

(1) Number of pages 8

(2) Date of repair 11/11/50

(3) Initials of the Referencer

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 2637.38

Press
Mis.

69-71

Dated 4-11-1870.

Not to be folded or roughly handled

No. 69. Read the following letter from the Acting Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 14th October 1870, No. 406:—

REFERRING to G. O., No. 1,571, dated the 30th June 1870, paragraph 4, I have the honour to report that the transfer of rolling stock to the North-West Line had not been effected, when it became known that there was a probability of the two lines being treated as one undertaking. There will now be no more hiring of rolling stock by the North-West Line, as the amalgamation of the South-West and North-West Lines has been effected under the G. O., No. 2,205, dated 14th September 1870. Secretary of State's Despatch, dated 28th July 1870, No. 9.

2. Regarding a reduction in the expenses of the Madras Railway, which the Government of India refer to in paragraph 5, the Agent and Manager states that before writing on this subject on 31st March 1870, No. 176, a most exhaustive examination was made by the Traffic Manager and himself into the train service, with a view to ascertain whether any reduction were possible; that the train service remains the same now, and that it would not be possible to run a less number of trains.

3. It was reported in this office letter of the 7th April, No. 151, that every office establishment had been examined, and that further reductions could not be made without interfering with efficiency. The Government wrote that such was the opinion of the Railway authorities and of the Consulting Engineer in their letter to the Government of India, No. 1,209, dated 7th May 1870; and I observe that the letter from the Government of India, now under reply, ~~does not refer at all to the views expressed by this Government, but to an earlier letter of 31st March, giving cover to Revenue Accounts of the previous half-year.~~

4. The Traffic Manager states again recently, "in some cases the trains do not fill, but on no part of the line could the traffic be conducted with a less number of ordinary trains, without detaining goods traffic, or depriving the best paying portion of our passenger traffic of the facilities now afforded for moving about." In support of this statement, the Traffic Manager has drawn up a list for three months, June to August, one of which I enclose showing, in vehicles, the haulage power of the engine, the greatest number composing a train at any time in its journey, and the average number throughout the journey for each of the trains run during the month. By taking a general average for all trains together the result is—

Engine is capable of drawing	... 21.4 carriages.
Engine draws at most in one journey	... 17.5 "
Engine draws on average throughout the journey	... 14.8 "

5. The Agent remarks in his letter (enclosed) No. 541, of the 22nd September 1870, that night trains will doubtless be necessary on the North-West Line when the line is open through to Bombay, but protests again against the running of night trains hitherto, since October 1869, "by order of the Government for the conveyance of the mails."

*Proceedings of the Madras Government, Public Works Department,
4th November 1870.*

6. There has been much discussion on this subject, and there is no occasion to renew it now; for the correspondence closed with the opinion of the Government, expressed in G. O., No. 1,031, dated 13th April 1870, that the arrangement was sanctioned not simply in the interests of the Postal service, but with a view to afford the public the conveniences of travelling, which they have a right to expect; so that the Company have not been called upon to do more than was contemplated by the terms of their contract.

From the Agent and Manager of the Madras Railway Company, to the Acting Consulting Engineer for Railways, dated Madras, 22nd September 1870, No. 511.

In accordance with the request contained in your letter, No. 456, of the 11th ultimo, I have the honour to forward herewith statements of the maximum engine loads and the average loads of trains during the months of June, July, and August 1870, and a copy of the letter* from the Traffic Manager with which they were transmitted to me.

* C-374-383, dated 21st September.

2. The trains on the North-West Line, to which Mr. Church alludes in the latter portion of his letter, are the night trains, which have since the month of October 1869 been run by order of the Government for the conveyance of the Overland Mails, and against which I have repeatedly appealed without effect.

3. Doubtless upon the opening of the line through to Bombay night trains on the North-West Line will be necessary for the accommodation of the public and remunerative to the Company; but in the meantime they are neither the one nor the other, and I trust that the Government will yet see the justice of ordering the reimbursement of the loss which has accrued to the Company by running these trains simply for the accommodation of the Post Office.

From the Traffic Manager, to the Agent and Manager of the Madras Railway Company, dated Madras, 21st September 1870, No. C-374/383.

Review and scrutiny of expenditure on Guaranteed Railways in view to reduction where possible.

CONSULTING Engineer's letter No. 456, of the 11th ultimo.

2. The enclosed statements are designed to show the maximum engine loads, and the average loads of trains, on various portions of the Railway, during the months of June, July, and August of this year.

