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MADRAS RECORD OFFICE.

Government of Madras.

Public works **DEPARTMENT.**

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Proceedings of the Madras Government, Public Works Department, 9th November 1871.

No. 171. Read the following Proceedings of the Government of India in the Public Works Department, (Railway,) dated Simla, 29th September 1871, Nos. 1,883—1,901 R.—

Transfer of the control of certain Guaranteed and State Railways to the Government of India.

Read again Despatch from the Government of India, to the Secretary of State for India, dated Simla, 13th May 1871, No. 45-R.

In commencing the construction of railways by the direct agency of the State, we considered it desirable that, at the outset, no sudden change should be made in the system by which public works had, up to that time, been carried out, and that establishments should at first be formed and operations conducted by a gradual expansion of existing means, leaving the consolidation of the arrangements into a settled system for further consideration. It appears to us that the time has now arrived for placing the scheme of State Railway construction and administration on a definite basis, and for organizing a system which shall provide for the present requirements of lines while under construction, and for their management when they shall have been opened for traffic. In consequence, however, of our desire to utilize and expand existing establishments in preference to creating new ones, we combined the discharge of duties connected with the State and Guaranteed Railways under the old Railway Branch of this Department, and we have therefore found it necessary, in considering this question, to review the organization by which the operations of Guaranteed Railway Companies are at present controlled, and to ascertain whether any modification of this organization appears to be called for. To this portion of the question we shall first address ourselves.

2. It will be within your Grace's knowledge that, soon after the commencement of the guaranteed system, when lines of railway were undertaken simultaneously in different parts of India, the executive control devolving on the Government under the conditions of the railway contracts, was delegated to the several Local Governments in whose territories the lines were projected, a general supervision of the whole being exercised by the Government of India. It was thought that, by this arrangement, both the advantages of local knowledge and a harmony of action with the other branches of the administration (wherein the Government of India usually retained no direct executive control) would be more effectually secured than in any other way, while the supervision of the Government of India would be sufficient to cause the same interpretation being placed in different Provinces on all the provisions of the identical contracts entered into with different Companies. Thus it was arranged that, in Northern India, the Government of Bengal should control the Lower Division, and the Government of the North-Western Provinces the Upper Division of the East Indian Railway. This system continued in force for some years, and, so long as the lines thus controlled were moderate in extent and lay wholly within the boundaries of one Province, no difficulty was experienced; but, when junctions between isolated portions of the same railway or between two different lines were made, a provincial control proved to be impracticable. It was found to be necessary that the control of the operations of each Guaranteed Company, in whatever direction these might extend,

should rest in the hands of a single authority. The division of a railway, such as the East Indian, into two or more portions under separate management was both unsatisfactory and extravagant, and it was seen to be essential to the commercial prosperity of such a railway that it should be worked as a single undertaking. But, when this was accomplished, it further became evident that the controlling functions of Government, in the exercise of which much discretion and tact must be employed, could not possibly be divided between two or more authorities, and that a change had to be made in the system of administration to suit the altered circumstances of the case.

3. The only way of arriving at the desired unity of control was by the re-assumption by the Government of India of the powers delegated to Local Governments, or by the transfer of the control over the whole of the undertakings of each Company to some one selected Local Government. Upon a deliberate consideration of the matter the Government of India decided on adopting the latter course, which has been followed in the case of all Guaranteed Railways subsequently commenced. The necessity of uniting the control over the whole of the affairs of any one Company, and placing it in the hands of one authority, was expressly acknowledged by Her Majesty's Government on the occasion of the establishment of the Oudh and Rohilkhund Railway, and, as tested by experience, there can be no doubt of the propriety of such a measure.

4. The result of this change has been that the Government of Bengal controls railways in—

Bengal,
North-Western Provinces,
Punjab,
Central Provinces,
and the Native States under the Central India Agency.

