RAILWAY COMMUNICATION IN INDIA.

RETURN to an Order of the Honourable The House of Commons, dated 11 [illegible]—*for*,

COPIES "of any PAPERS not already laid before Parliament, referring to the general Question of RAILWAY COMMUNICATION in *India*, together with Copies of any CORRESPONDENCE which may have taken place between the Home Authorities and the *Madras* Government in reference to the Proposed Railway between *Madras* and *Arcot*."

East India House,
4 July 1850.

JAMES C. MELVILL.

Note.—There has been no correspondence with the Madras Government upon the subject of a Railway between Madras and Arcot. The only letter upon the subject of a Railway in the Madras Presidency was addressed by the Court of Directors to the Supreme Government, and is included in the present Return.

Ordered, by The House of Commons, *to be Printed*, 8 *July* 1850.

COPY FINANCIAL LETTER to *India*, No. 9; dated 25 April 1849.

Para. 1. IN order that you may be apprised of the proceedings which have recently taken place on the subject of Railways in India, and that you may turn your attention to the measures which it may be necessary for you to adopt, we transmit in the packet, copy of our Correspondence, as noted in the margin,* with the East Indian and the Great Indian Peninsula Railway Companies.

2. The terms and conditions proposed to the East Indian Railway Company having been accepted by the shareholders, we have given directions for the preparation of the requisite deed of Contract, of which we shall forward to you a copy, so soon as it shall have been definitively settled; we shall at the same time address you in reference to the several points upon which it may be necessary that you should be in possession of our views and instructions.

3. We shall adopt a similar course with respect to the Great Indian Peninsula Railway Company, upon our receiving an intimation of the acquiescence of the shareholders of that Company in the terms and conditions.

COPY FINANCIAL LETTER to *India*, No. [illegible]; dated 14 November 1849.

1. Agreeably to the intimation conveyed to you in our letter of the 25th April last, No. 9, we now forward in the packet the deed of Contract in duplicate between the East India Company and the East Indian Railway Company for the construction of an experimental line of Railway from Calcutta towards the Upper Provinces of India; we forward likewise a copy of a deed of Contract between the East India Company and the Great Indian Peninsula Railway Company for the construction of an experimental line of Railway from Bombay to or near to Callian, with a view to its extension up the Malsej Ghaut.

2. These

* Letter to D. J. Noad, Esq., from J. C. Melvill, Esq., 28 March 1849.—Letter from D. J. Noad, Esq., to J. C. Melvill, Esq., 29 March 1849.—Letter from D. J. Noad, Esq., to J. C. Melvill, Esq., 12 April 1849.

3. These de[illegible]d upon [illegible] and conditions" of which yo[illegible] already [illegible] which [illegible] accepted by the Railway Compa[illegible] Althou[illegible]ds are s[illegible]sive, and appear so fully to meet [illegible] s in vi[illegible] you m[illegible]r comprehend the precise mo[illegible] have [illegible] parties [illegible] negociations with respect to the te[illegible] these C[illegible] that you [illegible] the more clearly understand their [illegible]rious pro[illegible] think it m[illegible] trouble in future if we now enter [illegible] to a deta[illegible]ion of each [illegible]ditions: it is, however, highly satisfactory to [illegible] Noblema[illegible]w at the head of your Government has already [illegible]uch attenti[illegible]way subjects, and we anticipate that great ben[illegible]sult in the c[illegible]ur deliberations from his Lordship's experience.

4. Th[illegible]nt of India [illegible]ply interested, both in a financial and politica[illegible]w, in the exp[illegible] about to be undertaken, it has been deeme[illegible]n the arrange[illegible] has been entered into, to insist upon complete [illegible]on and contr[illegible] East India Company of the Railway Companies, and their officers, se[illegible] agents, in all accounts, matters and affairs whatever, both during th[illegible]on of the Railway, and after it shall have been opened for the conveya[illegible]ngers and goods, as more particularly specified in the clauses of the de[illegible]o such supervision and control. The mode in which the power thus [illegible] the East India Company can best be exercised in India will become [illegible] our early consideration and determination. It is our desire, that, w[illegible] supervision and control should be entire and efficient, every facility comp[illegible]with should be afforded to those who may be employed by the Railwa[illegible]es for the purpose of carrying out the undertakings which it is our mo[illegible] wish, and which it is so obviously for the public interest, should be [illegible] and prosecuted with all practicable expedition. We trust that no [illegible] arise in fulfilment of the covenants mutually entered into on behalf of [illegible] India Company and the Railway Companies; and that our officers and [illegible] those of the Railway Companies, will cordially co-operate for the accom[illegible] at as early a period, and in as efficient and at the same time economical [illegible] as may be practicable, of the great object to which the contracting [illegible] pledged.

