

(1) Number of pages 16

(2) Date of repair 10-2-43

(3) Initials of the Referencer \_\_\_\_\_

# MADRAS RECORD OFFICE.

Government of Madras.

*Public Works* DEPARTMENT.

|                      |               |
|----------------------|---------------|
| G.O. No. <u>2289</u> | Press<br>Mis. |
| Dated <u>10-2-43</u> | 18            |

Not to be folded or roughly handled

**Proceedings of the Madras Government, Public Works Department,  
6th October 1862.**

No. 90. Read the following Proceedings of the Madras Government in the Financial Railway Department, dated 3rd October 1862.

Read the following letter from ROBERT B. ELWIN, Esq., Agent and Manager, to Captain P. P. L. O'CONNELL, Acting Consulting Engineer for Railways, dated Madras, 27th September 1862, No. 665:—

SIR,

1. I have the honor to report for the information of Government the Proceedings of this Company during the official year ending 30th April last.

2. The following Covenanted Officer and servants arrived from England during the year:—

| No.                           | Name.                    | Grade.                         |
|-------------------------------|--------------------------|--------------------------------|
| <i>Agent's Department.</i>    |                          |                                |
| 1                             | Robert Baker Elwin.....  | Agent and Manager.             |
| <i>Engineer's Department.</i> |                          |                                |
| 2                             | George Gray.....         | Platelaying Inspector.         |
| 3                             | Robert Boardman...       | Platelaying.                   |
| 4                             | John Molyneux.....       | Do.                            |
| <i>Locomotive Department.</i> |                          |                                |
| 5                             | William Rutherford...    | Engine-driver (re-engagement). |
| 6                             | John Gilsthorpe.....     | Do. do.                        |
| 7                             | William Noah Fisher..... | Boiler Smith.                  |
| 8                             | Robert Morris.....       | Erector and Fitter.            |
| 9                             | John Cullen...           | Do.                            |

3. And the changes noted below took place in the Covenanted staff during the same period:—

| No.                           | Name.                | Grade.                              | Remarks.                                                                                 |
|-------------------------------|----------------------|-------------------------------------|------------------------------------------------------------------------------------------|
| <i>Agent's Department.</i>    |                      |                                     |                                                                                          |
| 1                             | H. A. Flether.....   | Agent and Manager...                | .. Proceeded to England on sick leave, but died during the voyage on the 16th July 1861. |
| <i>Engineer's Department.</i> |                      |                                     |                                                                                          |
| 2                             | A. Beattie...        | 1st Class Engineer...               | .. Proceeded to England on furlough.                                                     |
| 3                             | Bryce McMaster...    | 2nd Class Engineer...               | .. Do.                                                                                   |
| 4                             | E. A. B. Crockett... | 3rd Class Engineer...               | .. Left the service.                                                                     |
| 5                             | J. M. Span...        | Do.                                 | .. Do.                                                                                   |
| 6                             | D. I. Scott...       | Do.                                 | .. Do.                                                                                   |
| 7                             | Henry Gale...        | Do.                                 | .. Do.                                                                                   |
| 8                             | S. L. Kæ.....        | Do.                                 | .. Do.                                                                                   |
| 9                             | A. Fraser.....       | Do.                                 | .. Do.                                                                                   |
| 10                            | S. G. Elsdale.....   | Do.                                 | .. Do.                                                                                   |
| 11                            | W. G. Smart.....     | 1st Class Engineer...               | .. Do.                                                                                   |
| 12                            | T. B. French.....    | 2nd Class Engineer...               | .. Do.                                                                                   |
| 13                            | A. Bryce.....        | Do.                                 | .. Do.                                                                                   |
| 14                            | A. D. Ross.....      | Chief Engineer...                   | .. Died 30th April 1862.                                                                 |
| 15                            | Henry Mathews.....   | Inspector of Permanent way..        | Left the service.                                                                        |
| 16                            | A. D. Goodsir .....  | Platelaying Inspector...            | .. Dismissed for incompetency and misconduct.                                            |
| 17                            | S. Davy.....         | Inspector of Masonry...             | .. Died 12th October 1861.                                                               |
| 18                            | I. McKnight .....    | Inspector of Rock and Earth-work... | .. Left the service.                                                                     |
| 19                            | W. Fortescue.....    | Platelaying...                      | .. Do.                                                                                   |
| 20                            | F. Bishop .....      | Do.                                 | .. Do.                                                                                   |

