

(1) Number of pages \_\_\_\_\_

(2) Date of repair \_\_\_\_\_

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

## MADRAS RECORD OFFICE.

**Government of Madras.**

*Public*

**DEPARTMENT.**

|           |         |        |
|-----------|---------|--------|
| G.O. No.  | 2498-99 | Press  |
| 246-11-72 |         | Mis.   |
| Dated     | 19. 10. | 18.10. |

**Not to be folded or roughly handled**

*Proceedings of the Madras Government, Public Works Department,  
19th October 1870.*

No. 270. Read the following letter from the Acting Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 12th October 1870, No. 401 —

WITH reference to the Order of Government, No. 2,135, dated 6th ultimo, I have the honour to submit letters, as per margin, from the Agents of the Madras Railway, No 521, 13th Sept 1870  
Great Southern, „ 3,763, 30th Sept 1870. Madras, the Great Southern of India,  
Carnatic Railway, „ 609, 5th Oct 1870 and the Carnatic Railway Companies, on

the subject of the transport of dutiable goods on Railways.

2. The Agents of the Madras and Great Southern of India Railways are of opinion, that the result of the measures proposed in the Memorandum and Draft Act would be to throw upon the Railway employes additional duties and responsibilities, which properly appertain to officers of the Customs Department. The Agent of the Madras Railway dwells strongly on the difficulty there would be in securing good men for the Company's service, when, in addition to efficiency as Railway servants, a knowledge of Custom House duties would also be required. Mr. Elwin considers that all that Railway Companies "can be reasonably asked" to do, is to notify to the chief Government official at the place of destination "that goods of a certain description have been received from another station" "crossing en-route the Customs cordon, and that such goods will be detained" "until the consignee can produce a pass from the said Government official. The responsibility of passing dutiable goods would then rest, and properly so in my opinion, with the officer of the Government, and not with the officer of the Railway."

Mr. Elwin further adds, that "beyond the consequences of a breach of one of the Company's regulations, a Railway servant should not be liable to any penalty for an omission to obtain a pass before delivery of goods liable to duty," and, if the above suggestions are adopted, asks to be informed of the points at which the Customs cordons are crossed by the Railway, and also of particulars of dutiable goods.

The Secretaries and Agents of the Carnatic Railway Company consider the arrangements, as proposed by the Government of India, to be practicable.

3. I am myself of opinion that, while there is a natural objection to additional duties being imposed on Railway servants, men of ordinary intelligence would not find any real difficulty in conforming with the few rules which it is proposed to lay down for their guidance.

4. The Agent of the Great Southern of India Railway asked me under what Act a Railway train is liable to confiscation when conveying contraband goods, as mentioned in paragraph 13 of the Memorandum. I referred to the Collector of Sea Customs at Madras; and, in informing me that this provision of the law is found in Act VI. of 1863, section 196, Mr. Hunter Blair suggests the addition in the proposed Draft Act, Section I., after the words "contains no dutiable," "contraband, prohibited, or restricted, goods," and so on through the other sections.

5. I have also heard of a point about which there appears to be some ambiguity. If any Railway train, or other conveyance carrying dutiable goods, is

*Proceedings of the Madras Government, Public Works Department,  
19th October 1870.*

liable to confiscation, according to the wording of the Act, is it contemplated that the whole train shall be detained, or only the waggons in which the goods are that have not paid duty? Thus, in a mixed train, is the engine to be stopped and passengers detained? And in a pure goods train are all the goods waggons to be kept back, or only those that may be suspected?

From the Agent and Manager of the Madras Railway Company, to the Acting Consulting Engineer for Railways, dated Madras, 13th September 1870, No 521.

IN acknowledging the receipt of Government Order, No 2,135, dated the 6th instant, having reference to the arrangements for the transport of dutiable goods by Railway, I have the honour the Traffic Manager, I am unable to do otherwise than protest most strongly against the measures which are proposed in the papers embodied in the above-named order. The result of those measures would, it appears to me, be to throw upon the subordinate employes of Railway Companies the duties and responsibilities which properly appertain to officers of the Customs Department, and, in the experience great difficulty in inducing men to continue in our service, for, on the one hand, it is proposed to make them liable to a penalty for neglecting to prevent dutiable goods being con-grounded of suspicion."