5. As the provisions of both [illegible] similar in the main, and differ only as far as it is necessary to apply the [illegible] principles to the two different localities, we shall proceed to consider the[illegible] separately, making such observations thereon, as we think necessary, in [illegible] elucidate more clearly our objects and our understanding with the other [illegible] parties, in the hope that these observations may be found useful for [illegible] the future, if differences of opinion should arise as to the true meaning of [illegible] said provisions.

6. In the first place, however, [illegible] useful that we should preface these remarks by an explanation of th[illegible] difference between the "terms and conditions" which we have now [illegible] to these Companies, and those to which which we had formerly consente[illegible]ch proved insufficient to induce the public to embark capital in the [illegible]gs. By the "terms and conditions" formerly offered and accepted by [illegible] Railway Companies at the time, it was provided that we should guarantee [illegible] interest of 5 per cent. upon the capital invested. By many it was unde[illegible] our proposed guarantee implied that each shareholder should at least [illegible] dividend of 5 per cent. on his stock; and when it was explained to th[illegible] our guarantee extended only to an interest upon the capital, and t[illegible] dividend might be reduced below that rate by any contingency which [illegible] annual expenditure of the Railway Company above [illegible] income, and which would, therefore, require that a portion of the interest r[illegible] from us should [illegible], in order to make up such deficiency, it becam[illegible] he capital [illegible] e obtained, subject to that risk for an undert[illegible]fectly no[illegible]nglish capitalists. It was then urged upon us, t[illegible] extend [illegible] guarantee so as to secure a dividend of 5 per cent. [illegible]eholders. To this proposal we could not assent, and chiefly on th[illegible] had we done so, it would, so far as that amount of dividend was [illegible]ave removed all risk whatever from the shareholders, and of course [illegible] great extent, the motives for that strict economy and energetic condu[illegible]airs of the Railway which could alone secure its success. Recogn[illegible]er, the great importance of making this experiment, and finding that it [illegible] that the risk to which we have alluded should be

removed by some means or other, in order to enable private Companies to embark in these undertakings, which we always thought preferable to their being taken up by the Government of India, we at length consented so far to modify our former "terms and conditions," [illegible] introduce a provision, which will be found in Clause 22, the effect of wh[illegible] enable the Railway Company to relinquish and surrender the undertak[illegible] East India Company, by giving six months' notice at any time after t[illegible] Railway shall have been finished at least three months, but still limiting our gu[illegible] interest of 5 per cent. on the capital. This provision has proved e[illegible]factory to the public, inasmuch as it secures to them the power of rec[illegible] their capital, in the event of any unexpected or unforeseen disap[illegible] rising, which had the effect of reducing their dividend below the gua[illegible] of interest; while, on the other hand, it does not interfere with those a[illegible] which we look for from private enterprise. This is the essential diffe[illegible]en the terms on which these Contracts have been concluded, and [illegible] were formerly proposed as a basis for these undertakings.

7. The introductory clause of the [illegible] Contracts recites the incorporation of the respective Companies, by Act of P[illegible] which we herewith send you copies. In our public despatch of the [illegible] October 1847, No. 26, we intimated our intention of consulting with our [illegible] in regard to the Charter of Incorporation which should be granted [illegible] Railway Companies by the Indian Legislature. We are now advised, t[illegible]ch as they are incorporated by Acts of Parliament, no act of incorpo[illegible] by the Indian Legislature will now be necessary. By this clause you w[illegible] that in the case of the Great Indian Peninsula Railway Company [illegible] 25,000*l.*, and in that of the East Indian Railway Company the [illegible]600*l.*, have been respectively allowed as having been expended "fo[illegible]es of their undertaking, prior to the 28th day of March in the presen[illegible] We are desirous that you should understand that, in fixing upon these a[illegible] be allowed as preliminary expenditure, we were governed entirely [illegible]nce to the actual value of the past labours of the Companies in proc[illegible]ys, plans and general information, which would prove useful and nec[illegible] the undertakings now, and not by the sums actually expended. It is [illegible] however, that we should remark, that, in these estimates of past expendit[illegible] included the whole of the surveys, plans and documents of every de[illegible]elating to the proceedings of these Companies, not alone in immedi[illegible] on with the experimental lines to which these Contracts particularly re[illegible]o in connexion with the more extensive surveys, sections and plans [illegible] was deemed necessary to be made.

