

(1) Number of pages 30(2) Date of repair 7-3-4

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

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

|                  |               |
|------------------|---------------|
| G.O. No. / 103 / | Press<br>Mis. |
| 249-220          |               |
| Dated 13-4-1870  |               |

**Not to be folded or roughly handled**

11

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*Proceedings of the Madras Government, Public Works Department,  
13th April 1870.*

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No. 219. Read the following letter from the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 12th March 1870, No. 100.—

I HAVE the honour to request that you will be so good as to lay before the Government the accompanying letter\*

\* No 134, dated 10th March 1870.

from the Agent of the Madras Railway, giving cover to a copy of his London Board's letter No. 447, on the subject of the recent establishment of a night service of trains on the North-West Line.

2. It will be seen that the Board do not attempt to dispute the right of the Government under the contract with the Company to order such trains to be run as they may deem proper. The ground taken by the Board is that the night trains, which since the 1st November 1869 have been run on the North-West Line, were ordered by the Government solely to meet the requirements of the Post Office; and that, in the event of any loss being incurred by running these night trains, the Government should bear the same, in accordance with the views expressed in the despatch from the Government of India† dated the 4th August 1868.

† Vide G. O., No. 2,778, 31st August 1868

3. The Board further remark that, although the night trains on the North-West Line are required only for the convenience of the Post Office, another reason was towards the close of the correspondence brought forward by this office as rendering their provision necessary. The Board state that it was urged by me that the excessive heat experienced during the day between Arconum and Cuddapah rendered it imperative on the Government to demand, and on the Company to provide, such trains for the safe accommodation of travellers. The Board remark that the effect of this would be doubtless to relieve the Government from the obligation to pay for the night trains; but they quote the Secretary of State's despatch, dated the 9th August 1861‡, in which, with reference to the South-West Line, Sir Charles Wood gave his opinion that "unless it can be clearly shown that the night trains can be worked without loss, the proposition should not be pressed on the Railway authorities."

‡ Vide G. O., No. 660, 13th September 1861.

4. On these grounds the Board request that the matter may again be brought under the consideration of Government, expressing the hope that, in the event of a loss being incurred by running the night trains between Arconum and Cuddapah, the Government will bear the same "until at all events the through opening of the line to Bombay offers to the railway some chance of its being remunerative, or until some fresh arrangement of trains may become desirable."

5. This question has already, as the Government are aware, been discussed in the fullest detail; and every argument now brought forward by the Board has§  
Do " " 2,259, 10th July " been repeatedly urged by the Railway  
Do " " 3,138, 28th Sept. " authorities in this country. It seems, therefore, unnecessary to do more than to ask you to lay the correspondence before His Excellency in Council.

§ Vide G. O., No 952, 22nd March 1869.

6 I wish, however, to point out that the Board are mistaken in stating that the extreme heat experienced during the day between Arconum and Cuddapah was brought forward for the first time in the Proceedings of Government dated the 28th September 1869, as necessitating the provision of night trains between those places. A reference to my letter of the 28th May 1869 will show that the discomfort and even danger to which travellers were subjected by being forced to expose themselves to the intense heat during the day were then urged on behalf of the public as giving them a right to expect that the Railway Company would afford them opportunities of travelling by night. It is hardly necessary to state here that the want of night trains on the North-West Line has been repeatedly pressed by travellers on my attention ever since I have had the honour of being officially connected with the Railways in this Presidency, but, until the line had been opened as far as Ghooty, it did not seem to me that the time had come to bring the subject before Government. I was indeed anxious to postpone it as long as possible.

7 The opinion contained in Sir Charles Wood's despatch of the 9th August 1861, to which the Board draw attention, was expressed under conditions differing greatly from those which affect the question now at issue. The South-West Line of the Madras Railway was at that time open only as far as Salem, and as the proposal to run a night train between Madras and Salem was then urged only for the convenience of the Post Office, it is not to be wondered at that the comparatively unimportant character of the mails over that portion of the line did not furnish a sufficient reason for pressing the proposal upon the Railway authorities. The question as to the desirability of running night trains on the North-West Line was brought forward recently under very different circumstances. All the correspondence between India and Europe passes now through Bombay, and the proposal to establish night trains from Madras towards Ghooty might perhaps have been allowed to rest on that ground alone, but when the exceptional nature of the country through which the line is carried, and the excessive degree of heat to which those who travel in the day trains are exposed, were also urged in support of the proposal, the provision of night trains seemed to become a necessity.

