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MADRAS RECORD OFFICE.

Government of Madras.

Public works DEPARTMENT.

G.O. No.	1111	Press
		Mis.
282-83		
Dated	20. 4	18 7/1.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
20th April 1871.*

No. 282. Read the following Proceedings of the Government of India, Public Works Department, (Account—Railway,) dated Fort William, 25th March 1871, No. 243-A. R. :—

Receipt of the charges on account of Guaranteed Railways, etc., 1869-70.

Read again:—

Public Works Department Resolution Nos. 314—19-A. R., dated 18th October 1869.

Read also :—

Letter No. 929, dated 30th June 1870, from the Government of Bombay.

„ „ 1,528-G., dated 25th July „ „ „ of Bengal.

„ „ 1,409-R., „ 27th „ „ „ Chief Commissioner of Oudh.

„ „ 2,640, „ 4th November 1870, from the Government of Madras.

Note by the Accountant-General, Public Works Department, dated 17th September 1870, submitting a statement of the transactions of the Guaranteed Railways with Government Treasuries during the official year 1869-70, with supplemental statements showing the actual capital expenditure on these undertakings for the same period.

RESOLUTION.—In commenting upon the accounts of the year 1868-69, the Government of India requested that an annual review of the general financial operations of each of the Guaranteed Companies should be prepared by the several Consulting Engineers and transmitted to the Government of India with such comments as may be found necessary by the Local Government concerned. These reviews were intended to have dealt fully with any discrepancies that might be found to have occurred between the estimates and actuals of the year.

2. The reviews relating to the Railways in Bengal, Bombay, and Oudh were submitted with tolerable punctuality, but that relating to the Railways in Madras did not reach the Government of India until the 14th November, while the Government of the Punjab, notwithstanding that its attention has been repeatedly called to the subject, has failed to meet the requirements in this respect up to the present time.

3. The unpunctuality in the submission of the Madras, and especially of the Punjab reviews, is viewed with much dissatisfaction, and the Governor-General in Council desires that the officers who have been the cause of the delay in the preparation and forwarding of these documents may be suitably admonished.

4. The results recorded in the several reports were found upon examination to differ largely in some cases from the corresponding results as derived from the returns received from the Civil Account Officers by the Accountant-General in this department. This was owing principally to omissions or errors in the Treasury accounts. The Governor-General in Council, therefore, desires that in future every effort may be made to effect a complete accord between the Government and Railway books prior to the submission of the annual review.

5. It may be hoped that the forms of account introduced for Guaranteed lines at the commencement of the current year will tend to this desirable end.

*Proceedings of the Madras Government, Public Works Department,
20th April 1871.*

6. The reviews under notice being the first of the kind ever attempted, are, as might have been expected, not sufficiently perfect, but the Excellency in Council trusts that they will in future be prepared to attract attention that is requisite for placing before the Government the essential particulars relating to the transactions of the year.

7. It is satisfactory to observe that the estimates have been more closely worked up to than during the preceding year. Nevertheless, the expenditure on the Great Indian Peninsula, and South and Eastern Railways has fallen very far short of the estimates, namely, by about 25 per cent. and the following marked differences are observable between the estimates and actuals of net revenue:—

East Indian Railway, Main Line	Rs. 1,00,000	Rs. 1,00,000
Sindh Railway	Rs. 1,00,000	Rs. 1,00,000
Great Indian Peninsula Railway	Rs. 1,00,000	Rs. 1,00,000
East Indian Railway, Jubbulpore Line	Rs. 1,00,000	Rs. 1,00,000
Punjab Railway	Rs. 1,00,000	Rs. 1,00,000
Indus Flotilla	Rs. 1,00,000	Rs. 1,00,000

8. The large discrepancy in the withdrawal for construction purposes on the Great Indian Peninsula Railway appears to be due almost entirely to the Railway Officers having, through want of sufficient care and foresight, overestimated their probable outlay. It should be noted also that the estimates originally submitted by the Government of Bombay were reduced by over 21 lakhs by the Government of India. Had this not been done, the difference between the estimate and the actuals would have amounted to nearly half a million sterling for the line alone.

9. The short outlay on the Oude and Benares Railway is accounted for by the fact that sufficient allowance was not made for the time allowed for preliminary surveys, obtaining possession of land, and tracing detailed estimates prior to obtaining the permission of Government to construct the work.