2 I think you will agree with me in thinking that, when a Railway Company has, probably after a lengthened training, obtained the services of a man who, as a Railway official, is a most efficient servant, it would be a gross injustice that the Company should be liable to be suddenly deprived of his services because he does not prove himself a good Custom House officer. On the other hand, if we are, at certain stations, to discard our officials and take into our employ men who are competent to discharge Custom House duties, it is probable that the requirements of the traffic will suffer, and, looking at the difficulty which we now experience in getting good men, I do not think it possible to obtain the services of a sufficient number possessing the double qualification.

3 I feel satisfied that, when the Government is reminded of the class of men which the Railway Companies in India have, as a rule, to train as Station Masters, it will be felt that I have not come to my conclusions without reasonable grounds.

4 I think that all that Railway Companies can be reasonably asked to do is to notify to the chief Government official, at the place of destination, that goods of a certain description have been received from another station crossing en-route the Customs cordon, and that such goods will be detained until the consignee can produce a pass from the said Government official. The responsibility of passing dutiable goods would then rest, and properly so in my opinion, with the officer of the Government, and not with the officer of the Railway.

5 I think, moreover, that beyond the consequences of a breach of one of the Company's Regulations, a Railway servant should not be liable to any penalty for an omission to obtain a pass before delivery of goods liable to duty.

6. In the event of my suggestion being adopted, it will be necessary that I should be informed of the points at which the Customs cordons are crossed by this Railway, and others connected with it, and also of particulars of dutiable goods.

From the Agent of the Great Southern of India Railway, to the Acting Consulting Engineer for Railways, dated Negapatam, 30th September 1870, No 3,763

IN reply to your request to communicate my views and suggestions on the point alluded to in G O, No 2,135, of the 6th instant, namely, the arrangements for the transport of dutiable goods on Railways, I have to state I consider the servants of Railway Companies have already sufficient

*Proceedings of the Madras Government, Public Works Department,  
19th October 1870*

responsibilities and work to perform without calling upon them to undertake the duties of Customs officers.

2 I have been in communication with the Agent of the Madras Railway Company hereon, and I fully concur with him in the views and suggestions he has expressed to you on this subject.

From the Secretaries and Agents of the Carnatic Railway Company, (Limited,) to the Acting Consulting Engineer for Railways, dated Madras, 5th October 1870, No 609

WITH reference to your office endorsement, No 232, of the 9th ultimo, regarding the subject of the arrangements for the transport of dutiable goods on Railways, we have the honour to state that we consider the rules therein proposed practicable, as they will in no way compromise our interests. When the extension to Cuddalore and the branch to Pondicherry are connected, we have no doubt that Government will find it expedient to establish a Custom office at the junction station which forms the boundary of the French Settlement.

No. 271. ORDER THEREON, 19th October 1870, No 2,498.

RAILWAY, No 28

ORDERED that these papers be forwarded to the Government of India.

(True Extract.)

Colonel, R.E.,

Secretary to Government.

To the Acting Consulting Engineer for Railways

Exd S T Augustin.

Govt. of {1870} Madras

PUBLIC WORKS.

To

THE ACTING CONSULTING ENGINEER

FOR RAILWAYS

Dated October, 19th

Recd.

Encl.

G. O., 19th October 1870, No 2,135.

OCTOBER

Nos. 270-271

*Dutiable Goods* — Passing orders on the letter from the Acting Consulting Engineer for Railways, submitting, with remarks, correspondence from the Agents of the Madras Railways on the subject of the transport of dutiable goods on Railways

Proceedings of the Madras Government, Public Works Department,  
19th October 1870.