*Proceedings of the Madras Government, Public Works Department,  
6th October 1862.*

| No.                           | Name.               | Grade.                       | Remarks.                  |
|-------------------------------|---------------------|------------------------------|---------------------------|
| <i>Locomotive Department.</i> |                     |                              |                           |
| 21                            | J. Richards. ...    | Erector and Fitter...        | Died 18th May 1861.       |
| 22                            | F. Chedham... ..    | Do.                          | Returned to England sick. |
| 23                            | W. Rutherford ...   | Engine-driver and Fitter.... | Do. do.                   |
| 24                            | T. Tugwood ... ..   | Engine-driver ...            | Dismissed for misconduct. |
| 25                            | J. Dugard... ..     | Do.                          | Do. do.                   |
| 26                            | H. Rowland... ..    | Do.                          | Died 24th September 1861. |
| 27                            | J. Gelsthorpe ...   | Do.                          | Left the service.         |
| 28                            | W. Marshall ... ..  | Do.                          | Dismissed for misconduct. |
| 29                            | T. Swinburne ... .. | Do.                          | Left the service.         |
| 30                            | A. Ashton... ..     | Engine-driver and Fitter ... | Do. do.                   |
| 31                            | J. Newman ... ..    | Erector and Fitter... ..     | Do. do.                   |
| 32                            | J. Rankin... ..     | Engine-driver ... ..         | Do. do.                   |

4. During the year the following portions of the South West line were opened for public traffic :—

|                                           |                                               |
|-------------------------------------------|-----------------------------------------------|
| From Tiroor to Cootipoorum 9 miles... ..  | 1st May 1861.                                 |
| „ Cootipoorum to Puttamby 12 miles ... .. | 23rd September 1861.                          |
| „ Salem to Senkerrydroog 23½ miles ... .. | 1st December „                                |
| „ Puttamby to Coimbatore 65 miles... ..   | 14th April 1862, making a total of 109½ mile. |

5. The first section of the North West line was, as noticed in the report for the previous official year, opened on the 4th March 1861, viz., from Arconam to Naggery, a distance of 17 miles; another section of 10 miles to Puttoor was opened on the 8th December last, making in all 27 miles up to that date.

6. The works on this line up to Cuddapah are generally in a forward state. The earth and masonry works are progressing satisfactorily, several bridges have been finished, and others are in course of erection. In some of the Districts fencing has been commenced.

7. From District 8 to Bellary no work is going on, Engineers not being available. The establishments employed have been broken up, and a portion of the stores transferred to the Engineer of District 7.

8. In July 1861, the works on the Bangalore branch which had been stopped were resumed, and are now in a very advanced state. The early opening of this line for traffic depends mainly upon the speed with which permanent way materials can be delivered, and great efforts are being made to secure this desirable end.

9. The main line of the Salt Cotaar branch was opened for traffic on the 28th November last.

10. The Electric Telegraph along the South West line is finished, and is in good working order.

11. Previous to the 15th September 1861, the passenger fares were as follows :—

|                | A. | P. |           |
|----------------|----|----|-----------|
| 1st Class..... | 1  | 0  | per mile. |
| 2nd do. ....   | 0  | 6  | „ „       |
| 3rd do. ....   | 0  | 2  | „ „       |

12. On the date referred to the first class fare was reduced from 12 to 8 pie per mile, and the second from 6 to 4 pie, but no change was made in the third, the seats however in the carriages of this class were removed.

