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(2) Date of repair _____

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MADRAS RECORD OFFICE.

Government of Madras.

Public works DEPARTMENT.

G.O. No. 2719	Press
619-620	Min.
Dated 28 — 8	1866.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
28th August 1866.*

No. 619. Read the following Despatch from the Right Honorable the Secretary of State for India, (Railway), to His Excellency the Right Honorable the Governor in Council, Fort Saint George, dated India Office, London, 16th July 1866, No. 7 :—

1. I have received your Excellency's Despatch in the Public Works Department, No. 19, of the 11th April last, relative to the proposed removal to a new situation of the Terminal Station of the Madras Railway.

2. Herewith is transmitted a copy of a correspondence on the subject with the Directors of the Railway Company, to whom, as you will observe, it was intimated that no arrangement involving an encroachment on the People's Park would be sanctioned. In reply, the Directors, while regretting this restriction, express their readiness to accept the alternative site proposed by your Government on the east side of Cochran's Canal, and to the north of the General Hospital. If your Government still maintain the opinion that a change of site is required, the question may be considered as settled.

3. I request that the subscribers to the memorial, which accompanied your Despatch, may be informed of the course which has been resolved upon.

4. In designing the buildings at the new Terminus, care should be taken not to provide accommodation for any part of the establishment that may already be sufficiently and suitably accommodated at Royapooram.

ENCLOSURES.

No. 1.

India Office,
21st June 1866.

Sir,

I am directed by the Secretary of State for India to transmit, for the information of the Directors of the Madras Railway Company, copies of papers received from the Government of Madras, relative to the proposed removal of the passenger station to a more central position. Two sites have been suggested, one at the south-east corner of the People's Park, the other on the east side of the Canal, opposite the General Hospital; and the Government recommend the adoption of the latter. Lord de Grey requests to be furnished, at an early period, with the opinion of the Directors on the subject, but he desires me to add, that he cannot consent to any arrangement involving an encroachment upon the People's Park.

I am, &c.,
(Signed) J. STANSFELD.

J. Byrne, Esq.

No. 2.

Madras Railway Company,
33, New Broad Street, London, E. C.,
26th June 1866.

No. 1,996.

Sir,

In submitting for the sanction of the Right Honorable the Secretary of State for India in Council the letter, as per margin,* of which copies are enclosed, which the Board of Directors propose to address to the Agent and Manager of the Company at Madras, I am directed to acknowledge the receipt of your letter of the 21st instant, transmitting copies of papers received from the Government of Madras, relative to the proposed removal of the passenger station to a more central position.

* No. 379.

*Proceedings of the Madras Government, Public Works Department,
23th August 1866.*

In paragraph 12 of the enclosed letter to their Agent and Manager, the Board, while expressing regret that the objections to the appropriation of a portion of the People's Park for the above-named purpose had been found insuperable, approve of the adoption, as the only alternative, of the site east of Cochrane's Canal and to the north of the General Hospital, which, however, will involve, it is stated, an additional expense to the Company of Rupees 56,000.

I beg to return herewith the papers forwarded with your letter.

I am, &c.,
(Signed) JULIAN BYRNE,
Secretary.

The Under Secretary of State for India.

Enclosure to No. 2.

No. 379.

SIR,

Madras Railway Company,
33, New Broad Street, London,
22nd June 1866.

I am directed by the Board to acknowledge the receipt of your letters, Nos. 687 to 690, with their enclosures, Indents Nos. 253 to 255, South-West Line, and No. 100, North-West Line, and Bills of Exchange for 76*l.* 5*s.*, 49*l.* 7*s.* 4*d.*, and 10*l.*, in re-payment of advances made by the Board on account of the servants mentioned by you, which have been realized.

2. We have arranged to make the following payments on account of Mr. G. F. Hill, 4th Class Assistant Engineer,—8*l.* 6*s.* 8*d.* monthly to Mr. Smith, commencing 4th proximo, and 5*l.* annually to the European Assurance Society, commencing 1st June 1867.