No. 270. Read the following letter from the Acting Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 12th October 1870, No. 401.—

WITH reference to the Order of Government, No. 2,135, dated 6th ultimo, I have the honour to submit letters, as per margin, from the Agents of the Madras Railway, No 521, 13th Sept. 1870 Great Southern, ,, 3,763, 30th Sept 1870 Madras, the Great Southern of India, Carnatic Railway, ,, 609, 5th Oct 1870. and the Carnatic Railway Companies, on the subject of the transport of dutiable goods on Railways.

2. The Agents of the Madras and Great Southern of India Railways are of opinion, that the result of the measures proposed in the Memorandum and Draft Act would be to throw upon the Railway employes additional duties and responsibilities, which properly appertain to officers of the Customs Department. The Agent of the Madras Railway dwells strongly on the difficulty there would be in securing good men for the Company's service, when, in addition to efficiency as Railway servants, a knowledge of Custom House duties would also be required. Mr Elwin considers that all that Railway Companies "can be reasonably asked" to do, is to notify to the chief Government official at the place of destination "that goods of a certain description have been received from another station" "crossing en-route the Customs cordon, and that such goods will be detained" "until the consignee can produce a pass from the said Government official. The "responsibility of passing dutiable goods would then rest, and properly so in my "opinion, with the officer of the Government, and not with the officer of the "Railway."

Mr Elwin further adds, that "beyond the consequences of a breach of one "of the Company's regulations, a Railway servant should not be liable to any "penalty for an omission to obtain a pass before delivery of goods liable to duty," and, if the above suggestions are adopted, asks to be informed of the points at which the Customs cordons are crossed by the Railway, and also of particulars of dutiable goods.

The Secretaries and Agents of the Carnatic Railway Company consider the arrangements, as proposed by the Government of India, to be practicable.

3. I am myself of opinion that, while there is a natural objection to additional duties being imposed on Railway servants, men of ordinary intelligence would not find any real difficulty in conforming with the few rules which it is proposed to lay down for their guidance.

4. The Agent of the Great Southern of India Railway asked me under what Act a Railway train is liable to confiscation when conveying contraband goods, as mentioned in paragraph 13 of the Memorandum. I referred to the Collector of Sea Customs at Madras, and, in informing me that this provision of the law is found in Act VI. of 1863, section 196, Mr. Hunter Blair suggests the addition in the proposed Draft Act, Section I., after the words "contains no dutiable," "contraband, prohibited, or restricted, goods," and so on through the other sections.

5. I have also heard of a point about which there appears to be some ambiguity. If any Railway train, or other conveyance carrying dutiable goods, is

*Proceedings of the Madras Government, Public Works Department,  
19th October 1870.*

liable to confiscation, according to the wording of the Act, is it contemplated that the whole train shall be detained, or only the waggons in which the goods are that have not paid duty? Thus, in a mixed train, is the engine to be stopped and passengers detained? And in a pure goods train are all the goods waggons to be kept back, or only those that may be suspected?

From the Agent and Manager of the Madras Railway Company, to the Acting Consulting Engineer for Railways, dated Madras, 13th September 1870, No 521

I acknowledge the receipt of Government Order, No 2,135, dated the 6th instant, having reference to the arrangements for the transport of dutiable goods by Railway, I have the honour to inform you that, after giving the subject my very careful consideration and discussing it with the Traffic Manager, I am unable to do otherwise than protest most strongly against the measures which are proposed in the papers embodied in the above-named order. The result of those measures would, it appears to me, be to throw upon the subordinate employees of Railway Companies the duties and responsibilities which properly appertain to officers of the Customs Department, and, in the face of the pains and penalties prescribed in the "Draft Act," I apprehend that we should experience great difficulty in inducing men to continue in our service, for, on the one hand, it is proposed to make them liable to a penalty for neglecting to prevent dutiable goods being conveyed, and, on the other, to an equally heavy penalty for detaining goods without "reasonable grounds of suspicion."

