M.R.O. 1—77,006—8-6-37.

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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. ۱۲۳۱-۷۲ Press
263 64 Mis.

Dated ۳۰ ۶ ۱۸۹۱.

Not to be folded or roughly handled

No. 463. Read the following letter from the Acting Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 27th June 1871, No. 291:—

With reference to G. O., No. 2,020, of the 22nd August 1870, on the subject of the transport of coal from the Central Provinces to the East Coast of the Madras Presidency, I have the honour to report that I have had correspondence with Colonel Haig, who writes to the effect that the Godavery river being the only means of communication, it is necessary that there should be such a thorough treatment of that river as will render it capable of affording carriage at the very low rates at which alone there can be any hope of delivering Chandah coal at Madras, at a price which would give it the preference over English coal. One especial to this end is, that the water line should be carried right up into the coal field, and that there should be no intervening banks of road or rail. Detailed estimates have been submitted showing that at a cost of about £3,300 per mile, the river would be so far improved as to afford carriage to the coast, at the rate of about 2 pies per ton per mile. From Cocanada to Madras freight amounts to about Rupees 10 per ton, and landing and shipping charges to 3 Rupees more, so that the cost of sending a ton of coal from Cocanada to Madras alone is Rupees 13. The value of Chandah coal is not yet satisfactorily determined; its duty may be equal to one-half, but will not exceed two-thirds that of good English coal. Hence if English coal costs Rupees 26 per ton at Madras, the value of Chandah coal will be Rupees 13, or about Rupees 17, according to the estimate adopted. Deducting the sea freight from Cocanada, Rupees 13, there is left for the price of coal at Cocanada Rupees 0, or Rupees 4; the latter being the estimated cost of the coal at the pits mouth, 420 miles up the river. Thus it would appear that carriage by sea will not pay.

Colonel Haig next considers the completion of the Eastern Coast Canal, and taking the distance from Dowlaishweram to Madras at about 300 miles, and water carriage at 2 pies per mile, estimates

	Rs.	A.	P.
Cost of Chandah coal put on board	4	0	0
700 Miles water carriage at 2 pies per ton per mile...	7	5	0
Total cost delivered at Madras...	11	5	0

On the most favourable assumption of the duty performed by this coal, it would be equivalent to English coal at Rupees 17 per ton, not considering that the weight to be hauled by railway would be 50 per cent. more than that of English coal; or if the duty be one-half, the equivalent of English coal is Rupees 23-10-0 with haulage of double weight by railway. Finally, the question to be put to the Madras Railway, as the only large consumers of coal at Madras, is, if 3 tons of Chandah coal do the work of 2 tons of English coal, what will you pay for the former delivered at Madras?

2. On reference to the Madras Railway, the Locomotive Superintendent considers, that assuming 3 tons of Chandah coal to yield results equal to 2 tons of English, the former must be delivered at Madras at a rate of Rupees 14 per ton to make its introduction on the railway profitable. Mr. Wright says: "The value of "the Chandah coal, as compared with English coal, appears to me to be at present a

" matter of so much uncertainty that any calculation on the subject must be based " upon an assumption of a very arbitrary character; and it would, in my opinion, " be premature to come to any decided conclusion without first procuring such " data as will enable this important subject to be fully and carefully considered.

" As the money value of this coal (to this Railway especially, on account of " the cost of transport) depends so entirely upon its results as compared with " English fuel, it is essential to set such a price upon it as will enable us to use it " with advantage, whilst that price must at the same time be such as to prove " remunerative to the supplier. To fulfil these conditions we must therefore " take into consideration the highest quality only of the Chandah coal. It would, " I think, be worthwhile sending us a few tons of the best of this coal, or such " other quality (say a small cargo) as could be sent most conveniently and " cheaply, for the purpose of careful experiment, or it would be easy to arrange " with the authorities of the Great Indian Peninsula Railway to test its value on " their Nagpore branch.