3. As requested in paragraph 28 of your letter, No. 687, a payment of 4*l.* per month will be made here on account of Boiler Smith John Fisher. The first payment took place on the 4th instant.

4. With reference to paragraph 2 of your No. 681, the security of Mr. W. R. Robinson, 1st Class Engineer, has been increased to 1,000*l.* A payment of 7*l.* 12*s.* 6*d.* has been made to the European Assurance Society for difference of premium and stamp on his new Policy. Future payments of 10*l.* will be made on his account annually, commencing the 1st May 1867.

5. The Board have appointed Messrs. George Knox Outram, Edward Waller Stoney, and Thomas Dawes Paterson 4th Class Assistant Engineers, on the usual terms and conditions. Mr. Outram proceeds to join by the Steamer of the 4th, and Messrs. Stoney and Paterson by that of the 20th proximo.

6. We note that Fireman T. Pattison has been allowed, on the suggestion of the Locomotive Superintendent, to resign the service, finding his own passage Home.

7. The Board learn, with much satisfaction, from your letter, No. 689, that the miscreants who placed obstructions on the line, which threw the train off near Mullapooram in February last, had been apprehended and committed for trial at the Sessions, where it is hoped an adequate sentence for such a crime awaits them.

8. I am desired by the Board to forward to you the accompanying copy of a letter, dated the 25th April last, to their address from the Bishop and Archdeacon of Madras, with its enclosure, being an appeal to the shareholders of the Company for subscriptions, in order to remedy the spiritually desitute condition in which the Europeans and East Indians in our service are said to be placed.

9. The number of these persons, you will observe, is stated in this appeal to be 839, of whom 165 are stationed at Madras, and 674 at other stations on the lines. These numbers differ so materially from those given in your latest returns, that, before taking any action in the matter, the Board think it proper to call your attention to the discrepancy, and to request that you will, with as little delay as possible, ascertain and report what the exact number of the Europeans and East Indians at present are, showing the numbers of each class at the several

*Proceedings of the Madras Government, Public Works Department,
28th August 1866.*

stations, under their different religious denominations, in order that the Board may be better able to judge of the extent to which those servants are likely to benefit by the ministrations of clergymen of the Church of England.

10. Under the explanation given in your Nos. 673 and 685, the Board approve of the transfer you have authorized of Rupees 10,000 from the Insurance Fund for buildings, to that for goods, as a temporary measure. The comparative infrequency of late loss of goods on the lines by fire, owing, we believe, greatly to the improvements made by Mr. Wright in the engine spark catchers, leads the Board to hope that the Goods Insurance Fund will hereafter prove sufficient to meet the claims upon it.

11. Your acceptance, with the sanction of Government, of Runganatham Moodeliar's contract for the masonry works of the Tongabudra Bridge, is approved, as reported in your letters Nos. 681 and 685, and the Board will be glad to learn that this Native contractor has executed the work satisfactorily.

12. With reference to the proceedings and order of Government on the question of the site for a central terminus at Madras copy of which was forwarded with your Nos. 685, the Board regretted to learn that the objections to the appropriation for this purpose of a portion of the People's Park, which the Committee recommend, had been found insuperable, and that another site, in some respects less advantageous, and entailing more outlay, is the only alternative. As, however, the necessity of a new and Central Terminus seems to be recognized by all parties, and the site in question appears to be the best that can be had, the Board are prepared to adopt the suggestion of the Government, and approve of the steps you have taken to have the ground for the new station surveyed and secured without delay. The Chief Engineer, profiting by our past experience, will take care to secure ample space for future requirements, which, in the situation now chosen, can be more easily obtained, we presume, than it might have been in a corner of the People's Park.

13. The reports from our Officers, received with your No. 685, on the comparative advantages of iron and wooden sleepers, and the superiority of the iron way, are highly satisfactory, confirmed as they are by the experience of each successive half-year's working of the lines of Railway.

14. The Board approve of the purchase of a stock of teak timber, reported in the same letter to be sanctioned by Government, as ensuring a supply of well seasoned wood for our workshops, and rendering you less dependent on the local market.

