam, Vontimitta, Razampeta, Puttur, Nagari, and Trivellore.

14. It will also be seen from the "Day traffic" statement at page 3 of the Chief Auditor's 3rd class report that while increases have occurred on the South-West Line on Sections II and III as follows:—

Section	Passengers.	Rs.
II. Tirupattur to Podanur	63,071	7,465
III. Bangalore Branch	81,154½	6,254
Total increase...	97,225½	13,719

decreases have also occurred on Sections I, IV and V of the South-West Line:—

Section	Passengers.	Rs.
I. Madras to Jalarpet	+15,751½	-16,956
IV. Nilgiri Branch	+7,600	-36
V. Madukarai to Calicut	-53,176	-21,787
Total decrease...	-29,824½	-38,779

These decreases are due to plague restrictions.

15. It will further be seen that on the North-West Line, Sections VI and VII, the following decreases have occurred in the Day train traffic:—

Section	Passengers.	Rs.
VI. Tiruttani to Cuddapah	15,524½	15,686
VII. Krishnapuram to Raichur	3,264½	22,377
Total decrease...	18,789	38,063

16. It is evident, therefore, that in addition to the non-stopping of the N. W. Mails there were other causes at work—hence the deficit in Day train receipts.

17. The other causes were:—

- (1) Famine and its effects.
- (2) The delay and inconvenience to Native passengers caused by plague inspections.

These inspections are, of course, absolutely necessary but they are greatly disliked by Native passengers. Since the plague regulations were introduced, Native passengers may be said to have gradually curtailed their movements by rail until only what may be called compulsory journeys are now undertaken. The first half of 1898, therefore, as indicated by the weekly returns, is likely to shew a still more serious falling off in the 3rd class receipts.

18. That a loss of revenue occurred in consequence of the non-stopping of the North-West Line Mails at the stations named in paras. 12 and 13 is certain and during times of prosperity this loss would be greater than in the half-year under review. Taking the difference between the Mail and Day train fares (if it be assumed that those passengers shut out by the non-stopping of the Mails travelled by Day trains) the approximate loss would be Rs. 3,470.

II. Mail train alterations.

The North-West Down Mail now leaves Madras at 20-45 instead of 18-10 as previously, but our new mail engines have not kept time over the first 84 miles to Renigunta though they have generally made up time on the more easily timed portion of the journey Renigunta to Raichur.

2. When a train service has once been accelerated, it is not an easy matter to revert, particularly at Indian speeds, without incurring the severe criticism attending the initiation of a retrograde movement.

3. The South Indian Railway now advertise a fast evening Mail train and B. I. S. N. Steamer service between Madras and Colombo to enable passengers to catch the China, Australian, or Calcutta homeward bound Steamers at Colombo. The Ferry Steamers from Tuticorin to Colombo are being improved and this route is not unlikely to seriously affect our Bombay traffic.

4. The journey Madras to Colombo *via* Tuticorin is 37 hours and 45 minutes, as against 33 hours and 15 minutes Madras to Bombay.

5. The following table compares the running of the Metre and Standard gauge Mail trains:—

Railway and length of run.	Distance.	Time allowed at Stations.	No. of halts.	Time allowed for journey.	One halt per	Time for slack- ing and getting up speed.	Speed after deduct- ing stoppages	Running speed after deducting time for stoppages slack- ing and starting.
	Miles.	H. M.	Stations	H. M.	Miles.	H. M.	Miles.	Miles.
<i>S. I. R.</i> Fast Mail.								
Madras to Tuticorin ...	443½	3-39	24	21-50	18.5	2-40	24.36	28.55
<i>M. R.</i> Mail.								
Renigunta to Raichur ..	266½	1-31	12	10-17*	22.25	1-18	30.45	35.76
Madras to Renigunta ...	8½	0-10	1	2-18	84	0-13	39.37	43.82

6. The running speed of the S. I. Mail is 28.55 against 35.76 on the Madras single line from Renigunta to Raichur. The speed in each case is arrived at by deducting the halting time at stations and allowing 3 minutes for stopping stations and 2 minutes for non-stopping stations as the loss of time in running.* The Madras Railway time also contains an allowance of 30 minutes for grades on the 266½ miles.