13. On the same date the Goods Rates underwent the following alterations :—  
The first or lowest class was raised from 8 to 9 pie per ton per mile  
„ Second Class do. do. 10 to 11 „ „ „  
„ Third do. do. do. 12 to 13 „ „ „  
and a special class was introduced for firewood, charcoal, bamboos, bricks, stones, &c., at 8 pie per ton per mile.

*Proceedings of the Madras Government, Public Works Department,  
6th October 1862.*

14. A revised Goods classification was also introduced, the principal changes being the transfer of beetle, nuts, coffee, chillies, cloths, ghee, onions, saltpetre, and the better descriptions of sugar from the first to the second class, and of ice and indigo from the second to the third class.

15. These several modifications in the traffic arrangements were sanctioned by Government as an experimental measure for six months, and were brought into operation on the 15th September 1861.

16. On the opening of the section between Pattamby and Coimbatore on the 14th April, the third class fare was raised, on the Western portion of the line, from 2 to 3 pie per mile, and on the 12th May last, on which date the line was opened throughout from coast to coast, the third class fare on the Eastern Division was similarly raised, and the seats were restored in the third class carriages.

17. I transmit herewith six returns as follows :—

No. 1. Statement showing the sums received from Government and expenditure in each month during the year under review.

*South West Line.*

|                                                                                                |             |    |   |
|------------------------------------------------------------------------------------------------|-------------|----|---|
| The gross amount of cash received up to 30th April 1861, according to the last return was..... | 3,15,06,439 | 4  | 5 |
| Received during the official year 1861-62.....                                                 | 39,94,675   | 5  | 8 |
| Receipts up to 30th April 1862.....                                                            | 3,55,01,114 | 10 | 1 |

*Deduct*

|                                                                                        |             |    |   |
|----------------------------------------------------------------------------------------|-------------|----|---|
| Amount of certain transfers to Revenue from commencement up to 31st December 1861..... | 8,83,716    | 15 | 5 |
| Total Receipts Rupees.....                                                             | 3,46,17,397 | 10 | 8 |

*North West Line.*

|                                                                                           |           |    |   |
|-------------------------------------------------------------------------------------------|-----------|----|---|
| The amount of cash received up to 30th April 1861, according to the last return was. .... | 22,76,671 | 2  | 7 |
| Received during the official year 1861-62.....                                            | 11,00,196 | 9  | 0 |
| Receipts up to 30th April 1862.....                                                       | 33,76,867 | 11 | 7 |

*Deduct*

|                                                  |           |   |   |
|--------------------------------------------------|-----------|---|---|
| Amount of adjustment under general management... | 1,774     | 2 | 3 |
| Total Receipts.....                              | 33,75,093 | 9 | 4 |

|                                                                                                              |             |   |    |
|--------------------------------------------------------------------------------------------------------------|-------------|---|----|
| Grand Total Receipts South West and North West Lines up to 30th April 1862.....                              | 3,79,92,491 | 4 | 0  |
| The expenditure sanctioned on account of the South West and North West lines up to 30th April 1861, was..... | 3,30,22,460 | 1 | 2  |
| The amount expended during the official year 1861-62 was.....                                                | 52,99,830   | 5 | 8  |
| Total Rupees.....                                                                                            | 3,83,22,290 | 6 | 10 |

*Deduct*

|                                                                              |             |   |   |
|------------------------------------------------------------------------------|-------------|---|---|
| Amount of certain transfers, &c., from commencement up to December 1861..... | 8,85,491    | 1 | 8 |
| Grand total expenditure up to 30th April 1862, Rs...                         | 3,74,36,799 | 5 | 2 |

No. 2 is a Statement of receipts and expenditure on account of the bullock and bandy establishment.

|                                                    |           |        |    |   |
|----------------------------------------------------|-----------|--------|----|---|
| The amount received up to 30th April 1861 was...   | ...Rupees | 35,000 | 0  | 0 |
| Received during the official year 1861-62...       | ... „     | 174    | 10 | 0 |
|                                                    | ... „     | 35,174 | 10 | 0 |
| The amount expended according to last return was.. | ... „     | 35,174 | 10 | 0 |

*Proceedings of the Madras Government, Public Works Department,  
6th October 1862.*

No. 3 is a Report of progress of work, wherein is shown the estimated cost of works sanctioned for each district, the expenditure during the official year, and the total expenditure up to 30th April 1862.

