M R O. 1—77,006—8-6-37.

(1) Number of pages_____

(2) Date of repair_____

(3) Initials of the Referencer_____

MADRAS RECORD OFFICE.

Government of Madras.

Public works **DEPARTMENT.**

G.O. No. 14,15 116	2309 —10	Press / Mis.
Dated	2 - 10 -	18 72.

Not to be folded or roughly handled

No. 14. Read the following letter from the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 12th September 1872, No 488 —

In acknowledging the receipt of the Order of Government dated the 6th instant, No. 2,116, I regret to state that I am not yet in a position to supply the information called for by the Government of India with regard to the amount of capital that ought to be allowed to remain locked up in stores upon the Madras Railway. The Proceedings of the Government of India upon this subject, dated the 25th March 1871, No 238-A-R, were received in this office on the 14th April 1871, and ever since that date this office has been in communication with the Agent. The information at present available upon the subject will be best understood by a reference to some of the correspondence* which has passed between this office and the Agent.

* To Agent, Madras Railway, 14th April 1871, No 233
To do do, 24th January 1872, No 47.
From do do, 30th ,, ,, ,, 65
To do do, 1st February ,, ,, 75
To do do, 1st June ,, ,, 411
From do do, 13th July ,, ,, 491

2. It will be seen that immediately on receipt of the Order of Government dated 14th April 1871 a copy was sent to the Agent with a request for the early submission of the statements called for by the Government of India, with explanation of any accumulation of stores under any head and an expression of his opinion as to the limit which should be placed upon the capital locked up in stores. Several reminders were from time to time sent from this office, and on the 30th January 1872 Major Prendergast received the Agent's letter No. 65 containing a statement which showed that the total value of stores in all departments amounted on the 30th June 1871 to Rupees 43,58,400, and stating, although he considered it premature to say what amount of capital should be provided for the purpose until the completion of the Madras Railway system, that, so far as he was able to judge, about £500,000 would be required as a permanent addition to Capital in the shape of stores.

3. On the day after receiving this letter Major Prendergast wrote† to the Agent pointing out that he had not been supplied with the information necessary to enable him to give the explanations required by the Government of India; that from the figures given by the Agent it was clear that there must be a large accumulation of stores under five out of the six heads, but that there was nothing to show what portion belonged to construction or what might be taken as representing the requirements of the open line Major Prendergast asked that the different departments might be called on to submit statements showing the value of the stores on hand that would be issued for works in progress separate from the value of those stores required for general current use, and stated that, in his opinion, instead of 50 lakhs a sum of 10 or 12 lakhs ought to represent the amount of capital to be necessarily locked up in stores

† Letter No 75, 1st February 1872

4. Several reminders were again sent from time to time, and on the 15th July 1872 I received the Agent's letter No. 491, in which information was given as to the amounts which had been charged from stores to Capital by the various departments during the second half of 1871, also as to the future charges to

Capital in the Engineering and Locomotive Departments. The Agent also showed that the store balances had stood as follows,

	Rs.
30th June 1871	43,58,400
31st December 1871	41,25,597
31st March 1872	39,84,237

remarking that the importance of reducing the balance of reserve stock had not been lost sight of, and that although heavy stores are still received by the Cape the Suez Canal route would be used, as far as possible, for the transmission of lighter stores.

5. Upon receipt of this letter I found myself still unable to furnish the information required by the Government of India, and after discussing the matter with the Railway authorities I asked to be furnished with a statement in this form,

Description of stores.	Unit	Quantity	Rate	Value	Average yearly consumption	Remarks

showing in detail the quantity, value, and average yearly consumption of all stores in hand in all departments at the latest date for which such information was available. I understand from the Agent that the preparation of this statement has been delayed by the prevalence of dengue fever among the office establishments of the several departments, but I expect to receive it soon, and I trust that I shall then be in a position to give the information required by the Government of India I regret extremely that there has been so much delay in submitting it. So far as I am able to judge from the imperfect data now available, I am of opinion that the amount of capital to be locked up in stores on the Madras Railway should be certainly below 20 lakhs.

6. The Great Southern of India Railway is not alluded to in the Order of Government now under acknowledgment, and, inasmuch as the construction of 215 miles of extension is in active progress, it is by no means an easy matter to fix at present any limit upon the amount of its capital which should be locked up in stores. This office has, however, been for some time in communication with the Agent upon the subject, and I hope that I shall soon be able to lay before Government proposals with regard to that Railway also.