8. If, therefore, these Railways shou[illegible] transferred to the East India Company under any of the provisions [illegible] these Contracts for that purpose, all such surveys, plans, and pa[illegible] of every description whatsoever will be included in the amount of the purch[illegible] provided under the Contract.

9. Clauses 1 and 2 do not call fo[illegible]ular remark, but sufficiently explain themselves.

10. Clause 3 provides that the Eas[illegible] Company shall furnish the land necessary for the undertakings as soon [illegible]e route or direction shall have been fixed which the line shall take betwee[illegible]ints indicated in the Contracts. This provision of the Contract will dem[illegible]rst and immediate consideration, and we request that no time may [illegible]king whatever steps may be necessary for putting the Railway Co[illegible]pectively in possession of the first portion of the land which will be [illegible] their immediate commencement, and that special care may be ta[illegible]e whole of the land may be furnished as quickly as it shall be re[illegible]om the minutes which were recorded by some members of your G[illegible]n May 1846, it appears that doubts were entertained whether the [illegible] would be found sufficient for this purpose. If it be found necessary [illegible] special legislative enactment for this purpose, you have our authorit[illegible]. In the exercise of any power which may thus be conferred upon yo[illegible] on your observance of great caution and circumspection; so that, wh[illegible]al interests are duly regarded, no expense may be incurred which is no[illegible] necessary. You will observe that this clause contains a provision tha[illegible]ich shall not be permanently required for the use of the said Railwa[illegible]s shall as soon as possible be restored to the East India Company. T[illegible]n has been inserted, because we

we have been advised that, in the construction of a railway, considerable quantities of land are sometimes required for purposes of a temporary nature for supplying means, in some places, of procuring material for filling up hollows, and in other places for supplying places for the deposit of excavations and cuttings, but which will not permanently be required for the Railway: it will be for you to consider the most economical plan upon which such extra land can be provided; whether it shall be purchased, in the first place, with that which is permanently required, and afterwards re-sold, or only rented for the period for which it is wanted. It is certain, as has been the case whenever railways have been introduced, that they have added greatly to the value of the land through which they pass, not only by offering great facilities for its improvement and cultivation, but also by affording an easy and cheap access to markets for the produce. We hope that such an obvious advantage to the land through which these railways pass will be good reasons for your obtaining the land required for them on much more moderate terms than would be possible if such considerations did not exist.

11. Clause 4, among other objects, confers on the East India Company the power of determining whether these experimental Railways shall consist of single or double lines of rails. Having given this subject our best consideration, we are clearly of opinion, that, although it would be a slight saving of outlay, in the first place, it would be unwise to make the experiment upon a single line. We have come to this conclusion on the following considerations: first, there is unquestionably much greater risk of accidents from collisions and otherwise on single than on double lines of Railway; and in a country like India, where these undertakings are so new, where engineering talent is scarce, and will be difficult to find at first, it is more needful that every possible precaution should be taken against accidents, not only in consideration of the safety of the people, but also for the interest and success of the undertakings, which, it cannot be doubted, would be greatly injured in the estimation of the great masses in India, were serious accidents to happen in their working, and which might interfere greatly with their use by the natives for a long time. Next, as it would undoubtedly be advisable, even though only a single line were laid down in the first place, that all the earthworks for the permanent way, and that all bridges, tunnels, &c. should be constructed for a double line, the real saving of capital would be very little, and would only be the price of the iron rails, chairs, &c., and the laying of the same, which would amount to not more than 1,000*l.* or 1,200*l.* a mile, which, in the contemplated entire expenditure, would form a very small proportion. For these reasons we have come to the decision that it would be wisest to construct these Railways at once with double lines.

12. These remarks have reference to the main lines contemplated in these experiments. With reference to any short branch lines, which may, in the course of the construction of these works, or hereafter, be thought necessary, we might be disposed to sanction the adoption of single lines, especially when the traffic was such that the objects in view could clearly be obtained by working one engine to and fro, so that a collision would be impossible. In such cases the saving of expense is of essential importance, and the whole arrangements of such short auxiliary lines would be made with a view only to a single line permanently. By the adoption of such inexpensive lines, the advantage of railway communication may be extended to neighbouring towns or districts, greatly to their convenience and to the advantage of the main line, to which they would act as profitable feeders of traffic, but which would be unprofitable under the ordinary outlay of a double line.