2 I think you will agree with me in thinking that, when a Railway Company has, probably after a lengthened training, obtained the services of a man who, as a Railway official, is a most efficient servant, it would be a gross injustice that the Company should be liable to be suddenly deprived of his services because he does not prove himself a good Custom House officer. On the other hand, if we are, at certain stations, to discard our officials and take into our employ men who are competent to discharge Custom House duties, it is probable that the requirements of the traffic will suffer, and, looking at the difficulty which we now experience in getting good men, I do not think it possible to obtain the services of a sufficient number possessing the double qualification.

3 I feel satisfied that, when the Government is reminded of the class of men which the Railway Companies in India have, as a rule, to train as Station Masters, it will be felt that I have not come to my conclusions without reasonable grounds.

4 I think that all that Railway Companies can be reasonably asked to do is to notify to the chief Government official, at the place of destination, that goods of a certain description have been received from another station crossing en-route the Customs cordon, and that such goods will be detained until the consignee can produce a pass from the said Government official. The responsibility of passing dutiable goods would then rest, and properly so in my opinion, with the officer of the Government, and not with the officer of the Railway.

5 I think, moreover, that beyond the consequences of a breach of one of the Company's Regulations, a Railway servant should not be liable to any penalty for an omission to obtain a pass before delivery of goods liable to duty.

6 In the event of my suggestion being adopted, it will be necessary that I should be informed of the points at which the Customs cordons are crossed by this Railway, and others connected with it, and also of particulars of dutiable goods.

From the Agent of the Great Southern of India Railway, to the Acting Consulting Engineer for Railways, dated Negapatam, 30th September 1870, No 3,763

In reply to your request to communicate my views and suggestions on the point alluded to in G O, No 2,135, of the 6th instant, namely, the arrangements for the transport of dutiable goods on Railways, I have to state I consider the servants of Railway Companies have already sufficient

*Proceedings of the Madras Government, Public Works Department,  
19th October 1870.*

responsibilities and work to perform without calling upon them to undertake the duties of Customs officers.

2. I have been in communication with the Agent of the Madras Railway Company hereon, and I fully concur with him in the views and suggestions he has expressed to you on this subject

From the Secretaries and Agents of the Carnatic Railway Company, (Limited,) to the Acting Consulting Engineer for Railways, dated Madras, 5th October 1870, No 609

With reference to your office endorsement, No 232, of the 9th ultimo, regarding the subject of the arrangements for the transport of dutiable goods on Railways, we have the honour to state that we consider the rules therein proposed practicable, as they will in no way compromise our interests. When the extension to Cuddalore and the branch to Pondicherry are connected, we have no doubt that Government will find it expedient to establish a Custom office at the junction station which forms the boundary of the French Settlement.

No 271. ORDER THEREON, 19th October 1870, No 2,498.

RAILWAY, No. 28

ORDERED that these papers be forwarded to the Government of India

(True Extract.)

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

No. 272 (DOCKET No 2,499, dated 19th October 1870)  
Copy of the above forwarded to the Government of India, with reference to their letter, dated 13th August 1870, No 1,418-R  
(True Extract)

Colonel, R.E.,

Secretary to Government

Gobt. of 1870 Madras.

PUBLIC WORKS.

To

THE SECRETARY TO THE GOVERNMENT  
OF INDIA.

Dated October, 19th

Recd.

Encl.

G. O., 19th October 1870, No 2,499.

OCTOBER.

Nos. 270-272

FORWARDING papers on the subject of  
the transport of dutiable goods on Rail-  
ways.

No 521

Madras Railway Company  
Agent and Manager's Office  
Madras, 13<sup>th</sup> September 1870.

To Mr. R. B. Elwin Esq.  
Agent and Manager of the  
Madras Railway Company

To, Captain H. L. Oprendergast R.E.  
Acting Consulting Engineer  
for Railways.