" I see by the papers forwarded with the Acting Deputy Consulting Engi-
" neer's letter, No. 542,* that the value
" of Chandah coal as compared with
" English coal is estimated as being from half to two-thirds the value of the latter.
" As in the case of this Railway the cost of the coal will be chiefly due to the
" expense of carriage, both before and after it reaches this line, it is obvious that
" we should, if possible, take the best quality only, and I will, therefore, base my
" calculations on the assumption that we are to be supplied with coal which will
" give us such results as to make three tons of Chandah coal equal to two of
" English. Supposing English coal to cost us Rupees 24 per ton at Madras, this
" would give the Chandah coal a value of 16 Rupees at Madras. But as the latter
" would cost us 50 per cent. per ton more for carriage up-country, and for all labour
" connected therewith, I consider that we cannot safely estimate its value at more
" than Rupees 14 per ton on the assumption that the charges on English coal amount
" to Rupees 6."

* Dated 19th September 1870.

3. The Acting Chief Engineer of the Madras Railway looks to a comparison of two main routes between the Central Provinces and the Madras Presidency, namely—

1*st.*—By the Godavery to Cocanada and thence by sea to Madras.
2*nd.*—By rail *via* Hyderabad and Raichore.

Mr. Going writes, " With regard to the Godavery route, I take it for granted " that the prosecution of the works at the 3rd barrier, and for the canalisation of " the Wurdah, has been finally abandoned, as a project of which the probable cost " cannot be safely estimated, but must at all events be enormous, while its promise " as a remunerative work is very remote.

" I therefore presume that, in order to utilize the Godavery navigation works " so far as at present completed (namely, to the foot of the 3rd barrier at Dewal-
" murry,) by a connection with the Great Indian Peninsula Railway system and
" the fertile valleys of Chandah and Nagpore, the alternative project of a branch
" Railway from Wurdah, or some other point on the Great Indian Peninsula
" Railway to the foot of the 3rd barrier, will be adopted.

Proceedings of the Madras Government, Public Works Department,
27th July 1871.

" If this proposed line be constructed, then the distance by the Godavery " route from Chandah to Cocanada will be as follows (approximately):—

" *By Rail.*—Chandah to Moogeylee	60 miles.
" *By Boat.*—Moogeylee to Cocanada	309 "
	369 "

" The other main route *via* Hyderabad and Raichore, to which I have alluded, " is one of which but a small portion has as yet been constructed (namely, between " Raichore and Goolburgah). The section from Goolburgah (or some adjacent " point on the Great Indian Peninsula Railway) to Secunderabad is, however, " about to be commenced, and it seems probable that the importance of com-
" pleting the link between the Railway systems of the three Presidencies, by means
" of a line connecting Hyderabad and Nagpore, will not be long overlooked; such
" a line would pass, by way of Chandah, and would cross the Wurdah river at
" Woon, opposite to the Loogoose coal fields.

" The distance from this point to Raichore over the route I have described " would be (approximately) as follows:—

" *By Rail.*—From a point on the north bank of Wurdah opposite Woon to Secunderabad	230 miles.
" " Secunderabad to Goolburgah...	126 "
" " Goolburgah to Raichore	88 "
	444 "

" As I think it may be assumed that both of the routes which have been thus " sketched out will be constructed sooner or later, and further that these are the " only two routes by which Chandah coal would find its way to the Railways of the " Madras Presidency, I shall now compare the cost of its delivery by each of " them, at the two extreme ends of the Madras Railway Company's system of lines, " respectively, namely, by the Godavery navigation and sea at Madras, and by the " Hyderabad Railway at Raichore.

" Taking the present rates for carriage of coal on the Madras Railway and " on the canals of the Godavery Delta, and assuming the cost of the coal at mouth " of pit to be Rupees 5 per ton, the comparison is thus, namely:—

	Rs.	A.	P.
" 1*st.*—By River route—			
" *By Rail.*—Chandah to Moogeylee, 60 miles, at 8 pies per mile	2	8	0
" *By Boat.*—Moogeylee to Cocanada, 309 miles, at 4 pies per mile	6	7	0
" *By Freight.*—Cocanada to Madras including boat hire	10	0	0
" By Cost at mouth of pit...	5	0	0
" By Cost of 1 ton delivered at Madras	23	15	0
" 2*nd.*—By Railway route—			
" *By Rail.*—Coal pit to Raichore, 444 miles, at 8 pies per mile	18	8	0
" By Cost at mouth of pit...	5	0	0
" By Cost of 1 ton delivered at Raichore	23	8	0