From the Deputy Consulting Engineer for Railways, to the Agent and Manager of the Madras Railway Company, dated Madras, 14th April 1871, No 233

In continuation of G. O, No 595, of the 1st March 1871, a copy of which was forwarded with this office No 145 dated 3rd idem, I have the honour to send you copy of a Resolution of the Government of India dated the 25th ultimo, and to request that you will favour me, at as early a date as practicable, with the statement referred to in paragraphs 2 and 3.

Afterward letter No 199, dated 28th March 1871
G O, No 1,009, dated 12th April 1871

2 I shall also be glad to be favoured with any explanation of the special circumstances that may have led to large accumulation of stores under any one head with an expression of your opinion as to the limit that ought to be placed on the amount of capital that may be allowed to be locked up in stores taking into account the probable ultimate requirement of the Madras Railway.

3 I also request that you will be good enough to let me have your opinion as to the desirability of sending forward half-yearly indents for stores required from England instead of indenting annually as is the present practice

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From Major H L PRENDERGAST, R E, Acting Consulting Engineer for Railways, to the Agent and Manager of the Madras Railway Company, dated Madras, 24th January 1872, No. 47

The Government of India having called for an immediate reply to their Proceedings of the 25th March 1871, No 238-A-R, I have the honour to request that you will be good enough to let me know how soon I may expect an answer to this office letter of the 14th April 1871, No 233

Copy embodied in G O, No 1,009, dated 12th April 1871

From the Agent and Manager of the Madras Railway Company, to the Acting Consulting Engineer for Railways, dated Madras, 30th January 1872, No 65

With reference to your letter No 47, dated the 24th instant, I have the honour to annex a statement showing the value of all stores in hand in all departments at the 30th of June 1871, classified in accordance with the instructions contained in the Proceedings of the Government of India, Public Works Department, No. 238-A-R, dated the 25th of March 1871, namely —

	Rs	A.	P.
Plant.	4,41,316	0	2
Permanent Way materials	12,28,264	0	11
Locomotives (unerected)	1,45,306	13	6
Rolling stock (unerected) (including carriage and waggon iron work)	6,46,918	12	11
Coal, coke, and wood	4,09,969	8	4
Miscellaneous stores	14,86,625	1	1
Total ..	43,58,400	4	11

2 With regard to the question of the limit that ought to be placed on the amount of capital that may be allowed to be locked up in stores taking into account our probable ultimate requirements I think that it would be premature to say what amount of capital should be provided for the purpose until our system is completed and it is seen how far the present stock, which includes stores both on account of Capital and Revenue, is thereby reduced As far as we are at present able to judge it is estimated that about £500,000 would be required as a permanent addition to Capital for the object in view

3 It is the practice on this line to send to England indents for stores whenever necessity arises, and I do not recommend any alteration in the existing system.

From Major H L. PRENDERGAST, R E, Acting Consulting Engineer for Railways, to the Agent and Manager of the Madras Railway Company, dated Madras, 1st February 1872, No 75.

With reference to your letter No 65 of the 30th January 1872 I have the honour to observe that I am not put in possession of such information as will enable me to give the explanations required by the Government of India in paragraph 4 of their letter No 238, dated 25th March 1871. From the figures given by you there must be a considerable accumulation of stores under five out of the six heads (the third, Locomotives, being not high in amount), but there is nothing to show what portion of the stores belongs to construction and will rapidly decrease, or what portion

may be taken to represent the normal requirements of open line. Thus there is 12½ lakhs against permanent way materials, but a large share of this amount may be intended for the Neilgherry Branch Miscellaneous stores come to nearly 15 lakhs; but this sum may include spare girders or other special materials referred to in paragraph 3

2. I beg, therefore, you will be so good as to obtain from the different departments statements showing approximately, at any rate, if not precisely, the value of stores that will be issued to works of construction now in progress separate from the value of stores that are not so specially required but are kept in hand for general current use. The total value of all stores is given at 43½ lakhs, including, I imagine, a considerable amount that will be taken off the store list for works in the next two years, so that I am disposed to think a sum of 50 lakhs is much higher than necessary on the completion of the system.

3. In the absence of evidence to the contrary I would have thought 10 or 12 lakhs would represent the amount of capital to be necessarily locked up in stores, and I shall be glad of explanations to set me right if that sum is too low.