13. With respect to the weight of rails and the gauge of line to be employed on these Railways, we are disposed to recommend those used by the North-Western Company here, namely, a gauge of 4 feet 8½ inches, and a weight of rails of 84 lbs. to the yard, as combining the greatest utility and economy.

14. With regard to the use of any telegraphs which may be established, we request to call your attention to the necessity of maintaining so strict and immediate control and command of this powerful engine of rapid communication, so important for political and public purposes, as to secure to yourselves all the advantages which, as a Government, they are capable of affording to you. At the same time it is our wish that the public shall be permitted to use them on fair terms for all private purposes which do not in any way interfere with your views. It will be necessary to place them under such a control as will secure their faithful administration.

15. Clause

15. Clause 6, amongst other things, provides for a payment of such portion of the capital of the Railway Companies to your treasuries in India as shall be raised by calls from shareholders resident in India; but we have limited these payments to such sums as shall be required for the expenditure of the companies, from time to time, in India, in order that they may not be placed under the necessity of remitting any portion of such monies to this country, which might interfere with the opportunities of transmitting their own funds.

16. You will therefore take care that no more money is paid into your treasury on account of the capital of these companies than is needful, from time to time, for expenditure in India.

17. Clause 7 provides for re-drawing the money from the East India Company for the purpose of prosecuting the works. The two cases referred to in the beginning of this clause are, first, where the works have been done by contract, and where the payment is to be made either after the whole work has been completed, or in certain portions, as they are completed, in which case the necessary monies will be drawn when such works, or parts of works, shall have been completed to the satisfaction of your officers; the second case intended to be provided for is where the Railway Company undertakes its own works, in which case, after the plans and other details and arrangements have been approved by your officers, it will be necessary to permit the Railway Company to draw the sums necessary for their performance during their progress for the payment of wages and other necessary expenses; a vigilant attention being paid to such expenditure, and accurate accounts being required to be kept and rendered of the same. It is provided that such sums of money shall be drawn from our treasuries, either in London or in India; but, of course, reference must always be had to the amount at the credit of the Company in either place at such times. As a general rule, we should object to their drawing monies in London against funds standing to their credit in our treasuries in India, because such operations would interfere with our remittances from India for our own purposes; but it will probably be a convenience to all parties that these companies should be permitted to draw money from our treasuries in India against balances paid to them by our treasury here, as such operations would facilitate the remittance of our own funds; it is provided that such operations may take place according to such equitable arrangements as shall be made from time to time with the East India Company for that purpose."

18. Clause 8 refers to the opening of the Railways for traffic, and fixing the fares and tolls for passengers as well as goods. The clause itself fully expresses our views in relation to all the objects to which it refers, except that which refers to the control which you will exercise over the amount of fares, and the circumstances under which you will be entitled to require a reduction of fares. In the first instance the rate of tolls will be proposed by the Companies; but before they are adopted, they must have your approval. This is a portion of the management of these novel undertakings, which will require great caution and consideration, and with reference to which the experience of this country can afford little or no assistance. It has been suggested, that it may be found necessary to have a greater number of "classes" than in England, some very cheap, in order to suit the large masses of natives who travel at particular periods of the year. In the first place, however, we think you will do well to approve of whatever rates of fares may be thought most suitable for the circumstances of the country, only for one year, in order that the subject may again necessarily be brought under your attention at the close of that period. The great object which you will have in view will be to arrive at that medium which will afford a fair remuneration to the Railway Company, and enable the public to avail themselves of the advantages which these undertakings will afford to the fullest possible extent consistent with the first-mentioned object. You will observe that this clause provides that you shall have the power to require a reduction of fares when the net receipts shall exceed the rate of 10 per cent. on the capital; by this provision we would not wish it to be understood that it is our desire to limit the profits of these undertakings to 10 per cent.; for we feel that any attempt to limit profits, with that object only in view, has but the effect in many cases of stifling enterprise, energy and exertions, which are best promoted by the hope of large gains, and that the true interests of the public are best promoted where these motives are the strongest, or of producing laxity, carelessness, and want of economy in the management; so that while the shareholders would be injured by such a policy, the public

public are not benefited, but, ary, are frequently worse served. We would not, therefore, have it to od that the simple fact of the dividends equalling 10 per cent., or any it, would call upon you to interfere, and require a reduction of fares, bu ct only empowers you to do so, should other considerations induce yo such a step required by a due regard to the interests of the public an ailway Company; but it is the intention of this clause that, under such es, any reduction which you would make in the exercise of this power h as would not reduce the probable dividend below 10 per cent., a is clear that you could not safely interpose until the dividend had re so much above 10 per cent. (say 12 or 13 per cent.), as would afford gin on which any reduction which you might make would operate.

