

(1) Number of pages _____

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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 1791	Press
129-130	Min.
Dated 7-6-	1866.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
7th June 1866.*

No. 129. Read the following letter from the Acting Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 21st May 1866, No. 223 —

1. With reference to the Order of Government, dated the 12th March last, No. 821, which was received during my absence from Madras on a tour of inspection of the North-West Line of Railway, I have the honor to forward, for the information of Government, the papers noted

From Agent and Manager Madras Railway Company, No 179, dated 22nd March 1866
From Collector of Cuddapah, dated 14th May 1866, No 378, with one enclosure.

in the margin, containing the views of the Railway authorities and of the Collector of Cuddapah regarding the transit of

cotton by rail, and the measures which were taken to guard, as far as was possible, against corruption on the part of the Railway station servants.

2. There was no information in this Office regarding any difficulty which merchants might have experienced in the transit of cotton by rail, beyond the report from the Acting Collector of Cuddapah, embodied in the Proceedings of Government, dated the 21st November 1855, No. 3,510.

No. 19, dated 7th April 1866.

3. The circumstances detailed in the letter from the Acting Head Assistant to the Collector of Cuddapah were never brought to the notice of this Department. It will be seen, however, from Mr. Smith's letter to my address, that although he had visited the Railway frequently he has heard of no complaints.

No. 378, dated 14th May 1866.

4. It does not appear to me that any further arrangements, beyond those specified in clause 4 of the Agent and Manager's letter, are necessary at present.

No 179, dated 22nd March 1866.

During the next cotton season, every opportunity will be taken to watch the manner in which the cotton is removed from the Town of Cuddapah, and other depôts on the North-West Line, and should any measures be found to be necessary for the punctual transmission, and correct weighing by some responsible servant of the Railway Company, of the bales brought to the Station, they will be brought to the notice of Government.

From the Agent and Manager of the Madras Railway Company, to the Deputy Consulting Engineer for Railways in charge, dated Madras, 22nd March 1866, No 179

Adverting to your letter of the 14th instant, No. 167, I have the honor to submit the following observations* which have been communicated by the Traffic Manager :—

* No. 134, 22nd instant

“ The cotton traffic in this Presidency is at present on a much smaller scale than in Berar, and except as a matter of convenience or on sanitary grounds, the arrangements proposed to be made in Berar do not appear to be necessary at any of our stations

“ Last year, when our traffic was more than double that of any previous year, our difficulty was not in finding carriage for the cotton from stations in the interior to the port, but in getting rid of it at Madras, where our yard was frequently choked with cotton, and space could not be found to unload it so fast as it came in ; for this reason only, we were compelled to limit the dispatch from the interior.

*Proceedings of the Madras Government, Public Works Department,
7th June 1866.*

"In order to guard against bribery, so far as it is possible to do so in this country, all cotton is registered as it is brought into the village, and the ryot or owner of the cotton is furnished with a numbered ticket. We compel each owner to wait his turn, and do not allow the consignment to be brought inside the station until we are prepared to load and dispatch it."

From the Collector of Cuddapah, to the Acting Consulting Engineer for Railways, Madras, dated Muddenpally, 14th May 1866, No. 378.

* 23rd March 1865, No. 147; the original Encl. sures (two) are returned

† Dated 21st October 1865, No. 39, to the Chief Secretary to Government, in Government Proceedings dated 21st November 1865, Public Works Department.

1. With reference to Major Prendergast's letter* as per margin, I have the honor to call your attention to a letter† of my *locum tenens*, Mr. Cockerell, during my absence on leave, by which you will see there was a fast accumulation of cotton at Cuddapah.

2. You will also observe by certain proceedings of my Head Assistant, Mr. Roberts,‡ that there was during this time of pressure to get off the cotton not a responsible man for weighing the cotton, and therefore no regularity for its despatch, and I have reason to believe there was great fraud committed in giving preference to certain merchants; in fact, there was no responsible Agent at Cuddapah, and the person who did weigh might have charged what he liked for weighing.