"Now assuming that the useful effect of Chandah coal in locomotive engines "is only half that of English coal, and taking Rupees 26 per ton as the market "value of the latter in Madras, it is quite clear that the Madras Railway Com- "pany could not profitably use Chandah coal delivered at Madras by the Godavery "route, seeing that its cost there would be Rupees 23-15-0 per ton.

"Under the same conditions, and since a ton of Chandah coal delivered at "Raichore by the Hyderabad Railway route would cost Rupees 23-8-0, the cost "of two tons (the equivalent to one ton of English coal) would be Rupees 47, but "a ton of English coal can be delivered at Raichore for Rupees 40. It, therefore, "appears that, unless a superior variety of coal to that on which experiments have "been reported can be found in the Chandah coal fields, there will be no demand "for it on the Madras Railway."

4. The Acting Chief Engineer assumes the useful effect of Chandah coal to be only one-half that of English coal; he allows 4 pies per ton per mile for boat carriage, while Colonel Haig gives only 2 pies, and he takes the cost at mouth of pit at one rupee higher than Colonel Haig's estimate. Hence to put the alternative routes in the most favourable light, Mr. Going's first estimate becomes—

	Rs.	A.	P.
By Rail.—Chandah to Moogeylee, 60 miles, at 8 pies per mile	2	8	0
By Boat.—Moogeylee to Cocanada, 307 miles, at 2 pies	3	3	6
Freight.—Cocanada to Madras including all charges	13	0	0
Cost at mouth of pit	4	0	0
Cost of 1 ton delivered at Madras ...	22	11	6

and the second estimate will be—

	Rs.	A.	P.
By Rail.—From coal-pit to Raichore, 444 miles, at 8 pies per mile...	18	8	0
Cost at mouth of pit	4	0	0
Cost of 1 ton delivered at Raichore ...	22	8	0

Then, if 3 tons of Chandah coal be equivalent to 2 tons of English coal, the relative value will be by the Godavery and sea route Rupees 34-1-3 for coal delivered at Madras, and Rupees 33-12-0 for the coal delivered at Raichore.

5. Thus it appears very evident that the Chandah coal cannot be brought to Madras by sea at a price that will enable it to compete with English coal.

If the navigation of the Upper Godavery be carried out, and also the East Coast Canal be connected hereafter with the Godavery navigation, the coal may be brought into use at Madras, at a remunerative rate, provided its quality is maintained at two-thirds of the effective value of English coal, and provided the cost of carriage does not exceed two pies per mile per ton. For, if the carriage were at three pies, the total cost would be Rupees 14-15-6; and the Locomotive Superintendent gives Rupees 14 as the highest safe estimate.

The cost of the Chandah coal, as conveyed by the assumed connected line of railway *via* Hyderabad, appears high; but, as Mr. Wright considers the expenses

attendant on the transport of coal up the line to be, on average, six rupees per ton, there would be considerable gain in having the coal delivered at the farthest point of the railway from the sea coast. If also the different Railways accommodated each other by carrying coal at an exceptionally low rate, such as four pies per ton per mile, the Hyderabad route would bring the coal into use on the Madras North-West Line cheaper even than it would come by canal communication.

But, for years to come, there is no prospect of English coal being superseded by that found in this country; quite lately an offer was made at Madras of coal to be taken at the ship's side for only Rupees 21 per ton; and, if the rates of freight from England become reduced, there is still less chance of the coal of the Central Provinces finding its way to such a distance as Madras.

The Agent of the Madras Railway, however, thinks it desirable to have a small consignment of the Chandah coal sent to him, in order that its merits as locomotive fuel may be practically tested.

No. 464. ORDER THEREON, 27th July 1871, No. 1,971.

RAILWAY, No. 52.