10. As regards revenue, the falling off in the expected net receipts of the Great Indian Peninsula Railway has been caused by excess over the estimated amount of working expenses, the actual gross receipts having exceeded the anticipated earnings.

11. The net receipts in excess of the estimate shown against the Sindh Railway and Indus Flotilla are due to large sums having been paid to the Company on behalf of other Companies, whereas the Budget had referred only to the *bona fide* traffic receipts of the Sindh Railway. The surplusage of both undertakings were swelled by large transfers between Capital and Revenue. The excess in the net receipts over the estimated revenue of the East Indian Railway is chiefly due to developed traffic, but fuller explanation should have been given of the disturbing effect of the adjustments referred to by the Consulting Engineer, as respects both the Main and Jubbulpore Lines. The estimate of earnings of the latter was excessive. The earnings of the Punjab Railway also fell short of the estimate, but the unfavourable net result is mainly due to the increased cost of working which was estimated at 66 per cent. of the gross earnings, but in reality largely exceeded the whole gross income of the line.

*Proceedings of the Madras Government, Public Works Department,
20th April 1871.*

Note by the Accountant-General, Public Works Department, on the statement of receipts in, and payments from, Government Treasuries during 1869-70 on account of Guaranteed Railways, dated 17th September 1870.

THE lateness of the date on which this statement is submitted is owing to the return of receipts in, and payments from, Government Treasuries on account of the Punjab and Delhi Railways not having been sent forward by the Accountant-General, Punjab, till the 30th ultimo. The delay in the rendering of this return is attributable to the annual accounts of 1869-70 not having been closed till last month.

2. As explained in paragraph 3 of the note which accompanied last year's statement, the Calcutta and South-Eastern Railway no longer figures among the Guaranteed Railway undertakings. The Indus Valley Survey, which is now being carried out under State management, will also disappear from subsequent returns.

3. The designation of the Company formerly known as the "Indian Tramway" has been changed to the "Carnatic Railway Company." The proprietors have entered into a new contract with the Secretary of State with reference to an extension of the line.

4. The transactions of the several Railway Companies for 1869-70 may as usual be reviewed under the following heads:—

I.—CAPITAL ACCOUNT.

II.—REVENUE.

III.—GUARANTEED INTEREST ACCOUNT.

I.—CAPITAL ACCOUNT.

5. The gross payments from Government Treasuries during the year amounted to Rupees 4,42,35,765, and the gross receipts to Rupees 1,78,95,533, leaving the net disbursements at Rupees 2,63,40,232, against a Budget grant of Rupees 3,50,55,000, and a Regular Estimate of Rupees 2,51,00,000; so that the actuals have been Rupees 87,14,768 less than Budget Estimate, a falling off of 24·8 per cent., and Rupees 12,40,232 more than the Regular Estimate. This result as compared with the results of 1868-69 may be regarded as indicating that somewhat greater attention was paid to the preparation of the estimates now under review than was bestowed on those for 1868-69. But even this result is far from satisfactory, and calls for further improvement.

		Excess.
Sindh Railway	Rs. 11,52,098	
Madras Railway North-West Line	Rs. 1,75,413	
Great Southern of India Railway	Rs. 1,37,870	
Carnatic Railway Company	Rs. 15,000	

The net payments during the year of the Railways noted in the margin were in excess of the Budget provision, particularly those of the Sindh Railway, in which the excess amounted to Rupees 11,52,098; while, in the case of a large majority of the other undertakings, the results show that the estimates were far above the actual requirements.

6. The Government of India in the Public Works Department has recently* on representations made by the Financial Department and

this office, drawn the attention of the several Local Governments and Administrations to the inaccurate estimates hitherto submitted, with a view to greater care being exercised in the preparation of future Budgets. The orders that have been issued will, it is hoped, tend to remove the great inaccuracies now apparent.

7. The actual net withdrawals for expenditure in India on Capital Account during the year 1869-70, as entered in the supplemental statement, amounts to Rupees 2,66,16,073, and up to the close of the year to Rupees 51,51,78,189. The withdrawals in England up to the same date amounted to £33,619,955, equivalent to Rupees 30,57,57,970 at the exchange rate of 1s. 10d. per Rupee, and the total withdrawals, both in England and in India, on the Capital Account of the several guaranteed undertakings has reached a sum of Rupees 91,12,36,159.