The Government of the North-Western Provinces (in which there is a greater mileage of Guaranteed Railway open and under construction than in Madras, Bombay, Bengal, or any other Province of India) controls none of these railways.

The Government of the Punjab controls railways in—

Punjab,
North-Western Provinces.

The Administration of Oudh controls railways in—

Oudh,
North-Western Provinces.

Thus, out of 2,742 miles of Guaranteed Railway open and in progress in Bengal, the North-Western Provinces, Oudh, and the Punjab, 1,153 are controlled by other Governments than those of the territories in which they lie.

5. It is evident that the result of the present arrangements has been that the advantage of local knowledge in the control has had to be placed aside. The executive supervision of a single Government has been found far preferable to a divided control, but it is a compromise which entails many disadvantages. The controlling Government has, beyond a doubt, a more intimate acquaintance with the requirements of its own Province than of the wants of those which adjoin it; and, so far as local knowledge is of advantage in railway management, the interests

of the districts not under the Government of the controlling authority are, in spite of the best intentions, liable to suffer. We have endeavoured by various means to cause the desires of out-lying Governments to be fully represented and acted upon by the controlling authority but with doubtful success, and the consequence has too often either been an unfortunate conflict of opinion, or, more frequently, a failure in the proper representation of local interests, in both cases leading to no useful result.

6. These difficulties were, in a great degree, foreseen when the present system of control was established in regard to the East Indian Railway in 1865. But we were in hopes that it would have been in practice possible to avoid or to reduce them to slight inconveniences. We were further of opinion that the control by a Local Government, even under the circumstances explained, should be attempted in preference to introducing into the Government of India an exceptional agency for direct executive control.

7. There are several circumstances which now make this latter reason no longer of the same force. One of them is the multiplication of the complication of territorial control as above mentioned, the case of the East Indian Railway in Bengal and the North-Western Provinces being now only one of many amongst which we may now place the Punjab Railway Company's undertakings in Sindh, lately amalgamated with the lines under the Punjab Government. Another circumstance is that the financial results of the working of the Guaranteed Railways have no immediate influence on the revenue of any one Province, but directly affect the Imperial Treasury. As year follows year, the receipts from the working of the railways become of greater importance to the country at large; and, so long as the Supreme Government have to provide means for the expenditure of the country, the financial control of the railways must remain in its hands. But, in railway matters, finance and administration are so nearly allied as to be incapable of separation, the one being the direct consequence of the other, and therefore it has been found practically impossible to leave the administrative control of the guaranteed lines to be regulated exclusively by the Local Governments. This state of things is by no means conducive to good administration, as it often leads to differences of opinion between the Supreme and Local Governments from which much positive disadvantage and loss has at times arisen, and that unity of control, which was aimed at when the present system was established, has not been secured. A third reason is that the same sort of difficulties will arise in connection with the State Railways, as will presently be explained.

8. We are therefore of opinion that a change of organization by the transfer of the entire control of the Guaranteed Railways in Upper India now, or shortly to be, in connection with each other from the Local Governments to the Government of India, is the best measure to adopt. In arriving at this conclusion, we have been aided by the advice of the late Sir H. Durand and of Sir W. Grey, both of whom have expressed themselves in favour of the view which we advocate.

9. We need not at the present time do more than sketch briefly the outlines of the system which we propose. The control of Guaranteed Railways is now exercised by Consulting Engineers to the different Local Governments, aided