From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 10th March 1870, No. 134

I HAVE the honour to enclose, for the consideration of His Excellency the Governor in Council, copy of a communication, No. 447, dated the 4th ultimo, which I have received this morning from the Board on the subject of the establishment of a service of night trains on the North-West Line for postal purposes

2 You will observe that the Directors endorse the opinion I have throughout expressed that, as the night train between Arconum and Cuddapah is run specially for the Post Office—its earnings not being such as would, under ordinary circumstances, justify the Company in continuing it, the loss which is incurred thereby should, under the provisions of the despatch from the Government of India of the 4th August 1868, be borne by Government

3 I trust that, now the Government are in possession of the views of the Board upon the subject, the justice of the claim advanced by the Company will be recognized

From JULIAN BYRNE, Esq., Secretary, to the Agent and Manager of the Madras Railway Company, Madras, dated London, 4th February 1870, No. 447

THE Board have had under consideration the long and voluminous correspondence you have had with the Government Consulting Engineer on the subject of introducing a service of night trains on the North-West Line for postal purposes, issuing, as stated in your No. 865, in the establishment of such service between Arconum and Cuddapah by order of the Government from the 1st of November last. The measure was declared, we observe, in Government orders of the 10th July last, to be absolutely necessary to give the requisite accommodation to the Post Office, and, on your part, after showing that a night train was not required and could serve but little for the ordinary traffic of the railway, which the existing service sufficed for in every particular, and that the running of this extra train would entail considerable additional charge, you obeyed the orders conveyed to you, at the same time expressing your opinion that, under such circumstances and under the provisions of the despatch from the Government of India of the 4th August 1868, the cost of this extra train service should be borne by the Government

2 Towards the close of the correspondence, (Proceedings of Government, 28th September last,) it is to be observed, however, that the Consulting Engineer brought forward another reason than that which had been assigned by the Government for establishing the night train, and maintained that the nature of the country (meaning the heat of its climate) rendered a night service of trains on the North-West Line necessary, and that it was, therefore, imperative on the Government to demand, and on the Company to provide, such trains, under Clause 8 of the contract

3 The effect of this would be doubtless to relieve the Government from their obligation of paying for this extra train as necessary for postal accommodation, the ground on which it was originally demanded

4 The Board, of course, cannot pretend to dispute the right of the Government under the contract to order such trains to be run as it thinks proper, but it certainly does not appear to them that, but for the absolute requirements of the Post Office, the circumstances were such as would have induced the Government to order the train in question to be run. The Secretary of State, in a like case in his despatch of the 9th August 1861, in reference to the South-West Line, says, "unless it can be clearly shown that the night trains can be worked without loss, the proposition should not be pressed upon the Railway authorities".

5 It is to be presumed that this instruction would have been followed now had the traffic been the only consideration, more particularly under the late injunctions of the Government of India, to economize by the suppression of all unnecessary trains. This is certainly not shown to be a necessary train for traffic purposes at present, whatever it may come to be hereafter. Until the junction with the line from Bombay is effected, the Company can expect little more from it in the way of additional traffic than a few occasional passengers of a class, the first, of which it is a question whether their conveyance be a gain or a loss to the Railway

6 The Board would gladly hope that the result may be otherwise, but, in the event of a loss being incurred by running this night train between Arconum and Cuddapah, they are of opinion that, in accordance with the views expressed in the despatch of the Government of India above quoted, the Government should bear the same, until at all events the through opening of the line to Bombay offers to the railway some chance of its being remunerative, or until some fresh arrangement of trains may become desirable

7 You will be pleased to bring the question with these observations under the consideration of the Government, in the hope that the justice of the views set forth may be recognized and admitted

*Proceedings of the Madras Government, Public Works Department,  
13th April 1870.*

No. 220.

ORDER THEREON, 13th April 1870, No 1331.