Sir,  
In acknowledging the receipt  
of Government Order No 2135 dated the  
10<sup>th</sup> instant having reference to the arrangements  
for the transport of dutiable goods by  
Railway, I have the honour to inform  
you that after giving the subject my very  
careful consideration and discussing it with  
the Traffic Manager, I am unable to do  
otherwise than protest most strongly against  
the measures which are proposed in the  
papers embodied in the above named Order.  
The result of those measures would, it  
appears to me, be to throw upon the  
subordinate employees of Railway Companies  
the duties and responsibilities which properly  
appertain to Officers of the Customs Department,  
and in the face of the pains and penalties  
prescribed in the "Draft Act" I apprehend  
that

that we should experience great difficulty  
in inducing men to continue in our service,  
for on the one hand it is proposed to  
make them liable to a penalty for neglecting  
to present dutiable goods being conveyed,  
and on the other to an equally heavy penalty  
for detaining goods without "reasonable  
grounds of suspicion."

2 I think you will agree with  
me in thinking that when a Railway Company  
has, probably after a lengthened training,  
obtained the services of a man who as a  
Railway Official is a most efficient servant,  
it would be a gross injustice that the  
Company should be liable to be suddenly  
deprived of his services because he does not  
prove himself a good Custom House Officer.  
On the other hand if we are at certain  
stations to discharge our officials and take  
into our employ men who are competent  
to discharge Custom House duties it is  
probable that the requirements of the Trade  
will suffer, and looking at the difficulty  
which we now experience in getting good  
men I do not think it possible to obtain  
the services of a sufficient number possessing  
the double qualification.

3 I feel satisfied that when the  
Government is persuaded of the class of  
men

new respects the Railway Companies in India  
have as a rule to throw no station Masters,  
it will be felt that I have not come  
to my conclusions without reasonable grounds.

4. I think that all that Railway  
Companies can be reasonably asked to do  
is to notify to the Chief Government Officers  
at the place of destination, that goods of a  
certain description have been received from  
another station crossing in front the  
Sulaimi Cordon, and that such goods will  
be detained until the Consignee can produce  
a Pass from the said Government Officers.  
The responsibility of passing dutiable  
goods would then rest, and properly so  
in my opinion, with the Officer of the  
Government and not with the Officer of  
the Railway.

5. I think moreover that beyond  
the consequences of a breach of one of the  
Company's Regulations, a Railway Servant  
should not be liable to any penalty for  
an omission to obtain a pass before delivery  
of goods liable to duty.

6. In the event of my suggestion  
being adopted it will be necessary that  
it should be informed of the points at  
which the Sulaimi Cordons are crossed  
by

by this Railway, and others connected  
with it, and also of particulars of  
dutiable goods.

I have the honor to be,  
Sir,  
Your most obedient servant,  
Wm. J. Smith  
Agent and Manager.

by this Railway, and others connected  
with it, and also of particulars of  
dutiable goods.

I have the honor to be,  
Sir,  
Your most obedient servant,  
Wm. J. Smith  
Agent and Manager.

No. 3763

GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE,

NEGAPATAM, *September 20 1890*

From

THE AGENT,

Great Southern of India Railway,

To

*The Acting Consulting Engineer  
for Railways.  
Madras.*

SIR,

*In reply to your request to communicate my views and suggestions on the point alluded to in G. O. No. 2135 of the 6<sup>th</sup> instant, viz the arrangements for the transport of dutiable goods on Railways, I have to state I consider the servants of Railway Companies have already sufficient responsibilities and work to perform without calling upon them to undertake the duties of customs officers.*

*I have been in communication with the Agent of the Madras Railway Company hereon, and I fully concur with him in the views and suggestions he has expressed to you on this Subject.*

*I have the honor to be  
Sir  
Yours most obt servant  
William A. Betts  
Agent*

MADRAS RAILWAY

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

*W. A. Betts*

Dated *13<sup>th</sup> September 1890*  
Recd *14<sup>th</sup> " "*

No 521

*Substituting his views  
in reference to the  
proposed arrangements  
for the transport of  
dutiable goods by  
Railway.*