From the Consulting Engineer for Railways, to the Agent and Manager of the Madras Railway Company, dated Madras, 1st June 1872, No 411.

In continuation of this office letter No. 75, of the 1st February 1872, and with reference to previous correspondence, I have the honour to forward copy of G O. No 1,317, dated 14th May 1872, where the Government of India at the instance of the Secretary of State, again direct special attention to the importance of reducing the balance of reserve stock to the lowest possible limits consistent with efficiency.

2 In disposing of the subject I beg that you will have in view the increased facilities afforded by the Suez Canal for replenishing the reserve stock with supplies of all kinds (and especially light stores, obtained through the Board of Directors.

3. I beg to be favoured with an early reply on the whole question, for the Resolution of the Government of India, No. 238-A-R, dated 25th March 1871, remains still unanswered.

G O, No 1,009, dated 12th April 1871 letter No 233, dated 14th April 1872. — Copy sent with

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From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 13th July 1872, No 491.

With reference to Major Prendergast's letter No. 75, dated the 1st February 1872, and to your letter No 411, of the 1st ultimo, I have the honour to inform you that during the half-year ended the 31st of December 1871 the Engineering Department charged to Capital out of

	Rs.
the stock on hand at the 30th of June 1871	30,981
and estimate their future expenditure out of that stock on the same account at ...	3,11,364
The Locomotive Department expended on Capital in the half-year ended the 31st December 1871 stores to the value of	70,952
and estimate their future expenditure at	2,51,579
Other departments expended stores on Capital account in the half-year ended the 31st December 1871 to the value of	2,132

2 It is difficult to say how much more will be charged to Capital on the respective accounts of other departments than the Engineering and Locomotive; but the amount is not likely to affect any estimate which may now be made of our ultimate requirements

3. The store balances of the Engineering, Locomotive, and General Stores Departments stood on the undermentioned dates as follows.—

	Rs.	A	P
30th June 1871	43,58,400	4	11
31st December 1871	41,25,596	13	5
31st March 1872	39,84,237	7	6

Proceedings of the Madras Government, Public Works Department, 2nd October 1872.

4 It will, therefore, be seen that the importance of reducing the balance of reserve stock to which the Secretary of State has directed special attention is not lost sight of on the Madras Railway The heavier and more expensive stores are still received from England *via* the Cape, but, as far as the comparatively high rates of freight render it desirable, the Canal route is made use of for the transmission to this country of the lighter descriptions of stores.

No 15 Order thereon, 2nd October 1872, No. 2,309.

RAILWAY, No. 1.

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

(True Extract.)

(Signed) G. W. WALKER, Colonel, R.E.,
Secretary to Government.

No. 16. (Docket No. 2,310, dated 2nd October 1872.)

Forwarded to the Government of India with reference to their Proceedings dated 22nd August 1872, Nos. 1,096-99-A-R.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

Exd. A. S. Rodgers.

RAILWAY DEPARTMENT. CONSULTING ENGINEER'S OFFICE.

No. 488.

From Lieut. Colonel J. H. Ironside Stewart R.E.

Consulting Engineer for Railways,

To Colonel L. W. Walker R.E.C.

Secretary to Government,
Public Works Department,
Fort Saint George.

SIR,

In acknowledging the receipt of the order of Government dated the 6th instant, No. 2116, I request to state that I am not yet in a position to supply the information called for by the Government of India with regard to the amount of Capital that ought to be allowed to remain locked up in Stores upon the Madras Railway. The proceedings

proceedings of the Government of India upon this subject dated the 25th March 1871, No 238 A.R. were received in this office on the 14th April 1871, and ever since that date this office has been in communication with the Agent. The information at present available upon the subject will be best understood by a reference to some of the correspondence which has passed between this office and the Agent.

To Agent Madras Ry:	14th April 1871,	No 233.
To — Do —	24th January 1872	47.
From — Do —	30th January 1872	65.
To — Do —	1st February 1872	75.
To — Do —	1st June 1872	411.
From — Do —	13th July 1872	491.

2. It will be seen that immediately on receipt of the order of Government dated 14th April 1871, a copy was sent to the Agent, with a request for the early submission of the statements, called for by the Government of India, with explanation of any accumulation of stores under any head, and an expression of his opinion as to the limit which should be placed upon the Capital locked up in stores. Several reminders were from time to time sent from this office, and on the 30th January 1872, Major Prendergast received the Agent's letter No 65, containing a statement which showed that the total value of stores in all departments

departments amounted for the 30th June 1871 to £ 4,858,400; and stating, although he considered it premature to say what amount of Capital should be provided for the purpose until the completion of the Madras Railway system, that so far as data was available to judge, about £ 500,000 would be required as a permanent addition to Capital in the shape of Rolling Stock.