*Proceedings of the Madras Government, Public Works Department,
20th April 1871.*

II.—REVENUE.

8. The total receipts in Government Treasuries on Revenue Account during 1869-70 amounted to Rupees 7,00,30,873, against an estimate of Rupees 6,24,23,000, showing an excess of Rupees 76,07,873, or 12 per cent. The withdrawals during the same period aggregated Rupees 4,13,56,722, against a sum of Rupees 3,40,18,000 entered in the Budget Estimate, being an increase of Rupees 73,38,722, or 21.6 per cent. The net receipts for the year have amounted to Rupees 2,86,74,151, against an estimate of Rupees 2,84,05,000, being an excess of Rupees 2,69,151, or .9 per cent. The final result may be considered satisfactory.

9. In the statement for 1868-69, the total net revenue from the commencement of the Railway system was given. It has been found necessary to exclude the information from the present return, as at best it could only be an approximation; the net profits of the several Railways from the commencement of operations having been originally calculated on an incorrect basis, the figures are undergoing revision, and a separate return will hereafter be submitted when the results have been fully proved and their accuracy established on a sound basis.

III.—GUARANTEED INTEREST.

10. The amount of Guaranteed Interest paid during the year to shareholders in India amounted to Rupees 4,53,435, and the total payments in India on this account from the commencement of the Railway system to the close of 1869-70 amounted to Rupees 52,14,946.

Statement of Receipts in, and Payments from, Government Treasuries on account of Guaranteed Railway and other Companies during the year ending 31st March 1870.
CAPITAL.

*Proceedings of the Madras Government, Public Works Department,
20th April 1871.*

CAPITAL.

GROSS RECEIPTS.			Names of Railways, etc.	GROSS PAYMENTS.	NET PAYMENTS.				Total net pay- ments in India for construc- tion purposes from com- mencement of Railway system.
Shares paid in India bearing in- terest.	Payments on Capital Account not bearing interest.			Receipts.	Advances for construction in Cash and Bills.	On Construction Account in 1869-70.		Actual net payments more or less than estimated.	
	RS.	RS.				RS.	RS.			More.	Less.
1,06,090	51,61,937	52,68,027	East Indian Railway, Main Line	1,03,62,063	50,94,036	60,00,000	...	9,05,964	18,73,11,605
...	4,81,474	4,81,474	East Indian Railway, Jub- balpur Line	10,50,000	5,68,520	8,00,000	...	2,31,474	2,61,30,897
11,236	5,38,659	5,49,896	Eastern Bengal Railway ...	10,53,904	14,04,009	15,00,000	...	95,991	1,60,67,869
...	12,12,221	12,12,221	Punjab Railway	9,19,200	2,92,961	7,00,000	...	9,92,961	1,65,52,339
21,731	3,33,983	3,55,714	Delhi Railway	47,90,742	44,35,028	55,00,000	...	10,64,972	2,93,90,486
...	10,93,939	10,93,939	Madras Railway, South- West Line	11,00,000	6,061	5,00,000	...	4,93,939	2,56,17,804
...	2,24,552	2,24,552	Madras Railway North- West Line	22,00,000	19,75,448	18,00,000	1,75,448	.....	3,23,66,770
...	2,02,130	2,02,130	Great Southern of India Railway	6,15,000	4,12,870	2,75,000	1,37,870	.....	83,55,771
5,214	48,51,831	48,57,045	Great Indian Peninsula Railway	1,40,34,716	91,77,671	1,20,00,000	...	28,22,329	13,12,04,256
125	21,07,292	21,07,417	Bombay, Baroda, and Cen- tral India Railway ...	24,18,568	3,11,151	10,75,000	...	7,63,849	4,62,30,471
...	9,52,076	9,52,076	Sindh Railway	19,79,174	10,27,098	14,25,000	11,52,098	.....	1,15,62,545
...	3,41,700	3,41,700	Indus Steam Navigation ...	8,22,497	12,203	30,000	...	49,203	17,40,865
...	15	15	Indus Valley Survey ... ..	.....	15	.....	...	15	4,86,958
1,31,446	1,17,883	2,49,328	Oudh and Rohilkhand Railway	24,74,841	22,25,513	50,00,000	...	27,74,487	32,77,934
...	.....	.....	Carnatic Railway Com- pany	15,000	15,000	.....	15,000	.....	15,000
2,75,841	1,76,19,692	1,78,95,533	Total...	4,42,35,765	2,63,40,232	2,50,55,000	14,80,416	1,01,95,184	53,63,11,550
							Net difference...	87,14,768	

Proceedings of the Madras Government

References

[illegible]

Public Works Department, 20th April 1871.