Comte Railway Co  
Paris 3<sup>rd</sup> Oct 1870

Capt J. L. Pendergast. R.E.  
Asst. Eng. for Railway  
Madras

Sir,  
With reference to your office  
Endorsement No 232 of the 9<sup>th</sup> ultimo  
regarding the subject of the arrange-  
ments for the transport of dutiable  
goods on Railways, we have the  
honor to state that we consider the  
rules therein proposed practicable, as  
they will in no way compromise our  
interests. When the extension to Cudda-  
lore, and the branch to Pondicherry  
are connected, we have no doubt that  
Government will find it expedient  
to establish a Custom Office at the  
junction station which forms the bound-  
ary of the French settlement.  
We have the honor to be  
Sir

Yours most obedient  
M. M. M. M. M.

Secretaries & Agents

No 3763

From

Off. Comm.

M. M. M. M. M.

Off. Comm.

for Railways

Dated 30<sup>th</sup> September  
Received 3<sup>rd</sup> Oct 1870

M. M. M. M. M.

We have sent of

dutiable goods on  
Railways

CONSULTING ENGINEER'S OFFICE

Railway Department

No 401.

From

Captain H. D. Pendergast, R.E.,  
Consulting Engineer for Railways.

To

Colonel C. A. M. R.E.,  
Secretary to Government,

Public Works Department,

Fort Saint George.

SIR,

With reference to the order of Government No. 2135 dated 15<sup>th</sup> ultimo, I have the honour to submit letters as per margin, from the Agents of the Madras, the Great Southern of India, and the Carnatic Railway Companies, on the subject of the transport of dutiable goods on Railways.

2. The Agents of the Madras and Great Southern of India Railways, are of opinion that the result of the measures proposed

Madras Railway  
No. 521 dated 13<sup>th</sup>  
September 1870  
G. S. 3763 dated  
30<sup>th</sup> September 1870.  
Carnatic Railway  
No. 609 dated 5<sup>th</sup>  
October 1870

From

The Secretaries & Agents,  
INDIAN TRANSMIT COMPANY

(LIMITED)  
MADRAS

To

The Consulting Engineer  
for Railways.

DATED 5<sup>th</sup> October 1870  
H. D. P.

No 401

1870

Memorandum on the  
subject of the transport  
of dutiable goods on  
Railways.

proposed in the Memo. and Draft Act,  
would be to throw upon the Railway employees  
additional duties and responsibilities which  
properly appertain to officers of the Customs  
Department. The Agent of the Madras  
Railway dwells strongly on the difficulty there  
would be, in securing good men for the  
Company's service, when in addition to effi-  
ciency as Railway servants, a knowledge  
of Customs house duties would also be  
required. Mr. Dunn considers that all  
that Railway Companies "can be reasonably  
asked to do, is to notify to the Chief  
Government Official at the place of  
destination that goods of a certain des-  
cription have been received from another  
station crossing en route the Customs Cer-  
don, and that such goods will be detained

until

"until the Consignee can produce a pass from  
"the exact Government officials. The responsibility  
"of passing dutiable goods would then rest,  
"and properly so in my opinion, with the  
"officer of the Government, and not with the  
"officer of the Railway."

Mr. Dunn further adds, that  
"beyond the consequences of a breach of one of  
"the Company's Regulations, a Railway servant  
"should not be liable to any penalty, for an  
"omission to obtain a pass before delivery of  
"goods liable to duty; and if the above sugges-  
tions are adopted, as to the inferences of the  
points at which the Customs cordons are  
crossed by the Railway, and also of parti-  
culars of dutiable goods."

The Secretaries and Agents of  
the Carnatic Railway Company consider  
the arrangements as proposed by the Govern-  
ment

ment of India, to be practicable.

3 I am myself of opinion that while there is a natural objection to additional duties being imposed on Railway servants, men of ordinary intelligence would not find any real difficulty in conforming with the few rules which it is proposed to lay down for their guidance.