No. 4 is an Estimate of the amount which may probably be drawn from, and paid into the General Treasury on account of the Company during the ensuing official year 1862-63.

The sum required is estimated at... ..Rupees 61,42,460 0 0  
The amount which may be paid into the Treasury is estimated at... .. 17,61,000 0 0

No. 5 is the Revenue account for the official year 1861-62, South West line.

No. 6 do. do. North West line.  
The sum estimated as the amount of traffic for the year as given in my last report was... .. 12,50,000 0 0  
The actual amount of revenue during that period was... .. 12,67,932 11 11  
The sum estimated as being required for the working of the line was... .. 5,81,160 0 0  
The actual amount drawn from the Treasury on that account was... .. 4,34,412 12 2  
The sum estimated as being required on capital account was... .. 76,26,449 0 0  
The actual amount drawn from the Treasury on that account was... .. 50,94,871 14 8

Forwarded for the information of Government, and for transmission to the Government of India.

1. The report was called for some time prior to the receipt of the Order of Government No. 531 of the 24th ultimo, and was received in this Office on the 29th idem.

2. Of the several Statements which accompany the report the only one which I have had examined, so far as it represents the advances received from Government, is Statement No. 1:

3. To examine the other Statements would entail further delay, and render the information afforded in the report of little interest. I therefore submit the report and Statements at once.

(Signed) P. P. L. O'CONNELL, Captain,  
Acting Consulting Engineer for Railways.

Forwarded to the Department of Public Works with reference to the last paragraph of the Proceedings in that Department, dated the 18th ultimo, No. 2,241.

(Signed) T. PYCROFT,  
Chief Secretary.

No. 91. ORDER THEREON, 6th October 1862, No. 2,389.

1. Ordered to lie over till the receipt of the report for the Great Southern of India Railway.

2. The Consulting Engineer will be requested, through the Financial Railway Department, to submit the report above alluded to at an early date. Captain O'Connell should have stated the cause of delay in the submission of that document.

(Signed) W. I. BIRDWOOD, Colonel, R. E.,  
Secretary to Government.

No 665

Madras Railway,  
Madras, 27<sup>th</sup> Sept. 1862

From

Robert B. Elwin Esq.,  
Agent and Manager.

To

Captain P. P. L. O'Connell,  
Acting Consulting Engineer for Railway.

Sir,

1. I have the honor to report for the information of Government the Proceedings of this Company during the Official year ending 30<sup>th</sup> April last.

2. The following Covenanted Officer and Servants arrived from England during the year.

| No. | Name                  | Grade.                      |
|-----|-----------------------|-----------------------------|
|     | Agents Department.    |                             |
| 1   | Robert Baker Elwin    | Agent & Manager.            |
|     | Engineers Department. |                             |
| 2   | George Gray           | Plating Inspector           |
| 3   | Robert Boardman       | Platelayer                  |
| 4   | John Molyneux         | Do.                         |
|     | Sacs. Department.     |                             |
| 5   | William Rutherford    | Engine-driver (Re-engineer) |
| 6   | John Gellthorpe       | Do Do                       |
| 7   | William Cook Fisher   | Boiler Smith                |
| 8   | Robert Morris         | Erector & Fitter            |
| 9   | John Cullen           | Do Do                       |