3 On the day after receiving this letter, Major Prendergast wrote to the Agent, pointing out that he had not been supplied with the information necessary to enable him to give the explanations required by the Government of India — that from the figures given by the Agent it was clear that there must be a large accumulation of stores under some one of the two heads, but that there was nothing to shew what portion belonged to completion, or what might be taken as representing the requirements of the open line. Major Prendergast asked that the different departments might be called on to submit statements shewing the value of the stores on hand that would be issued for works in progress, separate from

Letter of 7th Feb: 1872

from the value of stock alone required for general current use; and stated that in lieu of previous instead of 60 lacs, a sum of 10 or 12 lacs ought to represent the amount of Capital to be necessarily locked up in stores.

Several Reminders were again sent from time to time, and on the 15th July 1872 I received the Agent's letter No 491 in which information was given as to the amounts which had been charged from time to Capital by the various departments during the second half of 1871, also as to the future charges to Capital on the Engineering

Engineering and Locomotive departments. The Agent also showed that the store balances had stood as follows:-

30th June	1871	Rs. 46,58,600.
31st December	"	41,25,517.
31st March	1872	32,84,237.

Remarking that the importance of reducing the balance of Reserve stock had not been lost sight of, and that although heavy stores are still received by the Cape, the Suez Canal route would be used as far as possible for the transmission of lighter stores.

5 Upon receipt of this letter I found myself still unable to furnish the information required

required by the Government of India, and after discussing the matter with the Railway Authorities I asked to be furnished with a statement in this form:

Description of stores	Rents	Quantity	Rate	Value	Average yearly consumption	Remarks.

showing in detail the quantity, value, and average yearly consumption of all stores in hand in all departments at the latest date for which such information was available. I understand from the Agent that the preparation of this statement has been delayed by the prevalence of

of dengue fever among the office establishments of the several departments, but I expect to receive it soon, and I trust that I shall then be in a position to give the information required by the Government of India. I regret extremely that there has been so much delay in submitting it. So far as I am able to judge from the imperfect data now available I am of opinion that the amount of Capital to be locked up in stores on the Madras Railway should be certainly below 20 lacs.

6

6. The Great Southern of India Railway is not alluded to in the order of Government now under acknowledgment, and inasmuch as the construction of 215 miles of extension is in active progress it is by no means an easy matter to fix at present any limit upon the amount of its Capital which should be locked up in stores. This office has however been for some time in communication with the Agent upon the subject, and I hope that I shall soon be able to lay before Government proposals with

with regard to that railway also.

Madras
12 September
1872

I have the honour to be,
Sir,
Your Most Obt Servt.

V. Mantheweet Lt Col R.E.
Cons: Engineer for Railways

Railway Deptt

Cons: Engrs Office.

No. 233

To

The Agent and Manager

Madras Railway Company

Sir

In continuation of G.O. No. 595 of the 1st March 1871 a copy of which was forwarded with this office No. 145 dated 3rd idem, I have the honour to send you copy of a Resolution of the Government of India dated the 25th ultimo and to request that you will favour me, at as early a date as practicable, with the statement referred to in paragraphs 2 and 3.

I shall also be glad to be favoured with any explanation of the special circumstances that may have led to large accumulation of stores under any one head with

Forward letter No. dated 28th March

No. 1009 dated April 1871

in stores upon the Madras Railway.

P.W. 1872 Dept

No. 4493

Proof of Govt. of Indian

RAILWAY DEPARTMENT.

1872.

From

The Consulting Engineer for Railways,

To

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

Dated 12th Recd. 13th Sept 1872.

No. 2309-2310-2311

No. 488 Encl: 6

Stating that he is not yet in a position to supply the information called for by the Govt. of India with reference to the amount of Capital that ought to be allowed to remain locked up

Sept 14

[illegible]

with an expression of your opinion as to the limit that ought to be placed on the amount of Capital that may be allowed to be locked up in stores taking into account the probable ultimate requirement of the Madras Railway.

I also request that you will be good enough to let me have your opinion as to the desirability of sending forward half-yearly indents for stores required from England instead of indenting annually as is the present practice.

I have &c.