N U E.

PAYMENTS ON REVENUE ACCOUNT.					NET REVENUE.				INTEREST PAID IN INDIA.	
Trans- fers.	PAYMENTS.		ACTUAL PAYMENTS MORE OR LESS THAN ESTIMATED.		NET RECEIPTS IN 1869-70.		ACTUAL NET RE- CEIPTS MORE OR LESS THAN ESTI- MATED.		During the year 1869-70.	From the commence- ment of the Railway system.
	Total actual.	Estimate.	More.	Less.	Total actual.	Estimate.	More.	Less.		
RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.
2,85,913	1,25,36,003	1,25,00,000	36,003	.....	1,70,93,858	1,35,00,000	35,93,858	.....	1,78,299	17,71,549
.....	16,30,000	10,50,000	5,70,000	.....	—3,36,387	4,50,000	.....	7,86,387	6,954	67,345
.....	11,85,000	9,00,000	2,85,000	.....	9,45,195	11,00,000	.....	1,54,805	8,349	43,357
2,63,220	15,86,007	8,00,000	7,86,007	.....	—4,61,278	4,00,000	.....	8,61,278	7,611	43,581
93,795	18,16,373	7,00,000	11,16,373	.....	3,50,026	2,00,000	50,026	.....	10,077	30,496
5,640	25,00,640	23,00,000	2,00,640	.....	21,90,719	23,00,000	.....	3,03,281	.....	.....
2,323	6,32,323	8,00,000	.....	1,67,677	9,10,911	12,00,000	.....	2,89,089	.....	.....
2,320	5,07,320	4,00,000	1,07,320	.....	2,31,690	4,00,000	.....	1,15,910	.....	.....
3,86,948	1,14,36,948	96,00,000	18,36,948	.....	47,72,094	64,00,000	.....	16,27,906	2,15,327	29,52,399
4,14,044	40,73,567	30,00,000	10,73,567	.....	14,13,303	15,00,000	.....	61,693	11,817	1,41,236
.....	18,21,873	10,00,000	8,21,873	.....	16,19,768	2,50,000	13,69,768	.....	11,877	1,47,229
1,29,233	12,93,145	7,00,000	5,93,145	.....	—1,93,678	3,00,000	.....	4,88,678	.....	.....
.....										
.....	2,72,500	2,25,000	47,500	.....	52,513	1,00,000	.....	47,587	3,866	4,146
.....	74,523	43,000	31,523	.....	—2,883	5,000	.....	7,886	4,258	4,253
15,83,936	1,13,56,722	3,40,18,000	75,06,399	1,07,677	2,86,74,151	2,84,03,000	50,13,652	47,41,501	4,58,435	52,14,046
Net difference...			73,38,722	.....	.....	.....	2,69,151	.....	.....	.....

*Proceedings of the Madras Government, Public Works Department,
20th April 1871.*

*Supplemental Statement showing the expenditure on the Capital Account of Guaranteed
Railways, etc., for 1869-70.*