7. The run to Renigunta is shown separately because the first 42½ miles are double line and the remainder to Renigunta with the exception of Nagari station is interlocked and the stations can be passed through at 40 miles per hour.

8. Public opinion is in favor of weekly special boat trains between Madras and Bombay connecting with the Mail steamers and performing the journey in about 24 hours. But such trains cannot possibly pay unless the Postal Department contribute the usual Special Engine allowance of Rs. 1-4-0 per mile or the G. I. P. and Madras Railways try the experiment of a 3rd class native sleeping carriage at say 4½ pies per mile per passenger. In the latter case the postal van or bags could not be conveyed, the weight of the train being limited to 80 tons to ensure the necessary speed. A dining carriage would be necessary and the specials would only stop for Locomotive purposes.

9. So far the Postal Department have not consented to pay the postal engine mileage. The G. I. P. and Madras Railways are therefore proposing to see what can be done in the interests of passengers and their luggage alone.

10. The introduction of weekly boat trains would justify a reduction in the speed of our daily North-West Mails which is at present above the capacity of the engines (judging from results) and enable such trains to again stop for the convenience of the 3rd class passenger.

III. Motive Power.

The Board in paragraph 6 of letter No. 906, dated 12th October 1894, alluded to the possibility of an increase in the power of the Mail engines. We have now an increase in the power but apparently it has limited the speed even on a comparatively level road.

2. The Locomotive Superintendent of the Caledonian Railway (if Mr. Rous-Marten writes accurately) has succeeded in designing an engine which with 170 tons (equal to 15 or 16 of our vehicles according to type) behind the tender has maintained the highest express speeds and has also climbed a 6 miles "all up" gradient of 1 in 75 at a minimum speed of 36 miles an hour. With an engine of this description we could replace our former North-West Mail stops and run to the present time table. Our present *maximum* load behind the tender on the North-West Mails is 158½ tons or 14 vehicles.

3. Various statements have been published as to the weight on axle of the first "Dunalastair" class engines but there appears to be no doubt that it exceeds the 15 tons ordinary standard gauge maximum. The opinion has been expressed that an engine could be designed for the Indian Standard gauge which would give practically the same speed, power, and gradient climbing capacity without materially exceeding the Government of India orders as to the maximum weight of 15 tons.* (It is understood that Consulting Engineers to Local Governments have the power to pass excess weights up to 5 per cent. on the "India" limit.) Such a type of Passenger Engine, if reports are correct could "play" with our loads and our Passenger and Mail train services could be arranged to give greater facilities to the public without increasing the through time while if the engines were required to run a "Boat train" at high speed they would be ready. The running speed of the South Indian Railway Fast Mail alluded to on page 4 (paras. 5 and 6) works out to 79 of that of the Madras Railway N. W. Mail while the gauge of that Railway is 59 of the Madras Railway gauge. The unfavourable comparison is said to involve the question of weight on axles allowed on the two gauges.

4. It seems to be possible and certainly is desirable (a) that one class of Engine should be capable of running all, Special, Express, Mail or Passenger trains on the Madras Railway except the Local trains worked by Tank engines (b) that the future Passenger Engine should be the best possible type which has been evolved by the combined experience of Locomotive Engineers at home. (c) It is believed that the extra cost per engine would be money well spent.

5. It may be said that such engines are in advance of our requirements; I think not. It may also be argued that this type of engine would considerably increase our fuel bill, because, to answer what, in my opinion, are our requirements, without exceeding the India weight on axle, it might have to carry 175 lbs. of steam. Another view, however, is that, when not required to exert its powers, such an engine would not consume more fuel, and might consume less, than an engine which has to be punished when required to exceed a given speed. Nothing but the highest class of engine seems to be capable of hauling 160 to 170 tons over hundreds of miles of single line with severe gradients at a really satisfactory through speed. To accomplish this an engine after stopping should start easily, it should possess the capacity to run at high speed, and, it is imperative that it should attain that speed quickly.