by Deputies and by Examiners of Accounts. The official record of the transactions of each Railway Company, [illegible] contract, require approval on the part of the Government [illegible] Minutes of Meetings which are held weekly between the Railway [illegible] Consulting Engineer. At these Meetings the Consulting Engineer [illegible] ate, giving sanction in behalf of the Government, or not, according [illegible] scribed rules, and both he and the Agent bring forward any proposal [illegible] may desire to make. With this routine we have every reason [illegible] we do not propose to change it. Our desire is that the Consulting Engineers with their establishments, should be simply transferred from the Local Governments and placed under the Government of India, receiving certain defined powers, extended powers to enable them to authorize such things as it may be desirable for them to deal with finally, and that their formal proceedings should be submitted for sanction to the Government of India instead of to the Local Government. The wishes of the several Governments in regard to matters connected with the railway administration might be expressed in two ways, either by directly addressing the Government of India, as is the custom in all other matters connected with the administration of their respective Provinces, or, in less important cases, by arranging for a periodical meeting between the Consulting Engineer and the Secretary to the Local Government, or other officer, in which such matters might be discussed, the conclusions at which the Meeting may arrive being formally recorded in the same way as the Minutes of the Meetings with the Railway Agents.

10. On this footing we recommend the transfer of the control over the following Guaranteed Railways to the Government of India:—

The East Indian.
The Eastern Bengal.
The Sindh, Punjab, and Delhi.
The Oudh and Rohilkhund.

11. We now pass to the consideration of the system by which the State Railways now in progress should be administered. Having, as we premised, hitherto expanded the existing system of the Public Works Department without much modification to provide for the commencement of operations, we have had some opportunity of seeing how far this organization will suffice for future wants. The different projected railways have been divided into suitable lengths and placed in charge of Superintending Engineers, who are under the immediate direction of the Chief Engineers in the Public Works Department to the several Administrations, by whom the projects for all State Railways are submitted to us. In cases where the professional advisers of any Administration have not had any considerable experience in the construction of railways, the control exercised over the Superintending Engineers is really nominal, and these officers receive their orders practically direct from the railway branch of our Public Works Office.

12. The objections to this arrangement, which were indeed foreseen from the outset, are serious. To attain great excellence in any branch of engineering, it is generally necessary that the attention should be confined mainly to that branch to the exclusion of others, and it may thus not unfrequently happen that

the officer selected on account of his administrative capacity and general professional ability to be the Chief Engineer of a Province, may yet be not so well acquainted with the details of railway construction as a Superintending Engineer under his orders, who has turned his attention exclusively to that branch of engineering. As, moreover, for reasons which we will presently recapitulate, it is essential that the general principles of design, the scale of establishments, and the supply of funds for these railways should be regulated by the Government of India, the intermediate authority of the Local Administrations would, in this case, be almost powerless for good, and, therefore, a real evil. This is practically the form which the direction of State Railways has, in some cases, already assumed, and it has to be considered in what direction it should now be modified.

13. One plan which suggests itself is the formation of a special Railway Branch of the Department in all Provinces in which railways are undertaken. This would lead to a serious increase in the establishments and in the cost of the works, which could only be justified in view of certain tangible advantages. The effect of this system would be two-fold: the general control and direction of the works by the Local Administration to the extent of the power which could usefully be confided to it would be assured, and the active supervision of the construction by a competent authority, intermediate between the Superintending Engineer in charge and our own professional advisers, would be provided for. In order to ascertain the advantages or disadvantages of such a measure, it is necessary to consider whether powers of executive control and sanction, with their attendant responsibility, could be properly delegated to the authority that would thus be interposed; for, if this should not be the case, its intervention would evidently be worse than useless.

14. The construction of State Railways by funds borrowed on the credit of the Indian revenues has been deliberately undertaken with the entire approval of Her Majesty's Government, and of the public, on the faith of the utmost economy being thus made possible. On a full review of the circumstances of the revenue, it appeared to us to be practicable to set aside a certain amount year by year to provide for the interest on the borrowed funds, and we considered that, if the railways constructed by these means were made as cheaply as we saw reason to anticipate, the extension of railway communication could proceed at such a rate as to meet the reasonable wants of the country without imposing any fresh burden on the people. Cheapness of construction is, then, an essential element in the success of the scheme. But this cheapness of construction directly depends on the details in which one railway varies from another, and to ensure it certain conditions of principle, which allow of no deviation, must be prescribed by supreme authority. Over all expenditure, then, which is incurred on the spot, it appears to be impossible usefully to delegate any final powers of sanction to the Local Administration, except in such minor matters as are usually and, in our opinion, properly entrusted to the executive officers of the Public Works Department. Still less can any such powers be exercised in the design of locomotive or rolling stock, or of such machinery and iron-work as must be procured from England, or of the permanent-way, all of which, amounting to fully one-half of the cost of a line, must be dealt with on a larger review of the wants of the whole country than would be locally possible.