ORDERED that this letter be communicated to the Government of India with reference to their letter dated 11th July 1870, No. 1,245 R.

2. It appears to His Excellency the Governor in Council premature to pursue the inquiry into the probability of coal from the Central Provinces coming into use on the Madras Railways in preference to English coal until a sample of Chandah coal of considerable bulk has been obtained for trial on the Madras Railway. However unfavourably the estimated cost of this article at Madras compares with English coal it is reasonable to suppose that in the event of its quality hereafter proving better than it is supposed to be now, so great an impetus will be given to the coasting trade by the increased consumption of the commodity that freight from Cocanada to Madras would be very considerably reduced.

(True Extract.)

(Signed) J. CARPENDALE, Colonel, R. E.,
Secretary to Government.

No. 465. (DOCKET No. 1,972, dated 27th July 1871.)

COPY of the above forwarded to the Government of India.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

Exd. S. T. Augustin.

CONSULTING ENGINEER'S OFFICE.

Railway Department.

No. 241

From

Consulting Engineer for Railways,

To

Secretary to Government,

Public Works Department,

Fort Saint George.

Sir,

1870, on the subject of the
Coast Trunk Road from the
Coast of the Nellore District
to the Coimbatore District
via the Salem District to
Mettupalayam, with the
Branch Road to Ootacamund
via Mettupalayam and
Coonoor, with the map of
the

communication

communication, it is necessary that there should be made a thorough treatment of that river, as well render it capable of affording carriage, all the way down to the sea at high water, but there can be any hope of delivering Clonakilty coal at Meadrar, at a price which would give it the preference over English coal. One condition, is that the water line should be carried up into the coal field, and that there should be no intervening bank of road or rail. Detailed estimates have been submitted,

delivering

delivering that at a cost of about £3.300 per mile, the river would be so far improved, as to afford carriage to the Coast, at the rate of about 2 pies per ton per mile. From Cocanada to Meadrar, freight moments to about 12/ 10 per ton, and landing and shipping charges 3/ 6: more: so that the cost of sending a ton of coal from Cocanada to Meadrar, alone is 12: 13: The value of Clonakilty coal is not yet satisfactorily determined; its duty may be equal to one half, but will not exceed two thirds that of good English coal. Hence if

English

English coal costs Rs: 2 6. per ton at Madras; the value of Chanda coal will be Rs: 13, or about Rs: 17, according to the estimate adopted. Deducting the sea freight from Cocanada Rs: 13, there is left for the price of coal at Cocanada Rs: 0 or Rs: 4; the latter being the estimated cost of the coal at the pits mouth, 420 miles up the river. Thus it would appear that carriage by sea will not pay.

Colonel Haig next considers the completion of the Eastern Coast Canal; and taking the distance from Doulaishwaram to Madras, at about 300 miles, and

and water carriage at 2 pies per mile: estimates

Cost of Chanda coal put on board	Rs. 11	
700 miles water carriage at 2 pies per ton per mile		7 — 5 —
Total cost delivered at Madras		11 — 5 —

On the most favourable assumption of the duty performed by the coal, it would be equivalent to English coal at Rs: 17 per ton, not considering that the weight to be hauled by Railway would be 50 per cent more than that of English coal; or if the duty be one half, the equivalent of English coal is Rs: 23-10- with haulage of double weight by

by Railway. Finally the question to be put to the Madras Railway as the only large consumers of coal at Madras is—if 2 tons of Bhanda coal do the work of 2 tons of English coal, what will you pay for the former delivered at Madras?

On reference to the Madras Railway, the Locomotive Superintendent considers that assuming 3 tons of Bhanda coal to yield results equal to 2 tons of English, the former must be delivered at Madras at a rate of Rs: 14 per ton to make its utilization on the Railway profitable.

Mr. Wright says "The value
"of the Bhanda coal as compared
"with English coal, appears to
"me to be at present a matter of
"so much uncertainty, that any
"calculation on the subject must be
"based upon an assumption of a
"merely arbitrary character; and it
"would in my opinion be premature
"to come to any decided conclusion
"without first procuring such data
"as will enable the important
"subject to be fully and carefully
"considered.

