

(1) Number of pages 36

(2) Date of repair _____

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 459	Press
297-300.301	Mis.
Dated 19. 2. 1872.	

Not to be folded or roughly handled

3/7/72
Comp

*Proceedings of the Madras Government, Public Works Department,
19th February 1872.*

No. 299. Read the following letter from the Acting Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 9th February 1872, No. 75 :—

REFERRING to the letter from the Government of India, No. 620-1 A. R.,*

* G. O., No. 41, dated 8th January 1872.

dated 28th December 1871, calling attention to their letter No. 621† of 10th

† G. O., No. 2,701 of 24th October 1871.

October 1871, I have the honour to

‡ No. 769 of 18th December 1871, with enclosure, No. 85, dated 8th February 1872.

submit letters‡ from the Agent of the Madras Railway with a statement explaining the principle on which the

salaries of officials in the Locomotive Department were formerly allocated between Capital and Revenue.

2. With reference to the last clause of the letter from the Government of India under acknowledgment, I also submit copies of communications addressed by the Directors of the Madras, the Great Southern of India, and the Carnatic Railways, to their Agents in India, regarding the apportionment of salaries between Capital and Revenue.

From the Agent and Manager of the Madras Railway Company, to the Acting Consulting Engineer for Railways, dated Madras, 18th December 1871, No. 769.

With reference to your letter No. 639, dated the 31st of October last, with which was forwarded a copy of G. O., No. 2,701, of the 24th idem, I have the honour to forward herewith

* No. 2,891, 8th November.

the copy of a letter* from the Locomotive Superintendent, in which he affords explanation

as to the allocation of his pay and that of his Assistant between Capital and Revenue in the Budget for 1871-72.

2. In the Budget Estimate for 1872-73, which I am forwarding to you to-day, you will observe that the estimated expenditure on "Establishment," Locomotive Department, on Capital Account during the current official year, has been reduced by a sum of Rupees 12,448, or nearly 25 per cent.

From the Locomotive Superintendent, to the Chief Accountant of the Madras Railway Company, dated Perambore Works, 8th November 1871, No. 2,891.

In reply to your No. 1,265 of the 2nd instant, the mode of allocating the per-centage of Capital and Revenue superintendence, at the time our Budget Estimate for 1871-72 was submitted, was according to a fixed scale, and it was on this basis that our estimate was prepared.

2. Since then, however, the mode of allocating our superintendence has been changed, and as the Budget Estimate for 1872-73, now under preparation, will include the Budget Estimate for 1871-72 in a revised form, I shall be able to estimate the superintendence in accordance with the system now in force, of allocating the superintendence on the actual expenditure under the heads of Capital and Revenue respectively.

3. The margin left for contingencies, to which reference is made, is the amount estimated as requisite to provide for the proportion chargeable to Capital for additional supervision under that head. It is, I think, more than is necessary, but it was thought advisable by my *locum tenens* to provide a sufficient margin to meet any exigency that might arise.

From the Agent and Manager of the Madras Railway Company, to the Acting Consulting Engineer for Railways, dated Madras, 8th February 1872, No. 85.

With reference to your letter No. 68 of the 29th ultimo, I have the honour to solicit your attention to the enclosed copy of the Locomotive Superintendent's letter, dated the 6th instant,

*Proceedings of the Madras Government, Public Works Department,
19th February 1872.*

No. 34, in which he explains the principle of the fixed scale formerly adopted for the division between Capital and Revenue of the charges for superintendence in his department, and the circumstances under which that scale was established.

From the Locomotive Superintendent, to the Agent and Manager of the Madras Railway Company, dated Perambore Works, 6th February 1872, No. 34.

With reference to the correspondence noted in the margin, I beg to inform you that the principle of the fixed scale, to which I refer, was established at a very early period of the existence of this Railway. My practice, at the commencement, was to charge superintendence on the labour actually performed, in like proportions, whether upon Capital or Revenue; but if I am not mistaken as to my recollection of what took place at the time (some fifteen years ago), the Consulting Engineer wished the establishment to be divided absolutely, one portion to be employed exclusively on Capital Account, the other on Revenue Account only.

2. I pointed out the difficulties which would arise out of such a system, and the result was that a fixed scale was established, based upon the estimated proportion of labour executed upon Capital as compared with that executed upon Revenue. This scale was from time to time modified to suit the altered circumstances of our working.

The last fixed scale previous to the adoption of the present system was as under :—

Designation.	Proportion of salaries chargeable.
Locomotive Superintendent	Half South-West Line Capital, half Revenue, the latter divided between the South-West and North-West Lines according to the miles run.
Assistant do.	Two-thirds Capital, one-third Revenue, the latter divided between South-West and North-West Lines according to the miles run.
Locomotive Accountant	Revenue and Capital, according to the nature of the work performed by the Erectors and Fitters.
Locomotive Foreman, Erecting shop.	Revenue — Running and repairs.
Locomotive Foremen, South-West Line	Capital and Revenue, divided according to the labour expended in the carriage department in each month.
Do. North-West Line	Half Capital, half Revenue, the latter divided between South-West and North-West Lines according to the miles run.
Carriage Foremen	Half Capital, half Revenue, the latter divided between South-West and North-West Lines according to the miles run.
Lathe shop Foreman	Half Revenue, half Capital, and the former divided between North-West and South-West Lines in proportion to the miles run.
Assistant do.	Revenue divided between South-West and North-West Lines according to the miles run.
Tyresmith, Blacksmith and File cutter	Do. do.
Boiler smith	Capital and Revenue, according to the work performed.
Assistant do.	Divided between South-West and North-West Lines in proportion to the expenditure on labour for Capital and Revenue of the previous month.
Saw Mill Foreman	
Head Clerk and Clerks	

*Proceedings of the Madras Government, Public Works Department,
19th February 1872.*

Extract from Secretary's letter No. 44, dated London, the 28th July 1871.