3. Such a proceeding when cotton valued at half a million sterling was being sent down needs no comment from me.

4. Since, however, I returned I have been frequently to the Railway, and I have heard of no complaints.

From the Acting Head Assistant Collector of Cuddapah, to the Collector of Cuddapah, dated Wontimittah, 7th April 1866, No. 19.

1. In reply to your letter No. 252, dated 3rd April 1866, requesting me to send my decision or to give my opinion on the charge brought by Mr. Gifford, the Station Master at Cuddapah, against one Kodandarama Naidu; I have the honor to state that after taking the evidence of the two witnesses produced by Mr. Gifford, it seemed to me that there was no case made out against the prisoner.

2. However, I think it would have tended to make the matter plain if I had summoned the coolies who were accustomed to work under the orders of the prisoner in weighing the cotton, and ascertained from them the way in which they were paid, and the relation in which they stood to the prisoner and to the Railway Company. But a day or two afterwards I went to Pullampett Talook, where I staid for a week or more, and on returning, as nothing more was said about the case, it appeared to me that there was no necessity for magisterial interference.

3. It was very difficult to ascertain in what relation the prisoner stood to the Railway Company. He was paid nothing by them, but they allowed him to weigh cotton. The prisoner says, he was employed by the merchants, and they paid him for each bale he weighed.

4. When I found that some merchants employed their own coolies to put the cotton on the scales, and some employed coolies who regularly attended at the station, and as the whole coolie hire was often paid to one of the coolies, and not to each separately, the enquiry became more complicated, and it was not easy to say whether the prisoner should be regarded as a coolie or as a Railway official. He could hardly be regarded as a Railway official when he received no pay, but I was informed that he was allowed to act at the weighing machine on probation, with promise of a permanent situation if he conducted himself properly. I do not know who appointed him in this capacity, but to appoint a volunteer to the responsible office of weighing cotton was of course highly objectionable.

*Proceedings of the Madras Government, Public Works Department,
7th June 1866.*

5. Even if the prisoner had received money unlawfully, he could not be charged with bribery, as he was not a public servant, and as his relation to the Railway Company was so undefined he could scarcely be charged with breach of trust to them. As regards the merchants, there was nothing to prove that he extorted the money, and that they did not give it willingly, or to show that there were not ample means of redress if they only applied to Mr. Fleeming, or any of the higher Railway officials at the station.

6. Then again, the bales of cotton were placed in no certain order. It could not be known which arrived first, and which last. If the bales had been sent to the prisoner in regular order he could easily have weighed them, but I certainly think he was entitled to some pay for his trouble. Each bale should have been marked when it was brought into the station, and weighed as its turn came round. No such mark was made, and it was impossible for the prisoner to know whether he was weighing bale out of their order or not.

7. As regards the five rupees found in prisoner's pocket, he says the money was forced upon him; the Agent, Cossim Saib, alleges that the prisoner said he would not weigh the cotton if he was not paid something for doing so. The question remains, had he a right to use such words, supposing that he did use them. Was he a coolie or a Railway official, or what office did he hold, and on what understanding? I was in doubt about this at the time; the evidence was not sufficiently explicit; I had no time then to call up further evidence as I was going into the Taluq, and so I allowed the prisoner to depart without taking security from him. On further consideration I could not satisfy myself that I had a right to re-open the case. I could not satisfy myself that I ought to use my endeavours to get evidence in the case if it was not produced before me by the Railway officials or the merchants, and the matter dropped.

8. I hoped that another case would be preferred out of the many similar ones that must have happened; but as the five rupees was, in this instance, given to the prisoner on purpose to entrap him, I was extremely doubtful as to the way in which it was given to him, and as to whether it was not thrust upon him rather than extorted by him. He could not commit bribery, and it was extremely doubtful whether he committed extortion. As regards breach of trust, his relations to the Company were of so obscure a nature as to prohibit a determination of the question.

No. 130.

ORDER THEREON, 7th June 1866, No. 1,791.

RAILWAY, No. 15.

1. These papers will be forwarded to the Government of India, with reference to their Circular letter dated 14th February 1866, No. 2.