RAILWAY, No. 27.

On a full consideration of all that is urged by the Railway Board of Directors in the letter which the Consulting Engineer submits regarding the establishment of a night service of trains on the North-West Line of the Madras Railway, the Government are of opinion that, as the arrangement was sanctioned not simply in the interests of the Postal service but with a view of affording the public the conveniences of travelling which they have a right to expect, the Company have not been called upon to do more than was contemplated by the terms of their contract.

(True Extract.)

Colonel, R.E.,  
Secretary to Government.

To the Consulting Engineer for Railways.

Ed. A. S. Rodgers.

*I think it would hardly be courteous  
merely to record the paper. I would  
rather have a reader affirming that as long  
in the interest of the P.O. but also for the  
convenience & protection of travellers it is  
necessary to maintain the high price, because  
the end of the 1st season when the receipts  
will undoubtedly be circulated for orders.  
to strongly felt.*

*As the subject has been  
fully discussed it is suggested that  
this paper be recorded.*

*Fal. St. George  
16 March 1870*

*Wm. A. M. Col. R.R.  
Secy to Govt P.W.D.*

Railway Department

Secy: Engrs' Office

No 100-

From,

Major J. H. Shaw Stewart I.C.E.  
Secy: Engrs for Railway

To

Colonel L. A. Orr. I.C.E.  
Secretary to Government  
Public Works Department  
Fort Saint George.

Sir,

I have the honor

to request that you will be so good  
as to lay before the Government

No 134 of 1871  
March 1871.

the accompanying letter from the  
Agent of the Madras Railway,  
giving even to a copy of his—  
London Board's letter No 447,  
on the subject of the recent  
establishment of a night service  
of

of trains on the North-West Line.

2 It will be seen that the Board do not attempt to dispute the right of the Government under the contract with the Company to order such trains to be run as they may deem proper. The ground taken by the Board is that the night trains, which since the 1<sup>st</sup> November 1869 have been run on the North-West Line, were ordered by the Government solely to meet the requirements of the Post Office; and that, in the event of any loss being incurred by running these night trains

Vide L.C. 22778.  
31 August 1868.

trains, the Government should bear the same, in accordance with the view expressed in the despatch from the Government of India dated the 4<sup>th</sup> August 1868.

3 The Board further remark that, although the night trains on the North-West Line are required only for the convenience of the Post Office, another reason was towards the close of the correspondence brought forward by this Office as rendering their provision necessary. The Board state that it was urged by me that the excessive heat experienced during

during the day between Aironium  
and Luddapah rendered it im-  
-perative on the Government to  
demand and on the Company  
to provide such trains for the  
safe accommodation of travellers.  
The Board remark that the  
effect of this would be doubt-  
-less to relieve the Government  
from the obligation to pay for  
the night trains; but they  
quote the Secretary of State's  
despatch\* dated the 9<sup>th</sup> August 1861, <sup>Vide L. B. 160</sup>  
in which, with reference to the <sup>13<sup>th</sup> September 1861</sup>  
South-West Line, Sir Charles Wood  
gave his opinion that "unless it  
can be clearly shown that the  
night

"night trains can be worked without  
"loss, the proposition should not  
"be pursued on the Railway -"  
"Authorities."

4. On these grounds the  
Board request that the matter  
may again be brought under the  
consideration of Government, ex-  
-pressing the hope that, in the  
event of a loss being incurred  
by running the night trains  
between Aironium and Luddapah  
the Government will bear the  
same, "until at all events the  
"through opening of the line to  
"Bombay" offers to the Railway some  
"chance of its being remunerative,"

or until some fresh arrangement  
of trains may become desirable."

5 This question has al-  
ready, as the Government are  
aware, been discussed in the fullest  
detail; and every argument now  
brought forward by the Board has  
been repeatedly urged by the  
Railway Authorities in this country.

Vide L.C. 952.  
22 March 1869.  
— 80 — 22 2259  
10<sup>th</sup> July 1869.  
— 80 — 31 38,  
28 September 1869.

It seems therefore unnecessary  
— to do more than to ask you  
to lay the correspondence before  
His Excellency in Council.

