

(1) Number of pages _____

(2) Date of repair _____

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.**Government of Madras.***Public Works* **DEPARTMENT.**

G.O. No.	426.	Press
	243-244.	Mis.
Dated	11-2-	1864.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
11th February 1864.*

No. 243.

Read the following:—

MINUTE BY THE HONORABLE THE PRESIDENT.

1. I have looked over the papers connected with the agreement entered into with the Indian Tramway Company, and I must observe that the wording of the terms, especially of No. 2, which says that "the Government is to provide a suitable and substantial substratum, viz., earthwork, bridges, viaducts, and the ballast required for a good metalled road," is of too vague and general a character, especially when it is considered that, with reference to one line at all events, it is intended to work it by locomotives.

2. I apprehend that the Government proposed to incur the expense of making an ordinary road for horse and bullock traffic, and did not in the least contemplate the reduction of gradients by cuttings and embankments to a slope, which might be overcome by a locomotive. In the formal agreement which will have to be drawn up defining the liabilities of the Government and the Company respectively, attention should be paid to this limitation, otherwise the Government may find itself pledged to the expenditure of a large sum of money upon a road of a character very different from that which would have been made to accommodate local traffic. It seems also that some conditions should be inserted binding the Company to complete their share of the work when the Government has prepared the line to receive the rails, that is, the Company should lay down the rails and provide the rolling stock, stations, &c., and be prepared to work the line within some given period after the completion of the Government portion of the work.

3. It would seem also that Government is entitled to claim some control over the rates charged for the transport of goods and passengers upon a line so large a portion of which has been executed by itself. The road when completed for ordinary traffic would have been given to the public free of charge, the substitution of a line of rails for macadamized stone should not leave the inhabitants by the side of the road at the mercy of the Company.

29th January 1864.

(Signed) W. T. DENISON.

No. 244.

ORDER THEREON, 11th February 1864, No. 423.

Ordered to be recorded.

(True Extract.)

(Signed) CHARLES A. ORR, Colonel, R. E.,
Secretary to Government.

Exd. S. T. Augustin.

Minute

I have looked over the Paper
connected with the agreement
entered into with the Indian
Railway Company.
and I must believe that
the wording of the Terms,
especially of No 2 which
says that "The Govt is to
provide a suitable and
substantial substratum
viz: Earthwork Bridges,
"gradents and the Ballast
required for a good metalled
road" — is of the
very general a character
especially when it is con-
sidered that, with reference
hereto at all events,
it is intended to work it
by locomotives —
I apprehend that the Govt.
proposed to incur the
expense of making an
ordinary road for Horse
& Bullock traffic, and
did not in the least con-
template the reduction
of gradients by cutting
embankments to a
slope which might be
overcome by locomotion.

In the case formed a new
contract which will have
to be drawn up defining
the liabilities of the Govt
and the Company respec-
tively attention should
be paid to this limitation
otherwise the Govt may
find itself pledged to the
expenditure of a large sum
of money upon a road of
a character very different
from that which would
have been made to accom-
modate local traffic -
It seems also that some
standard conditions should
be inserted binding the
Company to complete
their share of the work
when the Govt has pre-
pared the track receive
the rails - That is the
Company should lay
down the rails & provide
the rolling stock - Stations
&c ~~as far as~~ and
be prepared to work the
line within some given
period after the completion
of the Govt portion of the
work. - It is also that

Spoke and passengers, who
claim to have a portion of
that has been executed by
itself - The road when
completed for ordinary
traffic would have been
worth the public free of
charge - The substitution
of a line of rails for
macadamized stone should
not leave the inhabitants
by the side of the road at
the mercy of the Company -

10/1864 2nd
Ord. of Govt. for February
No 547

Minute by the
Honble the President.

Dated 29 Jan/64
Received 6 Feb/64

Suggesting certain
additions to the Agreement entered
into with the Indian Tramway
Company -

No 426

No 426-11th February

Chapman

No 240-244