And

3. And the changes noted below took place in the Covenanted Staff during the same period

| No.                    | Name              | Grade                            | Remarks                                                                                          |
|------------------------|-------------------|----------------------------------|--------------------------------------------------------------------------------------------------|
| <u>Agents Dept.</u>    |                   |                                  |                                                                                                  |
| 1                      | H. A. Fletcher    | Agent & Manager                  | Procured to England on sick leave, but died during the voyage on the 16 <sup>th</sup> July 1861. |
| <u>Engineers Dept.</u> |                   |                                  |                                                                                                  |
| 2                      | A. Beattie        | 1 <sup>st</sup> Class Engineer   | Procured to England and Scotland.                                                                |
| 3                      | Bryce & Master    | 2 <sup>nd</sup> Class Engineer   | do                                                                                               |
| 4                      | E. A. B. Crockett | 3 <sup>rd</sup> Class Engineer   | Left the service.                                                                                |
| 5                      | J. M. Spaw        | do                               | do                                                                                               |
| 6                      | D. J. Scott       | do                               | do                                                                                               |
| 7                      | Henry Gale        | do                               | do                                                                                               |
| 8                      | S. L. Hao         | do                               | do                                                                                               |
| 9                      | A. Fraser         | do                               | do                                                                                               |
| 10                     | S. G. Elsdale     | do                               | do                                                                                               |
| 11                     | H. G. Smart       | 1 <sup>st</sup> Class Engineer   | do                                                                                               |
| 12                     | J. B. Sprueh      | 2 <sup>nd</sup> Class Engineer   | do                                                                                               |
| 13                     | A. Bryce          | do                               | do                                                                                               |
| 14                     | A. D. Ross        | Chief Engineer                   | Died 30 <sup>th</sup> April 1862.                                                                |
| 15                     | Henry Mathews     | Inspector of Armaments           | Left the service                                                                                 |
| 16                     | A. D. Goodier     | Plating Inspector                | Dismissed for incompetency and misconduct.                                                       |
| 17                     | J. Davy           | Inspector of Masonry             | Died 12 <sup>th</sup> Oct. 1861.                                                                 |
| 18                     | J. Mc Knight      | Inspector of Rock and Earthwork. | Left the service                                                                                 |
| 19                     | W. Fortescue      | Platelayer                       | do                                                                                               |
| 20                     | J. Bishop         | do                               | do                                                                                               |

| No.                    | Name          | Grade                  | Remarks                           |
|------------------------|---------------|------------------------|-----------------------------------|
| <u>Iron Department</u> |               |                        |                                   |
| 21                     | J. Richards   | Crestor & Fitter       | Died 18 <sup>th</sup> May 1861.   |
| 22                     | J. Chedham    | do                     | Returned to England.              |
| 23                     | W. Rutherford | Engine-driver & Fitter | do                                |
| 24                     | J. Sugwood    | Engine Driver          | Dismissed for misconduct.         |
| 25                     | J. Piquard    | do                     | do                                |
| 26                     | H. Rowland    | do                     | Died 24 <sup>th</sup> Sept. 1861. |
| 27                     | J. Gilthorpe  | do                     | Left the service.                 |
| 28                     | H. Marshall   | do                     | Dismissed for misconduct.         |
| 29                     | J. Swinburne  | do                     | Left the service.                 |
| 30                     | A. Hutton     | Engine-driver & fitter | do                                |
| 31                     | J. Newman     | Crestor & Fitter       | do                                |
| 32                     | J. Rankin     | Engine Driver          | do                                |

4. During the year the following portions of the South West Line were opened for Public Traffic.  
 From Truro to Cooksvoorun - 9 Miles - 1<sup>st</sup> May 1861.  
 " Cooksvoorun to Puttambay - 12 - 23<sup>rd</sup> Sept.  
 " Salem to Sankerrydroog - 23 1/4 Miles - 1<sup>st</sup> Dec.  
 " Puttambay to Comblator - 65 Miles - 14<sup>th</sup> April 1862.  
 making a total of 109 3/4 Miles.

5. The first section of the North West Line was as noticed in the Report for the previous Official year, opened on the 4<sup>th</sup> March 1861. Up from Stromum to Naggery a distance of 17 1/2 Miles; and the section of 10 miles to Puttoor was opened on the 8<sup>th</sup> December last, making in all 27 miles up to that date.

6. The works on this Line up to Cuddapah are generally in a forward state. The Earth and Masonry works are progressing.

progressing satisfactorily, several Bridges have been finished, and others are in course of erection. In some of the Districts, Sincing has been commenced.