15. The Board regret to learn, by your No. 683, that the representations on the subject of duties levied on weighing machines and on Railway materials, which, in pursuance of their instructions, you had made to Government, proved unsuccessful. The Madras Government, it is observed, point out to you in their reply, that the Act on which our representations were based had been since repealed, and that the duties were levied under subsequent Acts. It would have been well to accompany your observations on this subject to the Board with some explanation as to the provisions of these Acts, and the actual state of the duties under them, on which we have no information before us.

16. The Board have read with much pleasure the Order of Government referred to in paragraph 10 of your No. 687, and the favorable report contained in it from the Consulting Engineer on the works and condition of the North-West Line, which he had recently inspected. The high opinion expressed by Major Shaw Stewart of the quality of the work generally, and the masonry in particular, is gratifying to the Board and creditable to their Engineers. They are glad to have at the same time your testimony also, after personal inspection, to the satisfactory progress of the works and the stability of their construction.

17. The promotion of Messrs. Wall and West from the 4th to the 3rd class of Assistant Engineers, of which the approval of Government is communicated in paragraph 9 of your No. 687, is sanctioned by the Board, from the dates specified in your application. The services and qualifications of these two young Officers have, in the Board's opinion, fairly entitled them to this promotion.

*Proceedings of the Madras Government, Public Works Department,
28th August 1866.*

18. The increase of Boiler Smith W. N. Fisher's salary from 4*l.* to 5*l.* per week, recommended in paragraph 12 of the same letter, is sanctioned under the circumstances stated.

19. In the following paragraph you report the approval of Government to your recommending to the Board the appointment of Mr. F. Church, at present Chief Accountant, to be Chief Auditor under the new audit arrangements, and of Mr. A. K. Thompson to be Chief Accountant, upon salaries of 1,000*l.* and 650*l.* per annum respectively. The Board approve of the appointment as proposed of these two gentlemen, who have so efficiently filled their previous offices.

20. The accounts received of the working of the new system of audit are quite satisfactory, and we are glad to receive the first of the certified monthly transcripts of our journals, and summaries of accounts with your letter No. 689.

21. Under the circumstances stated, the Board approve of the transfer reported in paragraph 26 of your No. 689, of George Webb, Covenanted Carriage Foreman in the Locomotive Department, Beypore, to the Chief Engineer's Department, upon a salary of Rupees 300 per mensem, to take effect from the 1st ultimo.

22. The Board have lately been in communication with Mr. Dixon, owner of the "Cicero," in reference to the discharge of that vessel, and to the claim preferred by him for a remission of the amount charged for the conveyance by rail from Madras to Beypore of the undelivered cargo, and for reimbursement of the sum paid for insurance and other expenses connected therewith.

23. Referring to the opinion expressed in letter No. 362, of the 28th June last, that the inability of the ship to discharge the whole of her cargo at Beypore was attributable to her delay in sailing from this country, and to the early setting in of the monsoon of that year, the Board, after a careful consideration of the additional evidence that has since been laid before them, cannot disguise from themselves the fact that had the ship been more fully supplied at Beypore with rafts from the first and during the whole time she lay discharging there, the balance of cargo left in her to be taken round to Madras would have been considerably less than it was.

24. Under all the circumstances of the case, and with a view to a satisfactory settlement of the matter, the Board have deemed it expedient to agree to divide equally with Mr. Dixon the loss incurred by the ship; and I am now directed to convey to you authority for refunding to his agents, after satisfying yourself as to the correctness of the amount, one half of the sum disbursed by them for carriage by rail to Beypore, and for insurance, which, according to the statement of Mr. Dixon, as under, would amount to Rupees 4,162-14-2 :-

Paid for conveyance of bridge materials, per Bills 213 and 222	RS.	A.	P.
Paid for insurance, stamps, &c.	7,248	1	4
... ..	1,077	11	0
Rupees...	8,325	12	4

25. Before quitting the subject, however, I am directed to advert strongly to the fact that notwithstanding the ample notice that was given of the ship's departure from this country, of the nature of her cargo, and of the necessity for having every preparation made for her discharge with all possible despatch, it appears according to Mr. Carter's letter of the 18th May 1865, that no rafts were ready until six days after the arrival of the vessel, and then only one. To this neglect and delay, for which no sufficient reason is given, the Board must attribute much of the difficulty and the loss incurred in the settlement of this affair.