"As the money value of
"the coal (to the Railway especially
"on account of the cost of transport)
"depends so entirely upon its results
"as compared with English fuel, it

"It is essential to set such a price
"upon it as will enable us to use
"it with advantage; to whilst that
"price must at the same time be
"such as to yield remunerative
"to the supplier. To fulfil these
"conditions we must therefore take
"into consideration the highest
"quality only of the Bhanda coal.
"It would I think be worthwhile
"sending us a few tons of the
"best of the coal, or such other
"quality (say a small cargo) as
"could be sent most conveniently
"and cheaply, for the purpose
"of careful experiment, or it
"would be easy to arrange with
"the authorities of the Great
Indian

"Indian Peninsula Railway to
"test its value on their Nagpore
"Branch.

"I see by the papers
"forwarded with the letter
"Deputy Commy Engineer's letter
7/9 Sept/50 "No 542 that the value of Bhanda
"coal as compared with English
"coal is estimated as being
"from 1/2 to 2/3rds the value of
"the latter. Or in the case
"of this Railway the cost of the
"coal will be chiefly due to
"the expense of carriage, both
"before and after it reaches
"their Line, it is obvious that
"we should if possible take
"the best quality only," and

I

"I will therefore base my calculations on the assumption that
"we are to be supplied with coal
"which will give us such results
"as to make 3 tons of Chanda coal
"equal to 2 of English. Supposing
"English coal to cost us Rs: 24 per
"ton at Madras, then would give
"the Chanda coal a value of 16 Rs:
"at Madras. But as the latter
"would cost us 50 per cent per
"ton more for carriage upcountry
"and for all labor connected
"therewith, I consider that we
"cannot safely estimate its value
"at more than Rs: 14 per ton on
"the assumption that the charges
"on English coal amount to Rs: 6

3. The Acting Chief
Engineer of the Madras Railway
Co. is a companion of two
main routes between the Central
& Presidency Districts
1st By the Godavary to Cocanada
and thence by sea to Madras.
2d By rail via Hyderabad
and Kurnool.

Mr Young writes "With
"regard to the Godavery route
"I take it for granted that the
"prosecution of the works at
"the 3d Barrier, and for the
"canalization of the Wurdah, have
"been finally abandoned, as
"a project of which the
"probable

"probable cost cannot be safely estimated
"but must at all events be enormous,
"while its promised as a remunerative
"work is very remote.

"I therefore presume that
"in order to utilize the Godavery
"navigation works so far as at
"present completed (viz to the foot
"of the 3rd Barrier at Dewalmurry)
"by a connection with the G. P.
"Railway system and the fertile
"valleys of Chanda and Wyapore,
"the alternative project of a Branch
"Railway from Wurdah, or some other
"point on the G. I. P. Railway to
"the foot of the 3rd Barrier, will
"be adopted.

"If this proposed line
"be constructed then, the distance
by

"by the Godavery route from Chanda
"to Cocanada
"will be, as follows (approximately)

"By Rail, Chanda to Mooseyleu — 60 Miles
— " Boat Mooseyleu to Cocanada — 309 — "
369 — "

"The other main route via Hy-
"derabad and Raichore, to which
"I have alluded, is one of which
"but a small portion has as yet
"been constructed (viz between
"Raichore and Goolburgah). The
"section from Goolburgah (or some
"adjacent point on the G. I. P.
"Railway) to Secunderabad, is
"however about to be commenced,
"and it seems probable that
"the importance of completing
"the link between the Railway
systems

"systems of the 3 Presidencies, by
"means of a line connecting Hyderabad
"and Raipore will not be long
"overlooked. Such a line would
"pass by way of Chanda, and
"would cross the Wurdah River
"at Woon, opposite to the Pongoor
"coal fields.