7. From District 8 to Bellary no work is going on, Engineers not being available. The Establishment Employed have been broken up, and a portion of the stores transferred to the Engineer of District 7.

8. In July 1861. the works on the Bangalore Branch which had been stopped were resumed, and are now in a very advanced state. The early opening of this Line for traffic depends mainly upon the speed with which Permanent Way Materials can be delivered, and great efforts are being made to secure this desirable end.

9. The main line of the Salt Coaster Branch was opened for traffic on the 28<sup>th</sup> November last.

10. The Electric Telegraph along the South West Line is finished, and is in good working order.

11. Previous to the 15<sup>th</sup> September 1861 the Passenger fares were as follows:

|                       |                          |
|-----------------------|--------------------------|
| 1 <sup>st</sup> Class | 1 <sup>st</sup> per Mile |
| 2 <sup>nd</sup> do    | 6                        |
| 3 <sup>rd</sup> do    | 2                        |

12. On the date referred to the first Class fare was reduced from 12 to 8 Pie per mile and the second from 6 to 4 Pie, but no change was made in the third, the seats however in the Carriages of this Class were removed.

13. On the same date the Goods Rates underwent the following alterations.

3

|                                                              |        |
|--------------------------------------------------------------|--------|
| The first or lowest Class was raised from 8 to 9 Pie per ton |        |
| Second Class                                                 | 10 1/2 |
| Third do                                                     | 12 1/2 |

and a special class was introduced for Firewood, Charcoal, Bamboos, Bricks, Stones &c. at 8 Pie per ton per mile.

14. A revised Goods Classification was also introduced, the principal changes being the transfer of Beetle, Nuts, Coffee, Chillies, Cloths, Ghee, Onions, Saltpetre, and the better descriptions of sugar from the 1<sup>st</sup> to the 2<sup>nd</sup> Class; and of Ice and Indigo from the 2<sup>nd</sup> to the 3<sup>rd</sup> Class.

15. These several modifications in the traffic arrangements were sanctioned by Government as an experimental measure for six months, and were brought into operation on the 15<sup>th</sup> September 1861.

16. On the opening of the section between Pattamby and Coimbatore on the 14<sup>th</sup> April, the 3<sup>rd</sup> Class fare was raised, on the Western portion of the line, from 2 to 3 Pie per mile, and on the 12<sup>th</sup> May last, on which date the line was opened throughout from Coast to Coast, the 3<sup>rd</sup> Class fare on the Eastern Division was similarly raised, and the seats were restored in the 3<sup>rd</sup> Class Carriages.

17. I transmit herewith six Returns as follows:

No. 1. Statement shewing the sums received from Government and expenditure in each month during the year under review.

South

## South West Line.

The gross amount of Cash received up to 30<sup>th</sup> April 1861, according to the

Last Return was 315,064.39.4.5

Received during the Official year 1861-62 39,941.675.5.8

Receipts up to 30<sup>th</sup> April 1862 35,501.114.10.1

Deduct.

Amount of Certain transfers to Revenue from Commencement up to 31<sup>st</sup> Decr. 1861 883,716-15-5

Total Receipts Rs 346,173.97-10-8

## North West Line

The Amount of Cash received up to 30<sup>th</sup> April 1861 according to the Last

Return was 227,667-2-7

Received during the Official year 1861-62 11,00,196-9--

Receipts up to 30<sup>th</sup> April 1862 337,687-11-7

Deduct

Amount of adjustment under General Management 1,774-2-3

Total Receipts Rs 337,509-9-4

Grand Total Receipts S. W. and N. W.

Lines up to 30<sup>th</sup> April 1862 379,924.91-4--

The expenditure sanctioned on

account of the South West and

North West lines up to 30<sup>th</sup> April

1861 was 330,224.60-1-2

The Amount expended during the

Official year 1861-62 was 52,99,830-5-8

Total Expenditure 383,22,290-6-10

Deduct.