3. It will be seen that in some cases the trains "do not fill," but on no part of the line could the traffic be conducted with a less number of ordinary trains without detaining goods traffic, or depriving the best paying portion of our passenger traffic of the facilities now afforded for moving about. At the same time I am bound to say that the present service of trains on the North-West Line is scarcely suited "to the real wants of the traffic." It not only involves a great deal of "extra" train mileage, because the "night" goods trains cannot be utilized to the same extent as the "day" goods trains used to be, but its conduct is also attended with considerable additional expense, which, in my opinion, can scarcely be justified either by the character or extent of the present traffic on the North-West Line.

*Proceedings of the Madras Government, Public Works Department,
4th November 1870.*

MADRAS RAILWAY.

Statement showing the maximum Engine loads and the average loads of Trains during the month of August 1870.

Trains.	Description.	From and to.	Distance.	Maximum engine load.	TRAIN LOADS.	
					Average Maximum at any one time.	Average load throughout the journey.
				Vehicles.	Vehicles.	Vehicles.
7 A. M.	Passenger.	Madras to Salem	207	16	13	11
		Salem to Coimbatore	95	16	14	12
4-15 A. M.	Do.	Coimbatore to Salem	95	16	12	11
		Salem to Madras	207	16	14	11
9-10 A. M.	Do.	Madras to Jolarpett	132	27	26	20
6 A. M.	Do.	Jolarpett to Madras	132	38	28	22
2-30 P. M.	Do.	Madras to Vellore	81	26	25	18
6 A. M.	Do.	Vellore to Madras	81	34	22	15
		Madras to Salem	207	22	21	17
5 P. M.	Do.	Salem to Coimbatore	95	16	15	13
		Coimbatore to Beypore	105	25	17	16
		Beypore to Coimbatore	105	25	18	15
8-15 A. M.	Do.	Coimbatore to Salem	95	17	15	13
		Salem to Madras	207	25	20	14
		Madras to Salem	207	25	23	19
7-15 P. M.	Goods	Salem to Coimbatore	95	17	17	14
		Coimbatore to Salem	95	18	18	15
8 A. M.	Do.	Salem to Madras	207	35	27	22
		Coimbatore to Beypore	105	33	18	16
7-45 A. M.	Mixed	Beypore to Coimbatore	105	25	20	17
12-30 P. M.	Do.	Jolarpett to Bangalore	85	12	10	10
1-50 A. M.	Do.	Bangalore to Jolarpett	85	12	10	10
8-30 P. M.	Do.	Jolarpett to Bangalore	85	20	10	9
1-45 P. M.	Passenger.	Bangalore to Jolarpett	85	20	9	8
9 A. M.	Do.	Jolarpett to Bangalore	85	20	16	15
5-30 A. M.	Goods	Bangalore to Jolarpett	85	22	21	18
11-30 A. M.	Do.	Madras to Cuddapah	162	15	15	13
6 A. M.	Do.	Cuddapah to Ghooty	96	15	11	11
		Ghooty to Cuddapah	96	15	11	10
6 A. M.	Do.	Cuddapah to Madras	162	15	15	13
10-15 P. M.	Do.	Arconum to Cuddapah	119	26	23	18
7-15 P. M.	Do.	Cuddapah to Arconum	119	26	23	18
5-30 P. M.	Do.	Arconum to Tirupetty	41	18	18	16
5-45 A. M.	Do.	Tirupetty to Arconum	41	18	18	16
6-50 A. M.	Do.	Cuddapah to Ghooty	96	23	15	14
1-15 P. M.	Do.	Ghooty to Cuddapah	96	23	23	22

MADRAS,
21st September 1870.

(Signed) H. E. CHURCH,
Traffic Manager.

No. 70.

ORDER THEREON, 4th November 1870, No. 2,637.

RAILWAY, No. 11.

ORDERED that these papers be forwarded to the Government of India:—

(Here enter No. 2,638, dated 4th November 1870.)

(True Extract.)

Colonel, R.E.,

Secretary to Government.

To the Acting Consulting Engineer for Railways.
Exd. S. T. Augustin.

*Proceedings of the Madras Government, Public Works Department,
4th November 1870.*

6. There has been much discussion on this subject, and there is no occasion to renew it now; for the correspondence closed with the opinion of the Government, expressed in G. O., No. 1,031, dated 13th April 1870, that the arrangement was sanctioned not simply in the interests of the Postal service, but with a view to afford the public the conveniences of travelling, which they have a right to expect; so that the Company have not been called upon to do more than was contemplated by the terms of their contract.