Madras
14th April 1871

(signed) C. J. Smith Captain R.E.
Dy Cons. Engr. for Railways

(True Copy)

Mauttewart Lt Col R.E.
Con Engineer for Rys

Railway Department. Consulting Engineer's Office

No. 47

To,

The Agent and Manager,
Madras Railway Company

Sir,

The Government of India having called for an immediate reply to their Proceedings of the 25th March 1871 No. 238 A.R. I have the honour to request that you will be good enough to let me know how soon I may expect an answer to this Office letter of the 14th April 1871 No. 233.

Copy Embodied in G.O. 1009 dated 12th April 1871.

I have &c.

(sd) H. L. Prendergast, Major, R.E.,
Ag. Cons. Engr. for Railways.

Madras
24 January 1872

(True copy)

Mauttewart Lt Col R.E.
Con Engineer for Rys

No. 65-

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE

Madras, 30th January 1872.

From

Robert B. Elwin Esqr
Agent and Manager. M. R. Co.

To

Major H. L. Prendergast, R.E
Acting Consulting Engineer for Railways.

SIR,

With reference to your letter
No 47 dated the 24th instant, I have the
honour to annex a Statement shewing
the value of all Stores in hand in all
Departments at the 30th of June 1871, classified
in accordance with the instructions
contained in the Proceedings of the Government
of India Public Works Department No 238
A. R dated the 25th of March 1871. viz:-

Plant	4,41,316 . 0 . 2
Permanent Way Materials	12,28,264 . 0 . 11
Locomotives (unerected)	1,45,306 . 13 . 6
Rolling stock (unerected) (including Carriage and Waggon new work)	6,46,918 . 12 . 11
Coal Coke and Wood	4,09,969 . 8 . 4
Miscellaneous Stores	14,86,625 . 1 . 1
	Rs 43,58,400 . 4 . 11

2 With regard to the question
of the limit that ought to be placed

on the amount of Capital that may be allowed to be locked up in Stores taking into account our probable ultimate requirements I think that it would be premature to say what amount of Capital should be provided for the purpose until our system is completed and it is seen how far the present stock, which includes Stores both on account of Capital and Revenue is thereby reduced. As far as we are at present able to judge it is estimated that about £500,000 would be required as a permanent addition to Capital for the object in view

3 It is the practice on this line to send to England Indents for Stores whenever necessity arises, and I do not recommend any alteration in the existing system.

I have the honour to be
Sir
Your most obedient Servt
[signature]
Agent & Manager.

Railway Deptt. 27 Cons: Engrs. Office.

No. 75

To

The Agent and Manager

Madras Railway Company.

Sir

With reference to your letter No. 65 of the 30 January 1872, I have the honour to observe that I am not put in possession of such information as will enable me to give the explanations required by the Government of India in paragraph 4 of their letter No. 238 dated 25 March 1871. From the figures given by you, there must be a considerable accumulation of stores under five out of the 6 heads: (the 3rd Locomotives being not high in amount): but there is nothing to shew what portion of the stores belongs to construction, and will rapidly decrease

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21996

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways

Dated 30th January 1872.

Recd. 31

No. 65

Announcing a statement shewing the value of all stores in hand in all departments at the 30th June 1871 classified in accordance with the instructions contained in the proceedings of the Govt of Ind. P.W. Deptt No. 238 A.R. dated the 25th of March 1871.

P. W. 4493/72

decrease; or what portion may be taken to represent the normal requirements of open line. Thus there is 12¼ lacs against Permanent way materials; but a large share of this amount may be intended for the Neilgherry branch. Miscellaneous stores come to nearly 15 lacs: but this sum may include spare girders, or other special materials referred to in para 3.

2. I beg therefore you will be so good as to obtain from the different Departments, statements showing approximately, at any rate if not precisely, the value of stores that will be issued to works of construction now in progress separate from the value of stores that are not so specially required; but are kept in hand for general current use. The total value of all stores is given at 43½ lacs

including

including I imagine a considerable amount that will be taken off the store list, for works in the next 2 years so that I am disposed to think a sum of 50 lacs is much higher than necessary on the completion of the system.

3. In the absence of evidence to the contrary, I would have thought 10 or 12 lacs would represent the amount of Capital to be necessarily locked up in stores. And I shall be glad of explanations to set me right if that sum is too low.

I have &ca

Madras
1st February 1872

(signed) H. L. Prendergast
Major R.E.
Ag. Cons: Engr. for Rys.