6 I wish however to  
point out that the Board are  
mistaken in stating that the  
extreme heat experienced during  
the

the day between Arrium and  
Luddapah was brought forward  
for the first time in the Proceed-  
ings of Government dated the 28<sup>th</sup>  
September 1869, as necessitating the  
provision of night trains between  
those places. A reference to my  
letter of the 28<sup>th</sup> May 1869 will  
show that the discomfort and even  
dangers to which travellers were  
subjected by being forced to  
expose themselves to the intense  
heat during the day were then  
urged on behalf of the public as  
giving them a right to expect that  
the Railway Company would afford  
them opportunities of travelling  
by

by night. It is hardly necessary to state here that the want of night trains on the North-West Line has been repeatedly pressed by travellers on my attention ever since I have had the honour of being officially connected with the Railway in the Presidency; but until the line had been opened as far as Ghooty it did not seem to me that the time had come to bring the subject before Government. I was indeed anxious to postpone it as long as possible.

7 The opinion contained in Sir Charles Wood's despatch of

of the 9<sup>th</sup> August 1861, to which the Board drew attention, was expressed under conditions differing greatly from those which affect the question now at issue. The South-West Line of the Madras Railway was at that time open only as far as Salem; and as the proposal to run a night train between Madras and Salem was then urged only for the convenience of the Post Office, it is not to be wondered at that the comparatively unimportant character of the mails over that portion of the line did not furnish a sufficient reason for pursuing the

the proposal upon the Railway Authorities. The question as to the desirability of running night trains on the North-West Line was brought forward recently under very different circumstances. All the correspondence between India and Europe passes now through Bombay; and the proposal to establish night trains from Madras towards Bombay might perhaps have been allowed to rest on that ground alone: but when the exceptional nature of the country through which the line is carried, and the excessive degree of heat to which those who travel in the day

day trains are expuzed, were  
also urged in support of the  
proposal, the provision of night  
trains seemed to become a  
necessity.

Moadrao  
12<sup>m</sup> e Moaxe  
1870

I have the honor to,  
Sir,

Output Most Relict Series

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Com: Cuz for Railway

No. 134

MADRAS RAILWAY.

AGENT AND MANAGERS' OFFICE

Madras, 10<sup>th</sup> March 1880.

From

R B Edwin Esq.,  
Agent and Manager of the M.R.B.

To

Major I Kell Shaw Stewart R.E.  
Consulting Engineer for Railways.

SIR,

I have the honor to enclose for the consideration of His Excellency the Governor in Council Copy of a Communication, No 447, dated the 4<sup>th</sup> ultimo, which I have received this morning from the Board on the subject of the establishment of a service of eight trains on the North West Line for postal purposes.

2 You will observe that the Directors endorse the opinion I have throughout expressed that as the eight train between Arcconum and Buddupah is run specially for the Post office - its earnings not being such as would, under ordinary circumstances, justify the Company in continuing it - the loss which is incurred thereby should under the provisions of the Despatch from the Government

Received by the Consulting Engineer for Railways

To the Secretary & Secy P.W. Dept

Dated 12<sup>th</sup> March 1880

Recd: 2 V

Subur office a letter from the Secy of the M.R.B. on the subject of the Recd. extra-shipment of 4 night service of trains on the North West Line. No 1031-13-4-1880. For order

C. 2105 March 1880 A. 24

No 219

839  
of India of the 4<sup>th</sup> August 1868,  
be borne by Government

3 I trust that now the Govern-  
ment are in possession of the views  
of the Board upon the subject, the  
justice of the claim advanced by  
the Company will be recognised

I have the honor to be,  
Sir,

Your most obedient servant

W. J. P. Smith

Agent and Manager

Madras Railway Company  
33 New Broad Street  
London, 4<sup>th</sup> February 1870.