From the Agent and Manager of the Madras Railway Company, to the Acting Consulting Engineer for Railways, dated Madras, 22nd September 1870, No. 511.

In accordance with the request contained in your letter, No. 456, of the 11th ultimo, I have the honour to forward herewith statements of the maximum engine loads and the average loads of trains during the months of June, July, and

* C—374-383, dated 21st September.

August 1870, and a copy of the letter* from the

Traffic Manager with which they were transmitted to me.

2. The trains on the North-West Line, to which Mr. Church alludes in the latter portion of his letter, are the night trains, which have since the month of October 1869 been run by order of the Government for the conveyance of the Overland Mails, and against which I have repeatedly appealed without effect.

3. Doubtless upon the opening of the line through to Bombay night trains on the North-West Line will be necessary for the accommodation of the public and remunerative to the Company; but in the meantime they are neither the one nor the other, and I trust that the Government will yet see the justice of ordering the reimbursement of the loss which has accrued to the Company by running these trains simply for the accommodation of the Post Office.

From the Traffic Manager, to the Agent and Manager of the Madras Railway Company, dated Madras, 21st September 1870, No. C—374/383.

Review and scrutiny of expenditure on Guaranteed Railways in view to reduction where possible.

CONSULTING Engineer's letter No. 456, of the 11th ultimo.

2. The enclosed statements are designed to show the maximum engine loads, and the average loads of trains, on various portions of the Railway, during the months of June, July, and August of this year.

3. It will be seen that in some cases the trains "do not fill," but on no part of the line could the traffic be conducted with a less number of ordinary trains without detaining goods traffic, or depriving the best paying portion of our passenger traffic of the facilities now afforded for moving about. At the same time I am bound to say that the present service of trains on the North-West Line is scarcely suited "to the real wants of the traffic." It not only involves a great deal of "extra" train mileage, because the "night" goods trains cannot be utilized to the same extent as the "day" goods trains used to be, but its conduct is also attended with considerable additional expense, which, in my opinion, can scarcely be justified either by the character or extent of the present traffic on the North-West Line.

*Proceedings of the Madras Government, Public Works Department,
4th November 1870.*

MADRAS RAILWAY.

Statement showing the maximum Engine loads and the average loads of Trains during the month of August 1870.

Trains.	Description.	From and to.	Distance.	Maximum engine load.	TRAIN LOADS.	
					Average Maximum at any one time.	Average load throughout the journey.
				Vehicles.	Vehicles.	Vehicles.
7 A. M.	Passenger.	Madras to Salem	207	16	13	11
		Salem to Coimbatore	95	16	14	12
4-15 A. M.	Do.	Coimbatore to Salem	95	16	12	11
		Salem to Madras	207	16	14	11
9-10 A. M.	Do.	Madras to Jolarpett	132	27	26	20
6 A. M.	Do.	Jolarpett to Madras	132	38	28	22
2-30 P. M.	Do.	Madras to Vellore	81	26	25	18
6 A. M.	Do.	Vellore to Madras	81	34	22	15
		Madras to Salem	207	22	21	17
5 P. M.	Do.	Salem to Coimbatore	95	16	15	13
		Coimbatore to Beypore	105	25	17	16
		Beypore to Coimbatore	105	25	18	15
8-15 A. M.	Do.	Coimbatore to Salem	95	17	15	13
		Salem to Madras	207	25	20	14
7-15 P. M.	Goods	Madras to Salem	207	25	23	19
		Salem to Coimbatore	95	17	17	14
8 A. M.	Do.	Coimbatore to Salem	95	18	18	15
		Salem to Madras	207	35	27	22
7-45 A. M.	Mixed	Coimbatore to Beypore	105	33	18	16
12-30 P. M.	Do.	Beypore to Coimbatore	105	25	20	17
1-50 A. M.	Do.	Jolarpett to Bangalore	85	12	10	10
8-30 P. M.	Do.	Bangalore to Jolarpett	85	12	10	10
1-45 P. M.	Passenger.	Jolarpett to Bangalore	85	20	10	9
9 A. M.	Do.	Bangalore to Jolarpett	85	20	9	8
5-30 A. M.	Goods	Jolarpett to Bangalore	85	20	16	15
11-30 A. M.	Do.	Bangalore to Jolarpett	85	22	21	18
6 A. M.	Do.	Madras to Cuddapah	162	15	15	13
		Cuddapah to Ghooty	96	15	11	11
		Ghooty to Cuddapah	96	15	11	10
6 A. M.	Do.	Cuddapah to Madras	162	15	15	13
10-15 P. M.	Do.	Arconum to Cuddapah	119	26	23	18
7-15 P. M.	Do.	Cuddapah to Arconum	119	26	23	18
5-30 P. M.	Do.	Arconum to Tirupetty	41	18	18	16
5-45 A. M.	Do.	Tirupetty to Arconum	41	18	18	16
6-50 A. M.	Do.	Cuddapah to Ghooty	96	23	15	14
1-15 P. M.	Do.	Ghooty to Cuddapah	96	23	23	22