(True Copy)

Mantlewart Lt Col R.E.
Con. Engineer for Rys

Consulting Engineer's office

Railway Dept.

No. 411

To

The Agent and Manager
Madras Railway Company

Sir,

In continuation of this office letter No. 75 of the 1st February 1872, and with reference to previous correspondence, I have the honour to forward Copy of G. O. No. 1317 dated 14th May 1872, wherein the Government of India at the instance of the Secretary of State again direct special attention to the importance of reducing the balance of reserve stock to the lowest possible limits consistent with efficiency.

In disposing of the subject

I

I beg that you will have in view the increased facilities afforded by the Suez Canal for replenishing the reserve stock with supplies of all kinds (and especially light stores) obtained through the Board of Directors.

I beg to be favoured with an early reply on the whole question, for the Resolution of the Government of India No. 238 A-R dated 25th March 1871 remains still unanswered.

G.O. 1009 & 12th April 1871
Copy sent with letter 2338/14 April 1872

Madras
1st June 1872

I have &c.

(Sgd) J. H. M. Shaw Stewart Lieut: Coll: R.E.
Cons: Engr: for Railways

True copy,

Mean Stewart Lt Col R E
Con Engineer
for Rys

P. N. 4493/72

No. 491.

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE

Madras, 13th July 1872.

From

Robert B. Elwin Esqre
Agent and Manager. M. R. Co

To

Lieutt Col. J. H. M. Shaw Stewart, R.E.
Consulting Engineer for Railways.

SIR,

With reference to Major Prendergast's letter No 75 dated the 1st February 1872 and to your letter No 411 of the 1st ultimo, I have the honour to inform you that during the Half year ended the 31st of December 1871 the Engineering Department charged to Capital out of the Stock on hand at the 30th of June 1871 ——— Rs 30,981 . 0 . 0

and estimate their future expenditure out of that Stock on the same account at ——— " 3,11,364 . 0 . 0

The Locomotive Department expended on Capital in the Half year ended the 31st December 1871, stores to the value of ——— " 70,952 . 0 . 0

and estimate their future expenditure at ——— " 2,51,579 . 0 . 0

Other Departments expended Stores on Capital account in the half year ended the 31st December 1871 to the value of ——— " 2,132 . 0 . 0

2 It is difficult to say how much more will be charged to Capital on the respective accounts of other Departments than the Engineering and Locomotive, but the amount is not likely to affect any estimate which may now be made of our ultimate requirements.

3 The Store Balances of the Engineering, Locomotive and General Stores Departments stood on the undermentioned dates as follows:—

30th June 1871	£ 358406 . 4 . 11
31st December 1871	412559 . 13 . 5
31st March 1872	398423 . 7 . 6

4. It will therefore be seen that the importance of reducing the balance of reserve stock to which the Secretary of State has directed special attention is not lost sight of on the Madras Railway. The heavier and more expensive stores are still received from England via the Cape but as far as the comparatively high rates of freight render it desirable the Canal route is made use of for the transmission to this Country of the lighter descriptions of Stores.

I have the honour to be,
Sir,
Your most Obedient Servant

Agent and Manager

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated 13th July 1872

Recd. 15.

No. 491

Replying to Cons Engr letter No 75 calling from the Heads of Departm statement showing the rules of stores therein mentioned –

P.W. 4493/72

P.W. Dept

2309

37

Proceedings of the Madras Government.

Under date the September 1872

Read the following

From the Cons Engr for Railways. (Here enter No 488 of 12 Sept 1872)

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

32/2

To Cons Engineer Despd 7/10/72

H.E. No 2310

Forwarded to Government of India with reference to the Proceedings dated 22d 1872 Nos 1096-99 A.P.

60/2

Despd 7/10/72 with 35 spare

No 4493

Govt. of (1872) Madras.

PUBLIC WORKS.

To

Dated

Recd. 115 Encl 6

G O 2nd Octr 1872, No 2309-2310

Nos. 14 & 15

Stores. Passing orders on letter from the Jong Engr for Bys ~~[illegible]~~ explaining the cause of the delay in the submission of the information required by the Govt of India on the subject of the amount of Capital to be locked up in Stores.

Forward copy of ~~[illegible]~~ letter from the Jong Engr explaining the cause of the delay in the submission of the information ~~[illegible]~~ ~~[illegible]~~ on the of the amount to be lock