"The distance from that
"point to Calicut over the route
"I have described, would be
(approximately) as follows:—

"By Rail from a point on the North
bank of Wurdah, opposite
Woon to Secunderabad — 230 miles
" — Secunderabad to Goolburgah 126 — "
" — Goolburgha to Calicut — 88 — "
444 — "

"As I think it may be
assumed

"assumed that both of the routes
"which have been thus sketched
"out, will be considered equally or
"later, and further that these are
"the only two routes by which
"Chanda coal would find its
"way to the Railways of the
"Madras Presidency, I shall
"now compare the cost of its deli-
"very by each of them, at the two
"extreme ends of the Madras
"Railway Company's system of
"Lines, respectively; viz: by the
"Godavery navigation and sea,
"at Madras, and by the
"Hyderabad Railway at Calicut.

"Taking the present rates
for carriage of coal on the Madras
Railway

"Railways and on the Canals of
"the Godavery Delta, and a re-
"-turning the cost of the coal
"at Mouth of pit to be Rs: 5
"per ton. The comparison is
"thus stated:-

"1st By Mines Board.

"Rail, Chanda to Mungeylee 60
miles at 8 pies per mile—Rs: 2 - 8 —"

"Boat, Mungeylee to Cocanada 309
miles at 4 pies per mile— " —6 - 7 —

"Freight Cocanada to Madras
including boat hire— " —10 " "

"Cost at mouth of pit— " —5 " "

"Cost of Ton delivered at Madras—Rs: 23 - 15 —"

"2d By Railway Route:-

"Rail, Coal pit to Cauvery
444 miles at 8 pies per mile—Rs: 18 - 8 —"

"Cost at mouth of pit— " —5 — "

"Cost of Ton delivered at Caveiboro—Rs: 23 - 8 —"

"You

"Now assuming that the
"useful effects of Chanda Coal
"in Locomotive Engines is only half
"that of English Coal, and taking
"Rs: 20 per ton as the market
"value of such Coal in Madras -
"it is quite clear that the Madras
"Railway Company could not
"profitably use Chanda Coal
"delivered at Madras by the
"Godavery Route, seeing that its
"cost there would be Rs: 23 - 15
"per Ton.

"Under the same conditions
"and owing to the cost of Chanda Coal
"delivered at Caveiboro by the
"Nagpore-and Railway Route would
"cost Rs: 23 - 8 - the cost of two
"tons (Coke) equivalent to one ton of
English

"English coal) would be Rs: 4/- "
"but a ton of English coal can "
"be delivered at Caribone for "
"Rs: 40: It therefore appears "
"that unless a superior variety "
"of coal to that on which experi- "
"ments have been reported, can "
"be found in the Chanda coal "
"fields, there will be no demand "
"for it on the Madras Railway."

4. The Retiring Chief Engineer assumes the useful effect of Chanda Coal to be only one half that of English coal; he allows 4 pies per ton per mile, for boat carriage, while Colonel Pasley gives only 2 pies; and he takes the cost at mouth of pit at

at 1 Rupee higher than Colonel Pasley's estimate. Hence to put the alternative routes in the most favourable light: We give the first estimate however.

By Rail- Chanda to Mooryloor 100 miles at 8 pies per mile — Rs: 2-8-0

By Boat: Mooryloor to Cocanada 307 miles at 1/2 pies — Rs: 3-3-6

Mooryloor to Cocanada to Madras including all charges — " -13-0

Cost at mouth of pit — " -4-"

Cost of 1 ton delivered at Madras Rs: 2,2,11-6

and the 2d Estimate will be:-

By Rail- from Coal pit to Caribone 100 miles at 8 pies per mile - Rs: 18-8-0

Cost at mouth of pit — " 4-"

Cost of 1 ton delivered at Caribone Rs: 22-8-0

Then, if 2 tons of Chanda coal

"Coal to be equivalent to 2 tons of
"English coal, the relative value
"will be by the Godavery and
"Vizagapatam route Rs: 34-1-3: for
"coal delivered at Madras; and
"Rs: 33-12- for the coal delivered
"at Cuddalore.

5 Thus it appears very evident that the Ghanda coal cannot be brought to Madras by sea at a price that will enable it to compete with English coal.