Amount of certain transfers from

Commencement to Decr 1861 885,491-1-8

Grand Total Expenditure up to 30<sup>th</sup> April 1862 Rs 384,07,781-7-18

No 2 is a Statement of Receipts and expenditure on account of the Bullock & Randy Establishment.

The amount received up to 30<sup>th</sup> April 1861 was Rs 35,000--

Received during the Official year 1861-62 Rs 174-10--

Rs 35,174-10--

The amount expended according to Last Return was Rs 35,174-10--

No 3 is a Report of Progress of work, wherein is shown the estimated Cost of works sanctioned for each district, the expenditure during the official year, and the total expenditure up to 30<sup>th</sup> April 1862.

No 4 is an Estimate of the Amount which may probably be drawn from, and paid into the General Treasury on account of the Company during the ensuing Official year 1862-63.

The sum required is estimated at Rs 8,42,250--

The amount which may be paid into the Treasury is estimated at Rs 37,84000--

No 5 is the Revenue Account for the Official year 1861-62 - South West Line.

No 6 Do. Do. North West Line.

The sum estimated as the amount of Traffic for the year as given in my last Report was Rs 12,50,000--

The actual amount of Revenue during that period was Rs 22,17,932-11-0

The sum estimated as being required for the working of the Line was Rs 581,160--

The actual amount drawn from the Treasury on that account was Rs 4,34,412-12--

The

The sum estimated as being required on Capital account was Rs 76,26,449  
The actual amount drawn from the Treasury on that account was Rs 50,94,871-45

I have the honor to be,  
Sir  
Your most Obedient Servant.  
W. B. Carter  
Agent and Manager.

Forwarded for the information of  
Government, and for transmission to the Government of  
India.

1. The Report was called for some time  
prior to the receipt of the Order of Government N° 531,  
of the 24<sup>th</sup> ultimo, and was received in this Office on the  
29<sup>th</sup> idem.

2. Of the several Statements which accom-  
pany the Report the only one which I have had op-  
portunity to examine, so far as it represents the advances received from  
Government, is Statement N° 1.

3. To examine the other Statements would  
entail further delay, and render the information afforded  
in the Report of little interest. I therefore submit  
the Report and Statements at once.

M. adus  
1<sup>st</sup> October 1862  
To Messrs. Messells & Co.  
Secty. Consulting Engineers for Railways  
To The Chief Secretary to Government  
Fort St. George

24 Sep 762 N 1201121

July 1862 D.L.  
Nashua Railway.

From  
The Agents and Managers  
of  
The Nashua and Lowell  
Railway.

Dated 27<sup>th</sup> Sept 1862.  
Recd. 27<sup>th</sup> Sept 1862.

Enc 6.  
No 655-8665.

Report to the information  
of Government of the  
proceedings of the Company  
during the official year  
ending 30<sup>th</sup> April 1862.

With an Order

Forwarded to the  
Department of Public Works with  
reference to the latest issue of the  
Proceedings in that department  
dated the 18<sup>th</sup> Oct 1862. S. 2241.  
J. W. 2241  
Chief Secretary  
to Govt

For Mr. George  
W. 2241 1862.

To the Public Works Dept.

Public Works 1862 Defunct  
No. of Govt for October  
No 2986

Proceedings of the Madras  
Government in the Financial  
Railway Department.

Vol. 3. }  
Part 4. } October 1862

Vol. 3. Vol. 4.

Original No. 1  
Copy of the Govt. sent to  
the Govt of India -  
dated 24 October 1862  
No 2986

Preserving Reports from the  
Agent and Clerks in the  
Railways, of the 10th of the  
Commission during the year  
ending 31st October  
1862

No 901

Notes on order  
No 2389. 6 October.

No 2389

Ordered to be over the the  
receipt of the report for the first  
quarter of India Railway.

The Consulting Engs will be  
required to submit the report  
above alluded to at an early date  
Captain Dornel should have the  
the cause of delay in the submission  
of that document.

W. H. Smith  
to the Engs for Railways this  
the 10th of October 1862  
No 87  
No 2389 }  
6th Oct 1862 }  
No 901