15. It would thus appear to be impossible to delegate to Local Administrations any practical power of sanction or direction of these railways. Neither the direction of the line, nor the character of its formation, nor the design or extent of its structures, nor the accommodation it will provide, can be left to be decided apart from prescribed rules, for on all these things the cost of a railway depends. Besides this, it is plain that, to introduce this system in the case of lines running through more than one Province, would be to repeat the defects of the control of the Guaranteed Railways above referred to, and it would therefore be necessary to divide the districts into lengths which would suit the boundaries of each Province. This would in many, if not in all, cases entail additional expense, and be very difficult to effect. For these reasons, we do not consider that any administrative advantage would be gained by the intervention of the Local Civil Governments in the construction of the State Railways now projected.

16. We are, therefore, of opinion that the Engineers in charge of the construction of State Railways should be directly under the orders of the Government of India, and should carry out the construction of the works entrusted to them without the intermediate agency of Local Administrations. The general control of the construction would be given to the Consulting Engineer to our Government, regarding whom we have recently addressed your Grace (Despatch No. 7, Railway, dated 31st January 1871).

In case of the more important lines, the works might be under an officer holding the position of a Chief Engineer; while, in the case of minor railways, considering the skill and ability of the officers whose services are available for employment as Superintending Engineers, it does not appear to us that the interposition of any authority in matters of pure engineering between them and our own immediate professional advisers would be beneficial, or would have any other result than delay in correspondence and increased expenditure.

17. There are, however, other duties to be performed in connection with these railways apart from those of a purely professional character. It is necessary that an agency should be created for the conduct of the general business connected with the establishments, accounts, and management of the stores, etc., of the lines while under construction, in such a way as to be transformed into a convenient agency for general management, so soon as the railways shall have been opened for public traffic. This might, of course, be done by appointing special officers for the purpose; but, if any existing organization could be thus utilized, it would result in a considerable economy. It appears to us that this might be arranged in some Provinces by confiding these duties to the officers who are charged with the Government control of the Guaranteed Railways, with considerable saving of cost and with other allied advantages. It appears perfectly feasible to unite under one officer the chief Government control of guaranteed lines and the chief executive management of the working of State lines, and by affording him the necessary subordinate assistance in the latter case with which he has already been supplied in the former capacity, to ensure the conduct of both descriptions of business in an efficient and yet economical way. In cases where such an officer does not exist, the principal officer of the Accounts Branch connected with the line might be charged with the general management.

18. We, therefore, propose that an officer to be called Director should be appointed as the General Agent for each line, or aggregation of lines, of State Railway; to receive orders from, and generally to represent, the Government of India in respect to that railway, and to be responsible for every thing connected with its prosecution, except its engineering. On professional matters, the Chief or Superintending Engineer of the line would be independent of the Director, and would receive orders from the Government of India direct; but, in all other matters, he would be subordinated to this officer. The Director would have general charge of the accounts, in the care of which he would be assisted, if necessary, by other officers, according to the magnitude of the charge. The arrangements by which the Local Administration should be represented, and should record their desires, would be similar to those above proposed for Guaranteed Railways, which would thus be linked in administration to the State Railway system without the jarring of conflicting views, or the reduplication of establishments.