N<sup>o</sup> 447

Sir,

The Board have had under consideration the long and voluminous Correspondence you have had with the Government Consulting Engineer on the subject of introducing a service of night trains on the North West Line for postal purposes; opening, as stated in your N<sup>o</sup> 865, in the establishment of such service between Arcotum and Cuddapah by order of the Government from the 1<sup>st</sup> of November last. The measure was declared, we observe, in Government orders of the 10<sup>th</sup> July last to be absolutely necessary to give the requisite accommodation to the Post Office, and; on your part, after showing that a night train was not required and could serve but little for the ordinary traffic of the railway, which the existing service sufficed for in every particular, and that the running of this extra train would entail considerable additional charge, you obeyed the order conveyed to you, at the same time expressing your opinion that under such circumstances and under the provisions of the despatch from the Government of India of the 4<sup>th</sup> August 1868, the cost of this extra train service should be borne by the Government.

2. Towards the close of the Correspondence Proceedings of Government 28 September last it is to be observed however that the Consulting Engineer brought forward another reason than that which had been assigned by the Government for establishing the night train, and maintained

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

1024/70.

Dated 10 March

1870

11. 134

Enclosure for the  
Consent of 28<sup>th</sup> the  
Board in regard copy  
also sent from the  
Board on the subject  
of the establishment  
of a service of night  
trains on the N. W. line  
for postal purposes.

maintained that the nature of the Country -  
/meaning the heat of its climate/ rendered a  
night service of trains on the North West Line  
necessary, and that it was therefore imperative  
on the Government to demand and on the Company  
to provide such trains, under Clause 8 of the  
Contract.

3. The effect of this would be doubtless  
to relieve the Government from their obligation  
of paying for this extra train as necessary for  
postal accommodation, the ground on which  
it was originally demanded.

4. The Board of course cannot pretend  
to dispute the right of the Government under  
the Contract to order such trains to be run  
as it thinks proper. But it certainly does not  
appear to them that but for the absolute  
requirements of the Post office the circumstances  
were such as would have induced the Govern-  
ment to order the train in question to be run.  
The Secretary of State in a like case in his  
Despatch of the 9<sup>th</sup> August 1861 in reference to  
the South West Line, says "unless it can  
be clearly shown that the night trains can  
be worked without loss the proposition should  
not be pressed upon the Railway Authorities."

5. It is to be presumed that this  
instruction would have been followed now  
had the traffic been the only consideration,  
more particularly under the late injunctions  
of the Government of India to economise by  
the suppression of all unnecessary trains.  
This is certainly not shown to be a necessary  
train for traffic purposes at present, whatever  
it

it may come to hereafter. Until the junction  
with the line from Bombay is effected, the  
Company can expect little more from it in the  
way of additional traffic than a few occasional  
passengers of a class, the 1<sup>st</sup>, of which it is a  
question whether their conveyance be a gain  
or a loss to the Railway.

6. The Board would gladly hope that  
the result may be otherwise, but in the event  
of a loss being incurred by running this night  
train between Arcot and Cuddalore they  
are of opinion that in accordance with the  
views expressed in the Despatch of the Govern-  
ment of India above quoted the Government  
should bear the same, until at all events the  
through opening of the line to Bombay offers  
to the Railway some chance of its being  
remunerative, or until some fresh arrangement  
of trains may become desirable.

7. You will be pleased to bring the  
question with these observations under the  
consideration of the Government in the hope  
that the justice of the views set forth may  
be recognised and admitted.

Yours, Sir,

Your obedient servant

[Signature] Julian Byrne  
Secretary

To The Agent & Manager  
Madras Railway  
Madras

True copy  
[Signature]  
Agent & Manager

P. W. Department  
No 1031

Proceedings of the Madras Government.

Under date the 13<sup>th</sup> April 1901.

Read the following

From The Consulting Engineer  
for Railways. H. C. No 100 of 12 March 1901.

On a full consideration of all that is urged by the Railway Board of Directors in the letter which the Consulting Engineer submits regarding the establishment of a night service of trains on the North West Line of the Madras Railway, the Government are of opinion that, as the arrangement was sanctioned not simply in the interests of the Postal Service, but with a view of affording the public the convenience of travelling

M. 1004/90

travelling which they have  
a right to expect, the Com-  
pany have not been called  
upon to do more than was  
contemplated by the terms  
of their contract.

W.B.

To Long Island Railways. ✓  
Recd 20/6/20-

No 1024  
Capt. of 1870: 11/12/13.

PUBLIC WORKS.