* Ghaut or special type 18 tons on an axle.

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
	466	Ry.	27-5-96				

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

13897

INDIAN TELEGRAPHS.

SERIAL

1

To Madras

Word 24-3 Day 25 Hour 17 Minute 25

To Madras

Works Rwy.

From Simla

Official Instructions. Dfo.

From Works.

971. G. Can Hodson be spared temporarily for Ceylon government to serve on commission to report on site new railway terminus Colombo.

Recd. from

At

LN.

At

Sent to

LN.

MADRAS

27/4/24

Form No. 20.

SERIAL
TELEGRAM
No. 2

URGENT
ORDINARY
DEFERRED

Monday
Number. 162

SERIAL
No.

FROM D. R. To R. C. O. L.

India wires begins 941 G Can x
~~Colombo ends~~

Hodson be spared temporarily
for Ceylon Government to
serve on Commission to
report on site new railway
terminus Colombo ends.

27/4

Despd -
27/4/96.

28/4/96

28.4.96
J. M.
28/4/96
Ceylon L. M. J. for
Ryo (Mr Fowler) can come
up to City & come in the
evening about 7.30
am

C. M.

27/4/96

Code
Class.

To
(Office)

From
(Office)

SERIAL

No.

Words.

Day.

Hour.

Minute.

Special
Instructions.

To
(Person)

From
(Person)

Under

32 Word Form.
India river begins 971 ft. low water
he opened temporarily for cyclone
government to remove and
Commission to report low water
railway running through the

Recd. from

LN.

Sent to

LN.

At

Hrs.

Mins. by

At

Hrs.

Mins. by

Telegraph Master

OOTACAMUND 27-4-96 11:40 AM

a fortnight, and 7 do not think
they would, - as 15 of them.

or 12 days, perhaps not so

much. If HE is coming

down it, the ~~Under~~ for

Ryo (Mr Fowler) can come

up to City & carry on the

current duties during my

absence

C2M

27/4/96

ASH

28-4-96

JS

28/4/96

JS
28/4/96

No. 9

ez

27/4/26

H. E. in Gov.
Homer W. Bliss
Homer W. Fiske.

of Mr. Hodson's services in Ceylon
would not be needed for more than
a fortnight, and I do not think
they would, - we could spare him.

28/4/90

ASH
28.4.91

JS BK
28/4/96

Special

*Mr C. W. Hodgson's
services on a com-
mission at Colombo*

27.4.66

500-11-5-94.
Form No. 20.

O. S.

FROM

/E.R.

TO

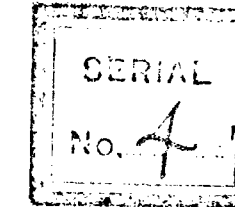
*Wester
Hutch. India
Amie*

*I. H. -
Yam, 971 & - Hodgson can
be spared temporarily to
Ceylon -*

CRM

29/4/66

*Despd
29.4.66*



TELEGRAM

ORDINARY

Monthly
Number.

737

SERIAL
No. 6

*Avail for
C*

1

uh

graph Master.

0-5-06

Spe

*Mr C. W.
Services
mission*

27.4 Rsglu

590-11-3-94

Form No. 20.

SERIAL
No. 5

TELEGRAM
URGENT
ORDINARY
DEFERRED

Monthly Number.	737
SERIAL	No. 6

FROM

D.S

Works by

TO

Works

Indie

*2. Af of Hoelom is to go to
Colombo please give an idea
when and how long*

C

*Fair depth
in 8/5*

*Wait for
C
11/1
F.C.
1
nah
Graph Master.
0-5-95*