Names of Railways.	Net payments on Capital Account in 1869-70.	Shares paid in India in 1869-70.	Actual expenditure on Capital Account in 1869-70.	Net payments on Capital Account in 1869-70.	Net Capital subscribed in India up to the end of 1869-70.	Actual expenditure in India on Capital Account up to the end of 1869-70.
East Indian Railway, Main Line ...	56,94,016	1,00,000	32,00,000	12,75,11,000	22,21,010	10,08,45,815
" " " Jubbulpore Line ...	5,08,356	...	6,08,356	2,01,00,000	88,015	2,03,14,315
Eastern Bengal Railway ...	11,04,000	11,336	14,15,245	2,00,00,000	1,70,000	1,62,42,000
Punjab Railway ...	2,92,961	...	2,92,961	1,00,00,000	1,18,000	1,00,70,625
Delhi " ...	44,95,036	21,731	44,66,755	2,00,00,000	2,18,480	2,00,00,000
Madras Railway, South-West Line ...	6,000	...	6,000	1,00,00,000	...	2,00,00,000
" " " North-West " ...	19,73,448	...	12,75,448	2,00,00,000	...	2,00,00,000
Great Southern of India Railway ...	4,12,870	...	4,12,870	1,00,00,000	10,000	81,00,000
Great Indian Peninsula Railway ...	91,77,621	5,214	91,35,335	13,12,00,000	13,08,000	13,35,13,219
Bombay, Baroda, and Central India Railway ...	3,11,331	135	3,11,278	1,00,00,000	2,00,000	1,00,00,000
Sindh Railway ...	10,37,000	...	10,37,000	1,00,00,000	2,00,000	1,00,00,000
Indus Steam Flotilla ...	19,203	...	19,203	1,00,00,000	...	1,00,00,000
Indus Valley Survey ...	15	...	15	1,00,00,000	...	1,00,00,000
Oudh and Rohilkhand Railway Company ...	23,25,513	1,31,445	23,56,958	2,00,00,000	2,11,675	23,19,699
Carnatic Railway Company ...	15,000	...	15,000	1,00,00,000	...	1,00,00,000
Total...	2,03,40,332	2,75,341	2,60,16,973	53,03,11,000	31,89,639	54,54,75,129

ORDER.—Ordered that this Resolution (with the statements referred to in it) be communicated to the Governments of Madras, Bombay, Bengal, and the Punjab, and to the Chief Commissioner of Oudh, in the Railway branch of the Public Works Department, for information and guidance; also to the Financial Department for information.

(Signed) J. HOPKINS,
For *Depy. Secy. to the Govt. of India.*

No. 283. ORDER THEREON, 20th April 1871, No. 1,111.

RAILWAY, No. 41.

COMMUNICATED to the Consulting Engineer for Railways, whose special attention is drawn to the observations in paragraphs 2 and 3 regarding the delay in the submission of the review of the general financial operations of the Guaranteed Railway Companies in this Presidency for the year 1869-70. Although in calling for that review the Government of India did not specify the precise time within which it should be laid before them, the delay of very nearly seven months in transmitting it should not have been allowed to occur. Major Prendergast will take particular care to furnish his review for 1870-71 as early as possible, the instructions in paragraphs 4 and 6 being attended to in its preparation.

(True Extract.)

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

Secretary to Government.

To the Acting Consulting Engineer for Railways.

Ed. E. C. Shunker,

No. 283 A—R.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

ACCOUNT.

Railway.

PORT WILLIAM, MARCH 25, 1871.

Receipts and Charges on account of Guaranteed Railways, &c., 1869-70.

Read again:—

Public Works Department Resolution No. 314—12 A—R, dated 18th October 1869.

Read also:—

Letter No. 929, dated 20th June 1870, from the Government of Bombay.
" " 1578 G, " 25th July " " of Bengal.
" " 1100 R, " 27th " " Chief Commissioner of Oudh.
" " 2610, " 4th November 1870, from the Government of Madras.
Note by the Accountant General, Public Works Department, dated 17th September, 1870, submitting a statement of the transactions of the Guaranteed Railways with Government Treasuries during the official year 1869-70, with supplemental statements showing the actual capital expenditure on these undertakings for the same period.

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2. The reviews relating to the Railways in Bengal, Bombay and Oudh were submitted with tolerable punctuality, but that relating to the Railways in Madras did not reach the Government of India until the 14th November, while the Government of the Punjab, notwithstanding that its attention has been repeatedly called to the subject, has failed to meet the requirements in this respect up to the present time.

3. The unpunctuality in the submission of the Madras, and especially of the Punjab reviews, is viewed with much dissatisfaction, and the Governor General in Council desires that the Officers who have been the cause of the delay in the preparation and forwarding of these documents may be suitably admonished.

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5. It may be hoped that the forms of account introduced for Guaranteed Lines at the commencement of the current year will tend to this desirable end.