2. The Consulting Engineer will communicate the report of the Collector of Cuddapah to the Agent of the Madras Railway Company, with a view to his attention being drawn to the necessity of cotton intended for transport being weighed and despatched to its destination under responsible agency.

(True Extract.)

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

To the Consulting Engineer for Railways.

Etd. S. T. Augustin.

No. 1,792.

No. 137.

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,
PUBLIC WORKS DEPARTMENT.

SIR,

RAILWAY, No. 16.

Procs. 7th June 1866, Nos. 129, 130

1. With reference to your letter of the 14th February 1866, No. 2, I am directed to forward herewith a letter from the Consulting Engineer for Railways giving cover to certain correspondence relating to the question of bribery in connection with the transport of cotton by rail.

2. On the opening of the North-West Line to Cuddapah there was a large quantity of cotton at that station awaiting transport to the coast, and some delay occurred in removing it, not from the want of means of transport, but in consequence of the want of room for storing it in the yard of the terminal station at Madras till it could be removed by the consignees, who seem not to have possessed the means of clearing it away as rapidly as it was brought down. No complaints, however, of priority of carriage being given to favored parties appear to have been preferred against any of the servants of the Railway Company employed in receiving and despatching cotton, but from the circumstance of a person, who was irregularly employed in weighing and packing cotton at Cuddapah, having been inveigled into receiving a consideration of 5 Rupees, it is feared that to some extent the opportunity of acquiring illicit gain by obtaining for individuals preference of carriage was not altogether neglected, although the evidence, as reported by the Officer who investigated the case, did not bring the matter home. Measures, however, seem to have been taken to check any abuse of this kind, and it is believed that no inconvenience is now experienced by the merchants. The question of entrusting to responsible agency the duty of weighing and despatching cotton is nevertheless of such importance that the attention of the Railway authorities has been drawn to the matter, and the Government are satisfied that proper measures will be taken to secure to all exporters of cotton fair and equal terms in respect of priority of transport, without introducing into this Presidency the arrangements which it has been found necessary to adopt in Berar.

I have the honor to be,

Sir,

Your most obedient servant,

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

Exd. S. T. Augustin.

Railway Department.

CONSULTING ENGINEER'S OFFICE,

No. 223.

From

Major J. A. M. Shaw Stewart R.E.
acting Consulting Engineer for Railways,

To

Colonel L. A. Orr R.E.
Secretary to Government,
Public Works Department,
Fort Saint George.

SIR,

With reference to the Order of Government dated the 12th March last, 1871, which was received during my absence from Madras on a tour of inspection of the North West Line of Railway, I have the honor to forward for the information of Government the papers noted in the margin, containing the views of the Railway Authorities and of the Collector of Coimbatore regarding the transit of Cotton by rail, and the measures which were taken to guard, as far as was possible, against corruption on the part of the Railway Station Servants.

From Agent Manager M. R. Co.
1879 dated 22 March 1871 -
From Collector of Coimbatore,
dated 14 May 1871 to 1878 with
1 Enclosure -

Pure

2

There was no information in this Office regarding any difficulty which Merchants might have experienced in the transit of Cotton by rail, beyond the Report from the Acting Collector of Cuddapah, embodied in the Proceedings of Government dated the 21 November 1865, No 3510.

3

The circumstances detailed in the letter from the Acting Head Assistant to the Collector of Cuddapah were never brought to the notice of this Department. It will be seen, however, from Mr Smith's letter to my office that altho' he had visited the place, way frequently he has heard of no complaints.

4

It does not appear to me that any further arrangements, beyond those specified in Clause 4 of the Agent's Manager's letter, are necessary at present. During the next Cotton Season, every opportunity will be taken to watch the manner in which the Cotton is removed from the town of Cuddapah, and other depôts on the North West Line, and should any measures be found to be necessary for the punctual transmission, and correct weighing by some

9.

responsible Servant of the Railway Company, of the bales brought to the Station, they will be brought to the notice of Government.