MADRAS,
21st September 1870.

(Signed) H. E. CHURCH,
Traffic Manager.

No. 70. ORDER THEREON, 4th November 1870, No. 2,637.

RAILWAY, No. 11.

(Here enter No. 2,638, dated 4th November 1870.)

(True Extract.)

ORDERED that these papers be forwarded to the Government of India:—

Colonel, R.E.,

Secretary to Government.

To the Acting Consulting Engineer for Railways.
Exd. S. T. Augustin.

57.
PUBLIC WORKS DEPARTMENT,
FORT ST. GEORGE, 4th November 1870.

No. 2,638.

No. 71.

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,

PUBLIC WORKS DEPARTMENT.

RAILWAY, No. 12.

SIR,—With reference to Deputy
Secretary Major Williams' letter of the
10th June 1870, No. 1,030-R, communi-

cating the observations of the Government of India on the Revenue Account of the
Madras Railway for the half-year ending 31st December 1869, I am directed to
forward the accompanying letter from the Acting Consulting Engineer for Railways
from which it will be observed that, as, under the instructions conveyed in the
Despatch of the Secretary of State of the 28th July 1870, No. 9, an amalgamation
of the North-West and South-West Lines has been effected, no future charges of the
nature of that referred to in paragraph 3 will appear in the accounts of the Company.

2. Adverting to paragraph 5, I am to invite attention to my letter of the 7th
May 1870, No. 1,209, with its enclosures, from which it will be seen that the
strictest scrutiny of the expenditure of each department of this Railway, with a view
to reduction where practicable, was recently made both by the Company's officers
and those of Government, and the result communicated for the information of the
Government of India.

I have the honour to be,

Sir,

Your most obedient servant,

Colonel, R. E.,

Secretary to Government.

Exd. S. T. Augustin.

No. 541

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 22^d September 1870.

From

P. B. Clewin Esq

Agent and Manager of the M.R.

To

Captain H. C. Prendergast R.E.

Acting Consulting Engineer for Railways.

SIR,

In accordance with the request contained in your letter No. 456 of the 11th ultimo, I have the honor to forward herewith statements of the maximum engine loads and the average loads of trains during the months of June, July and August 1870, and a copy of the letter from the Traffic Manager with which they were transmitted to me.

2. The trains on the North West line to which Mr. Church alludes in the latter portion of his letter are the Night Trains which have since the month of October 1869 been run by order of the Government for the conveyance of the Overland mails, and against which I have repeatedly

X/374 of
383
21st Sept.

appeared without effect. 92

I. Doubtless upon the opening of the line through to Bombay eight Trains on the North West Line will be necessary for the accommodation of the Public and remunerative to the Company but in the meantime they are neither the one nor the other and I trust that the Government will yet see the justice of ordering the reimbursement of the loss which has accrued to the Company by running these Trains simply for the accommodation of the Post Office.

I have the honor to be
Dear
your most obedient servant

W. H. W.

Agent and Manager

SD 11/10

Madras Railway
Traffic Manager's Office.
Madras 21st September 1900

C 374
383

To
The Agent and Manager
Madras Railway Company.

Dear Sir,
Review and Scrutiny of Expenditure on
Guaranteed Railways in view to reduction
where possible.
Consulting Engineer's Letter No 456 of the 11th ult.

The enclosed statements are designed to show
the maximum Engine loads, and the average loads of
Trains, on various portions of the Railway, during the
months of June, July and August of this year.