The Consulting Eng<sup>r</sup>.  
for Railways

Date

Recd

Vol 2

E. O. 13/11/13 No 1031

Nos 219-220

Trans (Ref) Copying, under the  
the letter from the Eng<sup>r</sup> regarding  
regarding the establishment  
of a night service of trains on  
the Marine street line.

(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. 1032   | Press<br>Mis. |
| 221-22          |               |
| Dated 13 4 1870 |               |

Not to be folded or roughly handled

10

*Proceedings of the Madras Government, Public Works Department,  
13th April 1870.*

No. 221. Read the following letter from Mr. W. MAYLOR, to the Secretary to Government, Public Works Department, dated Calicut, 2nd March 1870 —

With reference to the Contract for the construction of an Iron Screw Pile Pier at Calicut, I have the honour to inform you that the Barque *Augusta May* with the whole of the iron-work is expected here at the end of this month. Having already expended upwards of Rupees 27,000 in the purchase and shipment of this iron-work, (Bills of Lading and documents for which I now hold, and have submitted them to the Executive Engineer), I beg to request that you will sanction a further payment of Rupees 10,000 in three monthly instalments, to enable me to

- The timber will cost nearly Rupees 7,000 pay freight and charges, and to purchase the necessary timber\* and stones, so as to avoid any delay in the commencing of the work immediately on the ship's arrival.

2. I am aware that according to the strict interpretation of Clause 9 of the Articles of Contract, I am not entitled to this payment, but as it is necessary to make advances to Timber Merchants and Stone-cutters, I hope you will not object to my proposal. † I am inclined to think that it was never intended, at the interview I had with you in June last, to limit

† Which will enable me to purchase all the materials now required

the advances in the way it is now proposed, until the whole of the materials were purchased, but unfortunately I was not in the country when the agreement was executed, and had not the opportunity of drawing attention to this point.

3. Trusting you will comply with my request.

No. 222. ORDER THEREON, 13th April 1870, No. 1,032.

CIVIL WORKS, No. 23.

As the Bills of Lading and other documents relating to the shipment of the iron-work of the proposed Calicut Pier, referred to by Mr. Maylor as being in his possession, were inadvertently returned to Messrs. Parry & Co. with the Proceedings of Government, No. 698, of the 4th ultimo, it is necessary that they should be placed in the custody of an officer of Government before any further advance can be made to Mr. Maylor. There is no objection to the advance, and, on Mr. Maylor lodging the Bills of Lading and other documents in question with the Executive Officer in charge of the Calicut Range, His Excellency the Governor in Council authorizes the payment to Mr. Maylor of a sum of Rupees 10,000 in three equal monthly instalments from the amount provided for the work in the current year's Budget

2. Mr. Pringle will receive charge of the Bills of Lading and other papers above referred to on behalf of Government.

(True Extract)

(Signed) CHARLES A. ORR, Colonel, R. E.,

Secretary to Government.

To the Superintending Engineer, 7th Division.

To Mr. W. Maylor

To the Controller of Public Works Accounts.

Ed. E. C. Shunker.

Calicut 2<sup>nd</sup> March 1870

Colonel. C. A. Orr. R. E.  
Secretary to Government  
Public Works Department  
Madras

Sir, With reference to the Contract for the Construction of an Iron Screw Pile Pier at Calicut, I have the honor to inform you, that the Barque "Augusta May" with the whole of the Iron work, is expected here at the end of this month. Having already expended upwards of Rs. 27000 in the purchase and shipment of this Ironwork (Bills of Lading and Documents for which I now hold, and have submitted them to the Executive Engineer) I beg to request that you will sanction a further payment of Rs. 10000, in three monthly instalments, to enable me to pay Freight & Charges, and to purchase the necessary Timber & Stones, so as to avoid any delay in the Commencing of the work, immediately on the Ship's arrival.

I am aware that according to the strict interpretation of Clause 9 of the Articles of Contract, I am not entitled to this payment, but as it is necessary to make advances to Timber Merchants, and Stone Cutters, I hope you will not object to my proposal. I am

inclined to think that it was never intended,  
at the interview I had with you in June  
last, to limit the advances in the way  
it is now proposed, until the whole of the  
materials were purchased, but unfortunately  
I was not in the Country when the  
agreement was executed, and had  
not the opportunity of drawing attention  
to this point.