19. Under this system the Consulting Engineer in Bengal would also be the Director of any State Railway that may be undertaken in that Province, and the Consulting Engineer in the Punjab would be the Director of the Indus Valley and Punjab Northern lines, having under him the Chief and Superintending Engineers of these railways [who, as before said, would be independent in engineering matters], and such assistants as might be needed for the regulation of the accounts of each line. Similarly, a Director would be appointed for the Rajpootana Railway; and, as in this case there would probably be no Guaranteed Railway work which might usefully be performed by him, his duties would be confined to this State Railway. Like arrangements would also have to be made for the conduct of railway business in Central India, Mysore, and Hyderabad.

20. The substance of these proposals is to assimilate the control of State Railways constructed from Imperial Funds to that which experience has shown to be necessary in respect to the railways constructed from guaranteed capital, and in both cases to make better arrangements for the representation of local desires than has yet been accomplished. We believe that the measures now proposed are calculated to achieve this end, and we, therefore, recommend them to your Grace's consideration.

21. It will be observed that we have made no references to the railways under the Governments of Madras and Bombay. We have at present no change to propose in regard to them, except in relation to the Sindh, Punjab, and Delhi Railways, concerning which we have addressed you separately.

Read also Despatch from the Secretary of State for India, to the Government of India, dated India Office, London, 15th August 1871, No. 57-R.

YOUR Excellency's Despatches No. 45 of the 13th May last, relative to the reorganization of your Railway Department generally, and No. 46 of the same date, relative to the control to be exercised over the amalgamated undertaking of the Sindh, Punjab and Delhi Railway Company, were duly received by me, and I have since informed you by telegram, dated 13th July, that arrangements for the reorganization of the Railway Department are left in your hands.

2. I will only add that I have some doubt as to the manner in which that part of your plan will work, under which, in the case of State Railways, the Chief

or Superintending Engineer will receive orders direct from Government on engineering matters, but will be subordinate, in all miscellaneous affairs, to the Government Consulting Engineer, or, if such officer do not exist, to the principal officer of the account branch connected with the line. There seems room for apprehending that the conflicting pretensions of such officers may be unfavourable to harmonious action.

3. I understand from the concluding paragraph of your Despatch No. 45, that the proposed arrangements, with regard to State Railways, are not intended to apply to any that may be constructed within either the Madras or Bombay Presidency.

RESOLUTION.—The reasons by which the Government of India have been led to the conclusion that the control of the Guaranteed Railways in Upper India and of the State Railways generally should be centralized are recorded at length in the first of the despatches now read again, and Her Majesty's Government having assented to the measure, as also to the transfer of the control of the Sindh Railway and Indus Flotilla from the Government of Bombay, the grounds of which are explained in the second of those despatches, it only remains to issue the needful orders for giving effect to the changes which are rendered necessary by these decisions.

2. *Firstly*, as regards the Guaranteed Railways. At present the control of these Railways in Upper India is under the Governments of Bengal and of the Punjab, and the Oudh Administration. In each of these Provinces there is a Consulting Engineer's Department charged with the immediate duty of carrying out the local control, which, in each case, extends into other jurisdictions. This Department will now be dissevered from the Local Governments, and the officers composing it will be gazetted as Consulting Engineers and Deputy Consulting Engineers and Examiners of Accounts to Government for Guaranteed Railways, and henceforth be immediately under the orders of the Government of India in the Public Works Department. Their head-quarters will remain, as at present, with the head-quarters of the guaranteed undertakings under their control, namely, at Calcutta, Lahore, and Lucknow, and their present office establishments and records, including those of the Joint Secretary's offices, should be retained by them. It is essential that their offices should continue to be in the close vicinity of those of the railways controlled, and the Government of Bengal should, therefore, be requested to permit existing arrangements at Calcutta to continue. It is expected that some reduction of office establishments may be effected. This subject will be considered after some experience of the new system of working.