4 The agent of the Great Southern of India Railway asked me, under what Act a Railway train is liable to confiscation when conveying Contraband goods, as mentioned in para 13 of the Memorandum. I referred to the Collector of Sea Customs at Madras, and in informing me that this provision of the law is found in Act VI of 1863, Section 196. W. Hunter Blair suggests the addition in the proposed Draft Act Section I, after the words 'contains no dutiable' - 'Contraband prohibited'

prohibited or restricted goods' and so on, through the other sections.

5 I have also heard of a point, about which there appears to be some ambiguity. If any Railway train or other conveyance carrying dutiable goods is liable to confiscation, according to the wording of the Act, is it contemplated that the whole train shall be detained, or only the wagons in which the goods are, that have not paid duty? Thus, in a mixed train is the engine to be stopped and passengers detained? and in a pure goods train, are all the goods wagons to be kept back, or only those that may be suspected?

I have the honour to be

Sir

Your most obedient servant

Wm. S. de Silva Captain R.E.

Secy. Genl. for Railways.

Madras  
17th October 1870

290  
2498  
2499

Proceedings of the Madras Government  
Under date the 19<sup>th</sup> October 1870  
Read the following

From the Comr & Engineer  
for Railways. (H.E. No 401 of 12<sup>th</sup> October 1870)

Ordered that these  
papers be forwarded to  
the Govt of India.

To  
The Comr & Engineer for  
Railways. Docket No. 2499 dated 19<sup>th</sup> Oct/70.

Resps 20/10/70

Copy of the above  
forwarded to the Govt  
of India with reference  
to their letter dated 13<sup>th</sup>  
August 1870 No. 1418 P.

Resps 20/10/70 into 25 copies of min.

*[Signature]*

Transcript of dateable  
papers on Railways.

1870  
13<sup>th</sup> October  
1870

From

The Consulting Engineer  
for Railways,

No. 4066

To

The Secretary to Government,  
P. W. Department,  
Fort St. George

No. 2498 & 2499-13 Oct/70

Dated 12<sup>th</sup> Oct  
Received 13<sup>th</sup> Oct/70

No. 401.  
Docket: 317

Substituting letters  
received from the agents  
of the Madras, G. I. &  
C. B. Companies on  
the subject of the

40240

The first of these is the  
 fact that the population  
 of the world is increasing  
 at a rapid rate. This is  
 due to a number of factors,  
 including improved medical  
 care, increased food supply,  
 and a general increase in  
 living standards. The result  
 is that the world is becoming  
 more crowded, and this has  
 led to a number of problems,  
 including pollution, over-  
 crowding, and a shortage  
 of natural resources. These  
 problems are likely to become  
 even more serious in the  
 future unless we take steps  
 to control population growth  
 and to conserve our natural  
 resources.

*[Faint handwritten notes at the top of the page]*

*[Faint handwritten notes in the middle section]*

*[Large handwritten signature or name across the center]*

*[Handwritten date "13/10/70" written vertically next to the signature]*

*[Faint handwritten notes at the bottom of the page]*

This image shows a blank, aged, cream-colored page, likely an endpaper or flyleaf from an old book. The paper has a slightly textured appearance with some minor discoloration and small dark spots or smudges, characteristic of old paper. A small, dark, irregular mark is visible near the center of the page. The left edge of the page is bound, and the right edge is slightly irregular. There is no text or other markings on the page.

This image shows a blank white page. There are prominent dark vertical borders along the left and right edges, which appear to be artifacts from scanning or the physical edges of the paper. The central area of the page is completely empty and white.

Op 4066

Govt. of 1870 Madras.

PUBLIC WORKS.

To The Agent for  
Railways  
and  
To The Secretary to the  
Govt of India

Dated

Recd

No 3

G. O. 19. Oct. 1870 No 24980499

(Buck)

Nos. 270-271 & 272

Outable goods Papering orders on  
the letter from the Agent for  
Railways submitting, with re-  
marks, correspondence from  
the Agents of the Madras Rail-  
ways on the subject of the trans-  
port of Outable goods on  
Railways.

(Buck) Forwarding papers on the  
subject of the transport of  
Outable goods on Railways