Trusting you will comply  
with my request.

I have the honor to be

Sir

Your most obedient servant

J. M. Maylor

No 124

Depositing  
a further advance  
of Rs 1000 to enable  
him to pay for  
timber, freight charges  
for materials for  
the new pier at  
Pier at Calicut  
No 1032-13 April 1870

At 2 March 1870  
At 6-12 April  
At 12

At 12 April

At 12 April

N.  
M.C.  
M.A.  
J.D.S.

No 1032

72

# Proceedings of the Madras Government.

Under date the 13<sup>th</sup> April 1870

Read the following.

From Mr W. Maylor — S. H. & dated 2<sup>nd</sup> April 1870

On the Bill of Lading and other documents relating to the shipment of the iron work of the proposed Calicut Pier, referred to by Mr Maylor as being in his possession, were inadvertently returned to Messrs. Parry & Co. with the Proceedings of Government No. 698 of the 4<sup>th</sup> ultimo, it is necessary that they should be placed in the custody of an Officer of Government before

any further advances  
can be made to Mr.  
Maylor. There is no  
objection to the advances,  
and, on Mr. Maylor  
lodging the Bills of  
Lading and other do-  
cuments in question  
with the Executive Officer  
in charge of the Calcutta  
Range, His Excellency  
the Governor in Council  
authorizes the payment  
to Mr. Maylor of a  
sum of Rs. 10,000 in  
three equal monthly  
instalments from the  
amount provided for  
the work in the  
Current

92  
Current year's Budget.

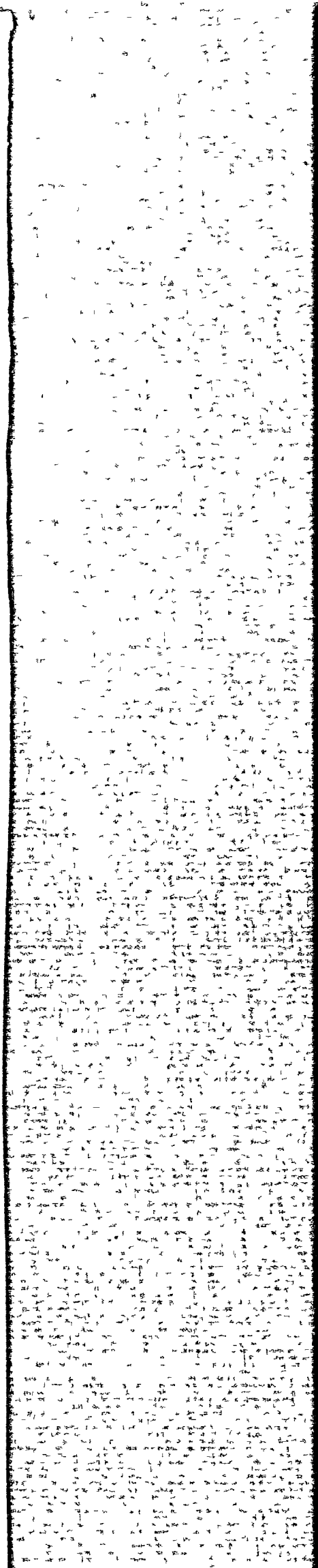
Mr. Pringle will  
receive charge of the  
Bills of Lading and  
other papers above referred  
to on behalf of Govern-  
ment.

*W. Pringle*

2  
To The S. Engr. <sup>tho</sup> Govt.  
Mr. Maylor  
Controller.

Mr. S. Engr. to Mr. 13/4/70.  
21/4/70.

6



Cue 1349  
Cdt. of 1870: 311212  
✓ PUBLIC WORKS.

To The Superintending Engr.  
y<sup>th</sup> Division

Watch

Recd

Ind. 2

G O 13 April 1870, No 1082

Nos. 221-222

San Cruz file pier at Calicut

Replying order on the letter  
from Mr. Maylor applying for  
a further advance of Rs 10000  
on account of the San Cruz file  
pier at Calicut in the Malabar  
Co.