

(1) Number of pages 12(2) Date of repair 24-12-1952

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

Public works DEPARTMENT.

G.O. No. <i>3456</i>	Press Mis.
<i>357-358</i>	
Dated <i>16-11-</i>	<i>1865.</i>

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
16th November 1865.*

No. 357. Read the following letter from the Under Secretary to Government, in charge of the Office of the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 2nd November 1865, No. 545.

I have the honor to forward an Extract from a letter* from the Agent and Manager of the Madras Railway to his Board of Directors in England, regarding the decision of Government that a small portion of the cost of the wrought iron girder bridge, under construction over the Kuddelhoondy estuary, be charged to Revenue, and to recommend that the whole of the papers that have passed on the subject be submitted to the Secretary of State for India, to whom a reference will no doubt be made by the Railway Board of Directors.

* No. 661, dated 27th October 1865.

Extract from a letter from the Agent and Manager of the Madras Railway Company, to the Railway Board of Directors, dated 27th October 1865, No. 661.

1. No. 712, dated the 17th instant, stating that Government have given the careful consideration to my letter of the 25th ultimo, No. 684, and are of opinion, that in accordance with the principles enunciated in paragraph 12 of the Rules laid down by the Secretary of State for India, "Revenue," which has had, for upwards of four years, the benefit of the wooden bridge, built across the Kuddelhoondy river, on the South West Line of Railway, is fairly debitable with the small proportion of the cost of the iron screw pile bridge, as directed in the Order of Government, No. 2,721, dated the 15th ultimo.

2. I referred to this question in paragraph 6 of No. 657, and now beg to solicit the views of the Board.

*Vide paragraph 12 of my No. 585.

3. You will observe, by a reference to the Rules* laid down by the Secretary of State, that Clause 12, to which Government have alluded, relates solely to the re-laying of rails, and the re-placing of sleepers, and that Clause 8, which is the portion of the document bearing on the point in question is thus worded:—"There can be no doubt that the expense of an additional length of Railway, of the doubling of an existing Line, of the original construction of any work, including that of those intended to be only temporary, as well as of all additions to existing works, ought to be charged to Capital Account."

4. I would further remark, as pointed out by the Chief Engineer in his letter of the 20th ultimo, No. 424, that the Government of India, on the 28th July 1864, authorized Capital to be debited with the cost of the Kuddelhoondy Bridge.

(True Extract.)

(Signed) J. H. M. SHAW STEWART, Major, R. E.,

Under Secretary to Government,

In charge of the Office of the Consgr. Engr. for Railways.

No. 358. ORDER THEREON, 16th November 1865, No. 3,456.

RAILWAY, No. 38.

Resolved accordingly that the correspondence regarding the division between "Capital" and "Revenue" of the cost of the iron screw pile bridge which is being erected across the estuary of the Kuddelhoondy river in Malabar, on the South West line of Railway, be forwarded to the Right Honorable the Secretary of State for India.

(True Extract.)

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

To the Consulting Engineer for Railways.

Exd. S. T. Augustin.

Extract from a letter from the Agent and Manager
of the Madras Railway Company to the Railway
Board of Directors, dated 27th October 1865, N^o 661.

N^o 712, dated the 17th instant,
stating that Government have given their
careful consideration to my letter of the 25th
ultimo, N^o 684, and are of opinion, that in
accordance with the Principles enunciated
in Para 12, of the Rules laid down by the
Secretary of State for India, "Revenue", which
has had, for upwards of 4 years, the benefit
of the wooden Bridge, built across the
Huddleshondy river, on the South West
Line of Railway, is fairly debitable with
the small proportion of the Cost of the iron
screw pile bridge, as directed in the order
of Government, N^o 2721, dated the 15th ultimo.

I referred to this question in
para 6, of N^o 657, and now beg to solicit
the views of the Board.

You will observe, by a reference
to the Rules laid down by the Secretary
of State, that clause 12, to which Government
have alluded, relates solely to the relaying
of Rails; and the replacing of sleepers, and
that clause 8, which is the portion of the
Document, bearing on the point in question,
is

is thus worded;— "There can be no doubt, that the expense of an additional length of Railway of the doubling of an existing Line, of the original construction of any work including that of those intended to be only temporary, as well as of all additions to existing works, ought to be charged to Capital Account."

I would further remark, as pointed out by the Chief Engineer in his letter of the 20th ultimo, No. 424, that the Government of India, on the 28th July 1864, authorised Capital to be debited with the cost of the Suddlehoody Bridge—
(True Extract)

Measurement Major. R.C.

In charge of the office of the
Cons. Engr. for Railways—

Railway Dept.

N^o 545.

Consulting Engineer's office

7/12

From

Major J. H. M. Shaw Stewart R.E.
In charge of the office of the
Cons. Engineer for Railways

To

Colonel F. A. Orr R.E.
Secy. to Government P.W.D.
Fort Saint George

Sir

N^o 661. D 28th Feb 1865.

I have the honor to forward
an Extract from a letter from the
Agent and Manager of the Madras
Railway to his Board of Directors
in England, regarding the decision
of Government that a small portion
of the cost of the wrought Iron girder
Bridge under construction over the
Kudalhoondy Estuary, be charged
to Revenue, and to recommend that
the whole of the papers that have pas-
sed on the subject be submitted
to the Secretary of State for India,
to whom a reference will no doubt be

be

28/2/65

be made by the Railway Board
of Directors.

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

Madras
2nd Nov/63

W. Stewart Inapre

In charge of the office of the
Consulting Engineer for G.

Public Works Department
No 3456

Proceedings of the Madras Government

Under date the November 1865

Read the following

From Major Shaw Stewart R.E.
Inch. of the office of the
Cons. Engineer for Railways

Forwarding an extract from
a letter from the Agent and Manager
of the Madras Railway to his Board
of Directors in England, regarding
the decision of Government that a
small portion of the cost of the
Wrought Iron Bridge over the Kuddal-
ahomdy Estuary, be charged to a
Revenue.

(Here enter 2nd November 1865 No 545)

Resolved accordingly that
the correspondence regarding the
division between "Capital" and
"Revenue" of the cost of the iron
screw pile bridge which is
being erected across the estuary
of the Kuddalohomdy river in
Malabar, on the South West
line of Railway, be forwarded
to the Right Honourable the
Secretary of State for India.

3rd of the Consulting Engineer
for Railways

Dec^r 17th November

Dec. 14th 1865

Major Shaw Stewart R.E.
In charge of the Office
of the Consulting Engineer
for Railways.

The Secretary of State
for India

Dated 2nd Nov^r 1865

Dec^r 4th 1865

Forwarding an

extract from a letter from
the Agent & Manager of the
M. Ry. to his Board of
Directors in England, re-
garding the decision of Govt.
that a small portion of the
cost of the W.I. Bridge
over the Kuddalohomdy
Estuary, be charged to Revenue.

2nd Nov 1865

1865

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Wm. J. Woodstock

27 1888
Wm. J. Woodstock

27 1888
Wm. J. Woodstock

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