19. Clause 10 describes so the ature and character of the supervision which you are to exercise with gard to e execution of these undertakings, and the working of the lines whe completed, that you will have no difficulty in taking such measures as may be required in order to give full effect to our intentions, by securing that efficient control and supervision provided for. We cannot, however, too strongly impress upon you ur desire that the greatest efforts may be used, in order that your officers rk in perfect harmony with the officers appointed by the Railway Compa ch a harmonious co-operation appears to us to be essential for the succes undertakings upon the principle which we have adopted.

20. Clause 12 refers to the capi ount of the Railway Companies. We attach to this part of the Cont eatest importance. There is probably nothing in the management of Railways enerally in which greater abuses have been committed than by a want r discrimination between their capital and current working accounts. As the capital account remains unclosed, there are numerous expenses which, though properly payable from the traffic receipts as current expenditure are put to the capital account, thus increasing the entire cost of the line upo dividends must ultimately be paid, but in the meantime leaving a large livided in the form of dividends. We have therefore to request you attention, in order that under no circumstances any charge whatever de to the capital account that is not strictly entitled to be so. Th necessary with regard to these undertakings than is usually the ca h as the East India Company can be called upon at any time after have been completed for three months, to purchase the same at the The chief difficulty which you will experience in keeping these ac separate, will be while only portions of the lines are completed and in op hen the whole is completed, the capital account will be at once closed, stinction will then be simple. Before that time, and while portions of nes are open, you will require to exercise great vigilance, in order t the current working expenses and repairs properly chargeable against th ceipts, are charged to the income account. The net balance of su will be appropriated by us to the credit of the current interest paid by guarantee on the capital received into our treasuries.

21. The additions, alterat provements which are referred to at the close of this clause, as being subject to be added to the capital account after it has been closed, will consist of such corrections of errors which may have been made in the cou struction, or improvements in the construction which you may sanction as being worth the expenditure of additional capital, but will not in any case extend repairing, renewing or replacing any part of the works or plant whic e been injured or destroyed by time, wear and tear, or accidents.

22. Clauses 14 and 15 refer enue accounts of the Railway Companies. You will observe th ide, that, in the first place, all the receipts, without any deduction re to be paid to you, or in such way as you shall direct; that is, eit nto your treasuries, or into such bank or banks as you may appoint ose, but from which they shall only be re-drawn with your sanction. obably be the easiest plan, imposing less trouble upon you, that y ppoint a certain bank or banks in different places to receive these l that all cheques drawn upon them should require to be countersig ficer appointed by you for that purpose, after the payment has bee by you. It is also our wish, that so far

far as it is possible or consistent actice of your banks, the Railway Companies shall have any adv h they can derive from interest allowed on deposits of their receipts time. There will, of course, be a certain amount of fixed current w ses for salaries, &c., in working the line, and repairing the works ar stock, for which you will make some arrangement most convenient t

23. We attach much importance, the complete separation of the receipt and expenditure accounts; a that they may not be permitted, on any pretext, to be mixed, but that c receipts shall be paid into your account, and all expenditure whate n paid out through the proper officers, and accounted for by them.

24. Clause 17 provides for the ex l which may be required above the respective sums of 500,000*l.* an *l.*, in order to complete the exact length of line which may be determi In the first place, our guarantee extends only to those sums; but as i ble exactly to define the cost of the undertaking beforehand, and m y as in neither case is the exact route fixed, and in the case of the Ea ilway the point of its termination is not even fixed, it was necessary rovision should be made for any margin either of excess or deficiency ecessary to complete these experiments. In the case of the Great I nsula Company, the two points of Bombay and Callyan are determined case of the East Indian Railway the starting point (Calcutta) only is will not only have to determine the exact route of this line, but als o which it would be most expedient, with a view to a fair trial of th t, to which it should be carried, always having reference to the sum templated to be expended. And you will have to determine, in the e sum mentioned in the Contract (1,000,000*l.*) appearing sufficient o the line to some intermediate point, at which it would be undesi whether you will make your terminus at a nearer or more distant and to that extent increase or decrease the capital, as the case may be, and or deficiency will be dealt with as provided for in the 17th and 27th of the Contract: in the one case the capital will be increased on the as the original capital. In the other case the excess will be returned holders.