It will be seen that in some cases
the Trains do not fill, but on no part of the Line,
could the Traffic be conducted with a less number
of ordinary Trains, without detaining Goods Traffic,
or depriving the best paying portions of our Passenger
Traffic, of the facilities now afforded for moving about.
At the same time I am bound to say that the present
Service of Trains on the North West Line is scarcely
suited "to the real wants of the Traffic". It not only
involves a great deal of "Extra" Train mileage, because
the "night" Goods Trains cannot be utilised to the
same extent as the "Day" Goods Trains used to be; but
its Conduct is also attended with considerable additional
Expense, which, in my opinion, can scarcely be justified.
either by the character or extent of the present Traffic
on the North West Line.

Yours &c.

H. C. Church
Traffic Manager.

W. J. M. W.
Agent and Manager.

sd/om

From
MADRAS RAILWAY.
The Agent and Manager

To
The Consulting Engineer
for Railway

Date 23rd September 1890
Recd 23rd — 02 —

No. 374.

Forwarding as requested.
Statements of the Maximum
Engine loads and the
average loads of Trains
during the months of
June, July and August
1900, also a copy of
the Traffic Manager's
letter with which this
note is accompanied.

sd/om 11/10/00

135

Madras Railway
Statement Shewing the Maximum Engine loads and
the Average loads of Trains during the Month of August
1870

Time	Description	From and to	Distance	Maximum Engine Load	Train loads		Remarks
					Average Maximum at any one time	Average Load through- out the Journey	
				Vehicles	Vehicles	Vehicles	
7 am	Paps.	Madras to Salem	207	16	13	11	
		Salem to Coimbatore	95	16	14	12	
		Coimbatore to Salem	95	16	12	11	
4-15 am	do	Salem to Madras	207	16	14	11	
9/10 am	do	Madras to Solarpett	132	27	26	20	
6 am	do	Solarpett to Madras	132	38	28	22	
2-30 pm	do	Madras to Vellore	81	26	25	18	
6 am	do	Vellore to Madras	81	34	22	15	
		Madras to Salem	207	22	21	17	
7 PM	do	Salem to Coimbatore	95	16	15	13	
		Coimbatore to Beypoor	105	25	17	16	
		Beypoor to Coimbatore	105	25	18	15	
5 am	do	Coimbatore to Salem	95	17	15	13	
		Salem to Madras	207	25	20	14	
		Madras to Salem	207	25	23	19	
150 m	goods	Salem to Coimbatore	95	17	17	14	
		Coimbatore to Salem	95	18	18	15	
1 am	do	Salem to Madras	207	35	27	22	
1-45 am	mixed	Coimbatore to Beypoor	105	33	18	16	
12-30 pm	do	Beypoor to Coimbatore	105	25	20	17	
1-50 am	do	Solarpett to Bangalore	85	12	10	10	
8-30 pm	do	Bangalore to Solarpett	85	12	10	10	
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9 am	do	Bangalore to Solarpett	85	20	9	8	
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7-150 m	do	Buddapah to Arcanum	119	26	23	18	
5-30 pm	do	Arcanum to Tirupetty	41	18	18	16	
4-5 am	do	Tirupetty to Arcanum	41	18	18	16	
6-50 am	do	Buddapah to Gooty	96	23	15	14	
150 m	do	Gooty to Buddapah	96	23	23	22	

Traffic Manager's office
Madras 21 September 1870

[Signature]
Traffic Manager

15E
CONSULTING ENGINEER'S OFFICE

Railway Department.

No. 406

From

Captain F. L. Prendergast R.E.
Consulting Engineer for Railways,

To

Colonel C. A. Orr R.E.

Secretary to Government,

Public Works Department,

Fort Saint George.

SIR,

Referring to G.O. No 1671
dated the 30th June 1870, para 4, I have
the honour to report that the transfer of
rolling stock to the North-West Line, had
not been effected; when it became known
that there was a probability of the two Lines
being treated as one undertaking. There
will now be no more hiring of rolling
stock by the South-West Line; as the
amalgamation of the South-West and
North-West Lines has been effected, and

the Secretary of State's Despatch dated 28th
July 1870, No 7.

G. O. 2205
2/14 P. 1/2
1870.

2. Regarding a reduction in
the expenses of the Madras Railway which
the Government of India refer to in paragraph
8; the Agent and Manager states that
before writing on this subject on 31st
March 1870, No 176, a most exhaustive
examination was made by the Traffic
Manager and himself into the train
service, with a view to ascertain whether
any reduction were possible; that the
train service remains the same now,
and that it would not be possible to
run a less number of trains.