26. In reply to a letter from the Secretary of State, transmitting copy of a circular Resolution issued by the Government of India to the several local Governments, in view to eliciting an expression of opinion as to apportioning general charges between Capital and Revenue, and requesting to be furnished with any observations the Directors might wish to make on the subject, the Board have stated their concurrence in the opinion expressed by their Agent and Manager and Accountant at Madras, that the system which was adopted upon the suggestion of the

*Proceedings of the Madras Government, Public Works Department,
28th August 1866.*

Secretary of State in Council, and has been followed by this Company for the last six years, of apportioning such charges between Capital and Revenue according to the total amount of expenditure in the half year on each account, is fair in principle and simple in its application, and that they consider it would be inexpedient to make any alteration in the present arrangement. You alluded to this subject in paragraph 13 of No. 683.

I am, &c.,

(Signed) JULIAN BYRNE,
Secretary.

To the Agent and Manager, Madras Railway, Madras.

No. 3.

India Office,
3rd July 1866.

SIR,

I am directed by the Secretary of State for India to acknowledge receipt of your letter of the 26th ultimo, No. 1,996, and to acquaint you in reply that the proposed letter, No. 379, to the Agent, therewith submitted (the 12th paragraph of which relates to the contemplated removal of the passenger station at Madras), may be forwarded.

I am, &c.,

(Signed) J. STANSFELD.

J. Byrne, Esq.

No. 620. ORDER THEREON, 28th August 1866, No. 2,719.

RAILWAY, No. 59.

No. 1,063, dated 7th April 1866.

" 1,628,	" 22nd May	"
" 2,024,	" 27th June	"
" 2,118,	" 5th July	"

1. Communicated to the Consulting Engineer for Railways with reference to the Orders marginally noted.

2. Major Shaw Stewart will obtain, and submit in due course, the requisite Plans and Estimates for the proposed new Terminal Station.

3. A copy of paragraphs 2 and 3 of the Despatch above read will be furnished to Mr. Coleman with reference to his letter, dated the 20th March 1866.

(True Extract.)

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

To the Consulting Engineer for Railways.

To J. G. Coleman, Esq., with paragraphs 2 and 3 of Despatch and paragraph 3 of the Order.

Exd. T. O'Connor.

Railway

Public Works Department
No. 2719

Proceedings of the Madras Government

Under date the 28th Aug/66

Read the following

Despatch from the Rt. Honble

The Secy of State for India (N.E. No. 12 dated 15th July 1866)

Communicated to
the Consulting Engineer
for Railways with re-
ference to the order
marginally noted.

No. 1063 7th April 1866.
" 1628 " 22nd May - "
" 2024 " 27th June - "
" 2118 " 5th July - "

2. Major Shaw Stewart
will obtain and submit
in due course the requisite
plans and estimates for
the proposed new terminal
station.

A copy of para
2 and 3 of the Despatch

Despatch above recd
will be furnished to
Mr Coleman with re
ference to his letter
dated the 20th March 1866.

Enclosed I
enclose 3 copies of
a letter printed off
which all of which

of which, I have
sent one copy to

Director General of the
Railways.

of which I have sent one

to the Secretary of the

of which I have sent one

to the Secretary of the

of which I have sent one

to the Secretary of the

The Comptroller for
Railways.

J. L. Coleman Esq.

with parcels 2 & 3

Despatch & para 3 of the letter

13

Desp 29th Augth

C. W. B. D. 24/9

Pro. of Govt. for Nagar

N. 24/9.

Pro. of the Madras Govt

D. 28th August 186.

Passing orders on a
Despatch from the Secretary
of State relative to the receipt-
ance by the Directors of the
Railway Company of the title
proposed for terminal station
of the Madras Railway in the
east side of Cochrane's Canal
V.C.

A. 619. 620.