3. The Government of Bombay should be moved to transfer the services of the Deputy Consulting Engineer and the Assistant Examiner of Accounts in Sindh to the Government of India with the office establishment, and to issue instructions to the Railway Agent in Sindh that the Government control over the Sindh Railway and Indus Flotilla will, in future, be exercised by the Consulting Engineer at Lahore in behalf of the Government of India. The records of the Consulting Engineer's office in Bombay, relating to those undertakings, should be forwarded to the Consulting Engineer at Lahore, and the Government of Bombay should be

requested to report what reduction of establishments may be possible in the Consulting Engineer's office in consequence of this change.

4. The powers of sanction in Railway matters exercised by Local Governments, as modified by Public Works Department Resolution Nos. 49-54 A—R, dated 6th February 1871, will now be delegated to the Consulting Engineers in Upper India; but this delegation will be regarded as tentative, for experience may show the necessity of modifying or curtailing those powers.

For the present, therefore, the Consulting Engineers will continue to discharge their duties very much as heretofore, but with this modification, that in matters hitherto within the competence of Local Governments the action of the Consulting Engineers will be subject to the review of the Supreme Government instead of the confirmation of the Local Government, and that in matters beyond those powers, they will refer direct to the Government of India. In all cases in which the Consulting Engineer would have taken the orders of the Local Administration before acting, but in which, under the present orders, he will now act on his own authority, he should report at once his proceedings to the Government of India.

5. It will be understood, however, that, in future, all sanctions to projects, or to revisions of projects on new lines or on lines not open to traffic, also to establishments for them, must emanate from the Government of India. For other work-sanctions the Resolution already quoted provides. Establishments of open lines will be sanctioned, in the first instance, by the Government of India, and, thereafter, the present practice will be continued, *i. e.*, half-yearly lists will be submitted and dealt with at an official meeting. But the discretion hitherto permitted in the case of offices, the salary of which is less than Rupees 400 per mensem, must be exercised strictly within the provision made under each head of the revenue budget estimate, orders as to which have been recently issued.

6. Business will be transacted, as heretofore, at official meetings between the Consulting Engineers and the Railway Agents, and sanctions given at other times should be formally recorded at the first meeting thereafter. The minutes of the official meetings should be full without being prolix, and should be submitted in print to the Public Works Department of the Government of India punctually and promptly, supported by copies of all needful documents as appendices. The minutes of each meeting should be despatched on the day that they are confirmed, and, in order that there may be no undue delay in their submission, such confirmation should be given at a meeting, or otherwise, within one week of the meeting of which they form the record.

7. A monthly abstract of the proceedings of the Consulting Engineers will be submitted for review in the Public Works Secretariat. This abstract should be a complete schedule of the business transacted during the period; but, in the case of matters dealt with at official meetings, a simple reference to the minutes will suffice if the record contained in them be full and complete. The abstract of proceedings should be in the form of the contents of Part B. of the monthly volumes of the Proceedings of Local Governments now submitted in the Railway Branch of the Department; but every care should be taken that they are clear and intelligible. They should be despatched punctually, and in print, within one week

of the close of the period. There should be no difficulty in this, if the preparation and printing of the abstract be carried on throughout the month.

8. The proceedings of the Consulting Engineers will be recorded in manuscript, printing being only resorted to for minutes of meetings (if not printed by the Railway Companies), abstracts of proceedings, inspection reports, revenue account notes and reviews, and other lengthy notes or documents of importance.

9. Dissociated as the Local Government now will be from the control of these railways, the Governor-General in Council is disposed to think that, by exhibiting a keen interest in their working, they may, as the independent representatives and exponents of public opinion and local knowledge, exercise a powerful influence on the management which will be most advantageous alike to the Supreme Government, and to the public. Representations made with this view will always meet with the most careful consideration. The Governor-General in Council relies with confidence on the support and aid of the several Local Governments in the endeavour to improve the efficiency of the railways within their respective jurisdictions, or to correct abuses, so that these grand lines of communication may fulfil the objects for which they were constructed, in such a manner as to meet the wants of the districts traversed, and to conduce, in every reasonable way, to the convenience and comfort of the masses when travelling, and to the advancement of the commerce of the empire.