6. The reviews under notice being the first of the kind that have been attempted, are, as might have been expected, not sufficiently complete; but His Excellency in Council trusts that they will hereafter be prepared

with the care and attention that is requisite for placing before the Government of India all the essential particulars relating to the transactions of the year.

7. It is satisfactory to observe that the estimates have generally been more closely worked up to than during the preceding year. Nevertheless, the net capital expenditure on the Great Indian Peninsula, and Oudh and Rohilkhand Railways has fallen very far short of the estimates, viz., by about 28 lakhs in each case, and the following marked differences are observable between the estimates and actuals of net revenue:—

	Rs.
East Indian Railway, Main Line ...	35,93,878 more than estimate.
Sindh Railway ...	13,69,768 ..
Great Indian Peninsula Railway ...	16,27,900 less than estimate.
East Indian Railway, Jubbulpore Line ...	7,89,380 ..
Punjab Railway ...	8,61,278 ..
Indus Flotilla ...	4,88,678 ..

8. The large discrepancy in the withdrawals for Construction purposes on the Great Indian Peninsula Railway appears to be due almost entirely to the Railway Officers having, through want of sufficient care and foresight, over-estimated their probable outlay. It should be noted also that the estimate, as originally submitted by the Government of Bombay, was reduced by over 21 lakhs by the Government of India. Had this not been done, the difference between the estimate and the actuals would have amounted to nearly half a million sterling for this Line alone.

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11. The net receipts in excess of the estimate shown against the Sindh Railway and Indus Flotilla are due to large sums having been paid into the treasury on behalf of other Companies, whereas the budget had reference only to the *bond fide* traffic receipts of the Sindh Railway. The outgoings of both undertakings were swelled by large transfers between Capital and Revenue. The excess in the net receipts over the estimated revenue of the East Indian Railway is chiefly due to developed traffic but fuller explanation should have been given of the disturbing effect of the adjustments referred to by the Consulting Engineer, as respects both the Main and Jubbulpore Lines. The estimate of earnings of the latter was excessive. The earnings of the Punjab Railway also fell short of the estimate, but the unfavorable net result is mainly due to the abnormal cost of working which was estimated at 66 per cent. of the gross earnings, but in reality largely exceeded the whole gross income of the Line.

ORDER.—Ordered, that this Resolution (with the statements referred to in it) be communicated to the Governments of Madras, Bombay, Bengal and the Punjab, and to the Chief Commissioner of Oudh, in the Railway Branch of the Public Works Department, for information and guidance; also to the Financial Department for information.

for Depy. Secy. to the Govt. of India.

The Secretary to the Government of Madras

Public Works Department

*Public Works Department
Madras*
GOVERNMENT OF INDIA
PUBLIC WORKS DEPARTMENT
ACCOUNT.
Railway.

No. *100* A-R.
Dated March 25, 1871.
Received *April 12th 1871*

Enclosure one

Review of receipts and charges for
Guaranteed Railways, 1869-70.

P. W. D. Press - 81-3-71-54.

No 1111 - 20th April 71.

*Public Works Department
No 111
Proceedings of the Madras Government
Under date the 20th April 71
Read the following
From The Government of India P.W.D. No 242 A D of 26th March
1871*

Communicated to
the Consulting Engineer for
Railways, whose special atten-
tion is drawn to the obser-
vations in Paras 2 and 3 re-
garding the delay in the
submission of the review of
the general financial
operations of the guaranteed
Railway Companies in this
Presidency for the year
1869/70. Although in calling
for that review the Govt
of India did not specify

*G. C. M. 05 21
7 Jan'y 70*

the precise time within
which it should be laid
before them the delay of
very nearly seven months
in transmitting it should
not have been allowed to
occur. Major Prendergast
will take particular care
to furnish his review for
1870/71 as early as possi-
-ble, the instructions in
Paras 4 and 6 being at-
tended to in its preparation

W.D.

To General for Regt.

In-s. despatch 20/4/71
L.C. 13-5-71

In letter of 21 Oct 1900
No 416.

Govt of 1871 Madras.

PUBLIC WORKS.

*Public Consulting Office
for Railways*

Date

Place

Vol

10. 10. 1871

No. 282 & 283

*For the purpose of
the Public Consulting Office
for Railways
the following
are the names of the
members of the
Public Consulting Office
for Railways
who are to be
appointed to the
Public Consulting Office
for Railways*