I have the honor to be,

Sr,

Your Most Obedt Servant

Wm Stewart Mayor RS

Acting Consulting Engineer for Railways

Madras
21 May
1866

Public Works Dept

1791
No 1791

Proceedings of the Madras Government

Under date the 7th June 1866

Read the following

From the Acting Consulting
Engineer for Railways.

Here enter 21st May 1866
No 223

These papers will be for-
warded to the Government
of India with reference to
their Circular letter dated
11th Feb. 1865, No 2.

The Consulting En-
gineer will communicate
the report of the Collector
of Cuddalore to the Agents
of the Madras Railway Company
with a view to his attention
being drawn to the necessity
of Cotton intended for
transport being weighed
and despatched to its

Recd. Madras 15 May 1866
No. 223

For Madras

Railway Department

From

The Consulting Engineer

for Railways,

To

The Secretary to Government

Public Works Department,

Fort Saint George,

Dated

21st

May

1866.

Received 23rd

No. 223

Subscribed 3.

Forwarding for the inform

ation of Government, certain

papers, regarding the subject

mentioned in f. & m. 221,

dated 12th March 1866.

C. 206 May 1866 (A) 13 June

21/5/66

21/5/66
21/5/66

My dear Sir

destination under responsible
agency.

Very truly
yours

W. A. B.

...

...

To
3 The Cong Engrs for Railway
With 3 Encls

Sept 8th June 14

P.W. 1866 (Depot
Pro: of Coat for June)

(A/1791)
Pro: of the Major Coat
of June 1866

Keeping orders on certain
correspondence relation to the
cases adopted in this Presidency
to guard against attempts of
bribery in connection with the
transit of cotton by rail.

A/29.130

c-305 May 1866 Oa. 10 June

17/2

1792

To

The Secretary to the
Government of India

Sir,

Enclosed
G.O. 8-2410 dated 21st Nov 1866
1792
G.O. 11-11-1866
in C.O. 2142

Wm

With reference to your
letter of the 11th February 1866,
i.e., I am directed to for-
ward herewith a letter from
the Consulting Engineer for
Railways giving cover to
certain correspondence relating
to the question of bribery
in connection with the
transport of cotton by rail.

On the opening of
the North West line to
Cuddalore there was a large
quantity of cotton at that
station awaiting transport.

to the Coast, and some delay
occurred in removing it,
not from the want of means
of transport, but in con-
sequence of the want of room
for storing it in the yard
of the terminal station at
Madras till it could be
removed by the Consignees,
who seem not to have
proposed the means of clearing
it away as rapidly as it
was brought down. The com-
plaints, however, of priority
of Carriage being given to
favoured parties appear to
have been preferred against
any of the servants of the
Railway Company employed
in receiving and despatching
Cotton, but from the circum-
stances of a person, who

and such
as to be
of the
nature
of the
case

? General

March 2. 1871

was irregularly employed in
weighing & packing Cotton
at Cuddalore, having been
inweighed into receiving
a consideration of 5 Rs.
it is feared that to some
extent the opportunity of
acquiring illicit gain by
obtaining for individuals
preference of Carriage was
not altogether neglected,
although the evidence, as
reported by the Officer who
investigated the case, did
not bring the matter home.
Measures, however, seem to have
been taken to check any
abuse of this kind, and
it is believed that no in-
convenience is now ex-
perienced by the merchants.
The question of entrusting
to responsible agency the
duty of weighing and

1.

Despatching Cotton is nevertheless
of such importance that
the attention of the Railway
authorities has been drawn
to the matter, and the Govt
are satisfied that proper
measures will be taken to
secure to all exporters of
Cotton fair and equal terms
in respect of priority of
transport, without intro-
ducing into the Presidency
the arrangements which
it has been found necessary
to adopt in Berar.

2

For St George
7th June/66

[Signature]

Recd with G.O. No 8510/65-11798/66
8th June

A-121

P.W. Webb. Depts
Pro: of Cont for Secur.

No 1492
Pro: of the Marine Cont.
L/4th Secur/88

The Government of
India furnished with the above
orders viz-

No 131.