10. Dissevered as the Consulting Engineers now will be from the Local Governments, it will be none the less incumbent on them to attend carefully to local and non-departmental interests and requirements in reference to the undertakings over which they will exercise the degree of control necessary on behalf of the Government of India. In this view they will not fail to bring before either the Local or the Supreme Government, or to the notice of the railway management concerned, any matter that may seem to deserve attention, or to be likely to contribute to the interests of the railways and the public, and they will be careful that the wishes of the Local Governments are met to the fullest extent compatible with the general interests confided to their charge, and their duty to the Supreme Government. The periodic inspections of open lines will continue to be made, and copies of the reports should be forwarded to the Local Governments for information and for any remarks they may desire to offer, and the Consulting Engineers will give due consideration to such points as may be indicated by Local Governments as requiring attention.

11. The views and wishes of the Local Governments should, as a rule, be made known to the Consulting Engineers through the Secretary in the local Public Works Department, either by written or personal communication, so that, in cases in which it may be necessary to take the orders of the Government of India, the Consulting Engineer's reference may be complete and in such form as to admit of the issue of needful orders with the least delay. This course will not preclude Local Governments and Administrations from addressing the Government of India direct in any case, the importance of which may seem to make it desirable.

12. *Secondly*, as regards the State Railways. It has first to be provided that the Calcutta and South-Eastern line will continue to be managed, as at present, under the orders of the Consulting Engineer for Guaranteed Railways

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in Calcutta, the accounts continuing to be dealt with by the Examiner of Guaranteed Railway Accounts.

13. Matters that may arise in connection with the proposed railway extensions north of the lower Ganges will also continue, for the present, under the same control.

14. The Consulting Engineer for Guaranteed Railways at Lahore will continue to retain the general supervision of the Punjab Northern Railway, and the accounts of the work will be dealt with, for the present, as heretofore, by the Controller of the Punjab Government.

15. The Indus Valley line will also, for the present, remain under the same control, but will shortly be placed under an officer with the powers of a Chief Engineer acting directly under the Government of India, and a separate Deputy Controller acting directly under the Accountant-General will be appointed for the accounts and audit of the line.

16. The Rajpootana Railway and the Moradabad and Roorkee Railway Surveys are, at present, under the Government of the North-Western Provinces, the Public Works Secretariat of which was specially strengthened when the surveys for railway extensions were first commenced by the addition of an officer of railway experience, whose services, with those of a small office establishment, will now be no longer required. This officer is required for other duties, and his establishment will be transferred to the office of the Public Works Secretariat of the Government of India. The whole of the business of the Rajpootana line will now be conducted directly under the orders of the Government of India by the Superintending Engineers of the sections in which the construction operations of the lines are now organized; but, until other arrangements are made for the accounts, they will continue under the charge of the Controller of the North-Western Provinces.

17. It is uncertain whether the Moradabad and Roorkee Railway will be carried out; but, for such work as may remain in connection with this line after the submission of the projects by the Government of the North-Western Provinces to the Government of India, orders will issue hereafter.

18. In Central India the project for the Indore and Khundwah Railway has been nearly matured, and the preliminary surveys for an extension towards Northern India have been commenced. The most convenient position for the head-quarters of these lines is Mhow or Indore, and the work will be carried on by the Superintending Engineers under the direct orders of the Government of India. The accounts will be dealt with by the Controller, Central India, for the present.

19. In the Central Provinces the surveys in progress may remain, for the present, under the Chief Commissioner, whose Chief Engineer has taken such a leading part in the preliminary investigation of the schemes. As soon as the projects are sanctioned, the arrangements for bringing the work of construction directly under the Government of India will be considered.

20. The same arrangement will hold good for the present in British Burmah in regard to the projected Rangoon and Prome Railway.