If the navigation of the Upper Godavery be carried out, and also the East Coast Canal be connected hereafter with the Godavery navigation, the coal may be

13

be brought into use at Madras at a remunerative rate, provided its quality is maintained at two thirds of the effective value of English coal, and provided the cost of carriage does not exceed 2 annas per mile per ton. For if the carriage were at 3 annas, the total cost would be Rs: 11-15-6; and the Locomotive Superintendent gives Rs: 14 as the highest safe estimate.

The cost of the Ghanda coal as conveyed by the assumed canalised line of railway via Hyderabad appears highly beneficial as the Weight consists of coal and the expenses attendant on the transport

Coals-port of coal, upon the Annesley
Line on an average, by Despatch, there
would be considerable gain, in
having the coal delivered at
the farthest point of the Railway
from the sea coast. It also
the different Railways accom-
modated sale at the by-carriage
coal at an exceptionally low Scale
such as the price per Ton per mile
the Hyderabad Scale would
bring the coal into use on the
Madras South-West Line, cheaper
even than it would come by
Canal communication.

But for years to come,
there is no prospect of English
coal being superseded, by that
found in this country; quite

Calcutta

No 12

Calcutta an offer was made at Madras
of coal to be taken at the ship's
side for only Rs: 21 per Ton; and
if the sales of freight from
England become reduced, there
is still less chance of the coal
of the Central Provinces finding
its way to such a distance as
Madras.

The report of the Madras
Railway Commissioners is de-
sirable to have a small consign-
ment of the Chanda coal sent
to them, in order that its merits
as Locomotive fuel may be prac-
tically tested.

I have the honour to be
Sir
Your most obedt Servt
Henderson
Major &c
Agt: Govt: Coal Supplies

Madras
27th June 1851

No 1971 Dated 27th July 1871

Public Works Department

Proceedings of the Madras Government

Under date the 27th July 1871

Read the following

Letter from Secy. to Govt. Gen. Dept.

No. 291 dated 29th April 1871 forwarding

letter to the communicator

to the Govt. of Madras noting its

reference to their letter dated

11th July 1870 No. 1234 S.R.

Ordered that the

Advocate General be requested to peruse the enquiry

into the probability of

coal from the Central Provinces

coming into use

for the Madras Railways

and the Madras Railway

in preference to English

coal until a sample

of Chanda coal of

Read 22nd August 1871 No 369-370

No 463

Public Works Department

Govt. of Madras

No 3021

RAILWAY DEPARTMENT.

From

The Consulting Engineer
for Railways,

To

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

Dated 24th June 1871.

Received 28th

No. 291.

Replying to G.O. No 2026 of 22nd Aug. 70 on the subject of the transport of coal from the central Provinces to the East Coast of the Madras Presidency.

No 1971-1972-27th July

considerable bulk has
been obtained for trial
on the Madras Railway.
However unfavorably
the estimated cost of
this article at Madras
compares with English
coal it is reasonable
to suppose that in the
event of its quality here
after proving better than it is now
great an impetus will
be given to the coasting
trade by the raw article
for which a large con-
-sumption would follow
that freight from Cocanada
to Madras would (very
considerably reduced

Docket. 25 — 72

To The Chief Engineer for Railways

Despt 28/7/71

Docket No. 1972 dated

Copy of the above
forwarded to the Govt
of India.

Despt 28/7/71 with 25 Plans
Colln

increased consumption of
the commodity

it is proposed to bring it

1971-1972-7 January

No 3021

Govt of Madras 1871

PUBLIC WORKS.

To The Actg Consulting Engr for Railways and To the Secretary to the Govt of India

Dated

Rec'd

G. 27th July 1871. No. 1971-1972.

Order Nos. 463-464-465

Canal. Passing orders on letter from the Secy Govt for Rys relative to the transport of Coal from the Central Provinces to the East Coast. Also that Madras Railway Co have no objection to the Madras Rys.

Rockets. Forwarding copy of Govt letter from the Secy Govt for Rys &c. relative to the transport of Coal from the Central Provinces to the East Coast. Also that Madras Railway Co have no objection to Madras Rys.

G 17 July 1871 Q. 19