3. It was reported in
this Office letter of the 7th April No 151,
that every office establishment had
been examined; and that further
reductions could not be made without

interfering with efficiency. The Govern-
ment wrote that such was the opinion
of the Railway authorities and of the
Consulting Engineer in their letter to the
Government of India No 1209, dated
7th May 1870; and I observe that the
letter from the Government of India now
under reply, does not refer at all to the
views expressed by this Government, but
to an earlier letter of 31st March giving
cover to Revenue Accounts of the previous
half year.

4. The Traffic Manager
states again recently, "in some cases
" the trains do not fill, but on no part
" of the line could the traffic be conducted
" with a less number of ordinary trains.
" without detaining goods traffic, or
" depriving the best paying portion of
" our passenger traffic, of the facilities now
" afforded for moving about." In support

of this statement; the Traffic Manager has drawn up, a list for three months June to August, one of which I enclose, shewing in details, the haulage power of the engine, the greatest number composing a train at any time in its journey, and the average number throughout the journey: for each of the trains run during the month.

By taking a general average for all trains together, the result is

Engine is capable of drawing 21.4 carriages

Engine draws at most in our journey 17.5 do

Engine draws on average throughout the journey 14.8 do

5. The Agent remarks in his letter (enclosed) No 541 of the 22^d September 1870, that night trains will doubtless be necessary on the North-West Line, when the Line is open through to Bombay, but protests again, against the running of night trains hitherto, since October 1869, "by order"

"of the Government for the conveyance of the Mails."

6. There has been much discussion on this subject; and there is no occasion to renew it now; for the correspondence closed with the opinion of the Government, expressed in G.O. No 1031 dated 13th April 1870, that the arrangement was sanctioned not simply in the interests of the Postal Service, but with a view to afford the public the convenience of travelling which they have a right to expect; so that the Company have not been called upon to do more than was contemplated by the terms of their Contract.

I have the honour to be,
Sir,

Your most obedient Servant

Wm Henderson Captain R.E.

Acting Comr: Engrs for Railways

Madras 3
14th October 3
1870

236 9
J. W. D. 11

2637

Proceedings of the Madras Government

Under date 14th October 1870.

Read the following

From the Acty Cons Engineer
for Railways -

N.E. No 406 of 14th October 1870

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

No 2638

The Acting Cons Engineer
for Railways

The Secy. to the Govt of
India P. W. &

Sir

With reference to
Deputy Secretary Major
William's letter of the 10th
June 1870 No. 1030. P.
communicating the obser-
vations of the Govt of
India on the Revenue
Account

to Mr. D. 11

What the transfer of
rolling stock to the
North West de vice
had not been effected
No 2637 of 26 38-4-2/70

Enclosure 3. 11

Dated 14th October 1870.
Received 15

No. 406.

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

From
The Consulting Engineer
for Railways,

1870
14th October
110

Account of the Madras Rail-
-way for the half year
ending 31st December 1869,
I am directed to forward
the accompanying letter
from the Acting Comptrol-
-ling Engineer for Railways
from which it will be
observed that, as under
the instructions conveyed
in the Dispatch of the
Secretary of State of the
28 July 1870 No. 9, an
amalgamation of the North
West and South West line
has been effected, no future
charges of the nature of that
referred to in para 3 will
appear in the accounts
of the Company.

Adverting to para 5
I am to invite attⁿ to

1870.

234
my letter of the 7th May 1870
No. 1209, with its enclosures,
from which it will be
seen that the strictest
scrutiny of the expenditure
of each department of
this Railway, with a
view to reduction where
practicable, was recently
made both by the Com-
-pany's officers and those
of Govt, and the result
communicated for the
information of the Govt
of India.

Recd 25/11/70 into 25 of Jan
Copy of Govt No 2637 of 1870.
A

W. H.

Further No. 363 D/67

Account of the Madras 1.
for the half year end
31st Dec 69.

D

No 4110.

Govt. of 1870: Madras.

PUBLIC WORKS.

To The Consulting Engr.
for Railways.
And
To The Secretary to the Govt
of India

Per.

Recd.

123

4. 10. 70 2637 & 2638

Nos. 67-70 & 71

Revenue account. Replying orders
in the letter from the Consulting Engr.
for Railways. Submitting certain
explanations ~~concerning~~ ^{relating to}
~~the Govt. of India~~ in connection
with the Rev. Acct. of the Madras
Railway for the half year
ending 31 Dec 69.

Letter
Replying to letter No 1535 R of
1870 & submitting certain explana-
tions in connection with the Rev. Acct.