21. The Nizam's Railway is, as its title indicates, the property of the Hyderabad State, and it is essential that the British Resident at Hyderabad should have a

potential voice in the management of it, as well as of the small branches in the Berars, which have been constructed with the surplus revenues of those Provinces. No alteration will be made in the existing arrangements for carrying on this work.

22. Lastly, there is the Mysore line. For this, if sanctioned by the Secretary of State, orders will issue hereafter. Meanwhile the existing arrangements will not be disturbed.

23. The powers of Chief Engineers under the Public Works Code are delegated to the Engineers in charge of State Railways, with this exception, that, in the case of contracts for the works generally of sections of railway, the tenders should be referred for the orders of the Government of India.

24. Weekly schedules of business will be submitted to the Government of India by the officer in charge of each railway now brought under the direct control of the Government of India.

25. The Stores Department will be subordinate to the Engineer in charge of each railway, when there is no other authority intervening between the Government of India and the latter.

26. It will be the duty of the officers in charge of the State Railways, now brought immediately under the orders of the Government of India, to keep the local authorities fully acquainted with what is going on, or is contemplated, affecting the interests of the Provinces or of the Native States traversed, and to elicit their views on all questions that it would be obviously proper and desirable that they should have the opportunity of expressing them, regarding such an important matter as a first class communication traversing the territories or districts under their jurisdiction. Amongst such points may be specially mentioned, as requiring an expression of the views of the local authorities, the position of stations, the precise location of the line in the vicinity of towns, the provision of crossings on the level or otherwise, and other like conveniences. The Local Governments and Administrations must, of course, be referred to regarding the taking up of land, and the provision of approaches to stations.

27. As already expressed, in the 9th paragraph of this Resolution, in respect of Guaranteed Railways, so in the case of State Railways, the Governor-General in Council relies confidently on the hearty co-operation of the Local Governments and Administrations interested territorially in the several lines projected.

28. Lists of the Engineer and other establishments employed on State Railways, or in control of Guaranteed Railways, should at once be forwarded to the Public Works Department of the Government of India, in order that they may be formally transferred; and the Governor-General in Council requests that the Local Governments and Administrations marginally named will issue orders to the officers concerned, that from the 10th October 1871 they, with the undertakings in their charge, will pass under the direct control of the Government of India—all needful office records being transferred with them.

Bombay.
Bengal.
North-Western Provinces.
Punjab.
Oudh.
Agent to the Governor-General for Central India.

ORDER.—Ordered that a copy of this Resolution and of the two despatches to and from the Secretary of State, referring to the general question, be forwarded to all Local Governments and Administrations for information and guidance.

Also, that a copy of the Despatch, No. 46, to the Secretary of State, be forwarded to the Governments of Bombay and the Punjab.

Also, that a copy of the Resolution and of all three despatches be forwarded to the Financial Department of the Government of India for consideration of any measures that may be called for in that department.

Also, that a copy of the Resolution be sent to the other departments of the Government of India for information, and to the Accountant-General, Public Works Department, for information and guidance.

Lastly, that copies of the three despatches be sent to the Home Department for publication with the Resolution in the Supplement of the *Gazette of India*.

(Signed) C. H. DICKENS, Colonel, R.A.,
Secretary to the Government of India.

No. 172. ORDER THEREON, 9th November 1871, No. 2,846.

RAILWAY, No. 27. ORDERED to be recorded.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

To the Acting Consulting Engineer for Railways.

Exd. S. T. Augustin.

C-h 324.

Govt. of [illegible] Madras.

PUBLIC WORKS.

To The Secretary Government
Engineer for Roads

Dated

Recd. Encl.

G. O., 9th November No. 2846.

Nos. 71 & 172

Forwarding the [illegible]
duplicate of the Land
Acquisition Proceedings
during the Months of the
Current [illegible]

No. 2846.

Forwarded to Government.

11 Nov 1847

W. S.

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