25. Clause 19 fully explains th of the contracting parties with regard to the application of the profits as the net receipts, after payment of the current expenditure, sh ceed five per cent., they will be appropriated entirely to our reimbur the interest on the capital paid under our guarantee. When such are more than is required for this purpose, one-half of the surplus appropriated to the repayment of the arrears of interest, with interest ther at the time be standing from former years, and the other half shall to an additional dividend above the guaranteed interest of five per c motive for not appropriating the whole of such surplus at once to the t of arrears of interest is, that the directors and shareholders may hav ngest inducement for an active, energetic and economical manageme ffairs, by an early participation in any excess of profits above the gu te of interest. After the arrears of interest due to us shall have bee hen the whole of any excess of profits which may arise will be app ncreasing the dividends of the shareholders.

26. Clause 20 sufficiently explains the ges which you are entitled to in the conveyance of your mails, troops, &c.

27. Clause 21 provides for your resumption of the land at the termination of the lease of 99 years, together with all , works, fixed machinery, &c., such as usually attach to the freehold, your purchase of the moveable working stock.

28. Clause 22 contains the provisi optional surrender of the undertaking by the Railway Company any it has been finished for three months, the objects and effects of whic ady been alluded to. The clause itself is very clear and distinct.

29. Clause 23 contains provisions urchase of the Railway, at the option of the East India Company, a 25 or 50 years, which are fully explained in the clause.

30. The remaining eight clauses nd fully express their different objects, that they require no remark make our intentions more plain, and

and we therefore only claim you [illegible] to them, as well as to all the other portions of these Contracts which [illegible] ot considered it necessary to remark upon.

31. We cannot conclude this [illegible] hout calling you attention to a great error which has been committed [illegible] Companies in Europe, in the hope that you will studiously avoid a [illegible] or. We allude to the large sums of money which have been most u [illegible] and extravagantly expended in ornamental works, especially those [illegible] ith the stations and offices of the Companies. By this error the c [illegible] ys in this country has been so much increased, that it appears now [illegible] l if many of them will be remunerative. While we would wish th [illegible] orks should be of a useful and substantial kind, it is our special de [illegible] y shall be constructed at the least possible cost, consistent with real [illegible] that nothing shall be expended in unnecessary ornaments. We l [illegible] ese experiments as of the highest importance to the future welfar [illegible] lian Empire, and we are, above all things, desirous that they shall [illegible] ay be endangered by any useless or inconsiderate expenditure of any [illegible] ver.

32. We will conclude by repe [illegible] vious injunction, that no time should be lost in taking the steps necess [illegible] the land required for these undertakings at the disposal of the [illegible] Companies, in order that they may commence their operations at the [illegible] sible time.

FINANCIAL DESPATCH to [illegible] No. 35; dated 14 November 1849.

IN forwarding to you the deed [illegible] (in duplicate) between the East India Company and the Great Indian P [illegible] ailway Company, for the construction of a Railroad in your Presidenc [illegible] you to the accompanying copy of a despatch,* which we have addre [illegible] Supreme Government, with whom it is our desire that you place your [illegible] in communication without delay.

COPY FINANCIAL LETTER [illegible] No. 16; dated 15 May 1850.

Para. 1. WE are desirous, bef [illegible] mination of Mr. Simms' engagement, that his services should be made [illegible] the inspection and survey of any proposed lines of Railway in the [illegible] esidency, having reference, as in the case of his survey of the propo [illegible] in Bengal, not to an experimental portion only, but to the ulteri [illegible] n of such a mode of conveyance as forming part of a general system, [illegible] of which would be to facilitate communication for political as well [illegible] purposes, and to effect more ready intercourse with other Presidenci [illegible]

2. We desire, therefore, that [illegible] Mr. Simms has concluded his duties at the Bombay Presidency, you [illegible] his services at the disposal of the Government of Madras for this [illegible]

3. In the event of Mr. Sim [illegible] evented from so proceeding to the Madras Presidency, you will dir [illegible] ment of some of our own engineer officers by the Madras Governme [illegible] ubt not, will adopt every means in their power for securing an efficie [illegible] will transmit to us without delay any reports which they may receive, [illegible] we may judge with accuracy of the expense and advantages of a Rai [illegible] king in that Presidency.

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* India Finan [illegible] No. [illegible] November 1849.

RAILWAY COMMUNICATION IN INDIA.

COPIES of PAPERS referring to the general Question of RAILWAY COMMUNICATION in *India*.

(*Viscount Jocelyn.*)

Ordered, by The House of Commons, *to be Printed*, 8 *July* 1850.