Apportionment of general charges between Capital and Revenue.

THE Government of India has suggested the adoption of new rules in regard to the apportionment between Capital and Revenue, respectively, of general charges of Guaranteed Railways, and the Duke of Argyll, considering these rules to be fair and reasonable, proposes to sanction them accordingly. They are as follow :—

- I.—All Establishments employed wholly in dealing with works or charges debitable to Capital, or wholly with works or charges debitable to Revenue, shall be charged to Capital or to Revenue, respectively.
- II.—All charges for Establishment, not specially sanctioned against Capital, shall be debited to the Revenue Account.
- III.—On the opening of any line for traffic all charges for Establishment, unless specially sanctioned to continue against Capital, shall be debited to Revenue.
- IV.—When any work on, or connected with, an open line, is sanctioned as a charge against Capital a certain per-centage (to be fixed on a consideration of each case or class of cases) on the outlay shall be allowed to revenue to represent the fair charge for supervision of such work, a separate per-centage may, if thought suitable, be charged for several classes of supervising establishment.

The Directors see no objection to the principle of the proposed new rules, and it appears to them that their application need not necessarily interfere with the mode of apportioning such charges hitherto followed. You will accordingly take such measures, in communication with Government, as may be necessary to give effect to the rules now proposed for adoption.

Extract from Agent's letter to Secretary, No. 276 of 8th September 1871.

Rates for conveyance of Railway material.—The Government of India will doubtless issue instructions with regard to the mode to be adopted in calculating the cost of conveyance. I propose to await the receipt of their communication on the subject. At present no material is being moved over the line.

Apportionment of general charges.—On this subject also I will await the receipt of a communication from the Consulting Engineer.

(Signed) W. S. BETTS,
Agent.

Extract from a letter from the Secretary, Madras Railway Company, No. 477, dated London, 4th August 1871.

Paragraph 5.—I am also directed to transmit the enclosed copy of new rules with regard to the apportionment between Capital and Revenue, respectively, of general charges of Guaranteed Railway Companies, the adoption of which has been suggested by the Government of India, and which the Directors are informed the Secretary of State proposes to sanction, as they appear to him to be fair and reasonable. The arrangements now in force for fixing the incidence of expenditure on Capital and Revenue, respectively, are not inconsistent with these new rules, and until the works of construction have been finished, and the great bulk of expenditure is upon Revenue Account, the Board are of opinion that it will not be desirable to disturb them. Your particular attention is requested to Rules 2 and 3, which direct that all charges for Establishments, unless otherwise sanctioned, are to be debited to Revenue, and you will not fail to obtain the special sanction required in every case where any portion of the charges in question should properly be borne by Capital.

(True Extract.)

(Signed) R. B. ELWIN,
Agent and Manager.

*Proceedings of the Madras Government, Public Works Department,
19th February 1872.*

From J. COSMO MELVILL, Esq., to JULIAN BYRNE, Esq., dated India office, 24th June 1871.

I AM directed to state, for the information of the Madras Railway Board, that the Government of India have suggested the adoption of new rules in regard to the apportionment between Capital and Revenue, respectively, of general charges of Guaranteed Railway Companies. These rules appear to the Duke of Argyll to be fair and reasonable, and he accordingly proposes to sanction them. They are as follow :—

1. All Establishments employed wholly in dealing with works or charges debitable to Capital, or wholly with works or charges debitable to Revenue, shall be charged to Capital or to Revenue, respectively.
2. All charges for Establishment not specially sanctioned against Capital shall be debited to the Revenue Account.
3. On the opening of any line for traffic all charges for Establishment, unless specially sanctioned to continue against Capital, shall be debited to Revenue.
4. When any work on, or connected with, an open line is sanctioned as a charge against Capital, a certain per-centage (to be fixed on a consideration of each case or class of cases) on the outlay shall be allowed to Revenue to represent the fair charge for supervision of such work. A separate per-centage may, if thought suitable, be charged for the several classes of supervising establishment.

(True Copy.)

(Signed) R. B. ELWIN,
Agent and Manager.

Extract from a letter No. 20, dated 30th June 1871, from the Secretary, Carnatic Railway Company, to their Agent and Manager at Madras.

Correspondence—“Agent with Government Consulting Engineer.”—Enclosed in your letter No. 17 of 17th May 1871, was your communication No. 65 of 10th May 1871 : “Agent’s report of the operations of the Carnatic Railway for 1870-71.” The attention of the Board having been drawn to this, and in reference to the apportionment of general charges, your remarks under the heading of “expenditure” upon the same subject in your letter to the Board, No. 7, of 3rd March 1871, having been considered with it, I am desired to say *Capital and Revenue charges*. The Government rule is a sound and correct one for ordinary circumstances, but inapplicable in the present case, and the account should be amended as under, unless it is clearly understood that by allowing the account to remain, as suggested by the Government, the Company shall not be in any way prejudiced, or any erroneous inferences be drawn in regard to the working of the Arconum line. If the account be altered the Revenue should stand at Rupees 34,358-6-3, and the working expenses be Rupees 25,497-14-6, plus proportion of general charges Rupees 3,368-7-4, for the year ending 31st March 1871, and the portion of general charges consisting of—

Directors’ fees and Office salaries	...	...	£.	s.	d.
Stationary Office charges	...	...	1,829	17	2
Engineer’s salary and inspection of Materials	...	...	661	3	8
Law expenses	...	...	588	18	0
	...	...	288	10	2
		In all ...	3,368	9	0

Should be charged.

To Capital, Carnatic Railway	...	...	3,031	12	1
„ Revenue, late Tramway Company Line at 1-10	...	...	336	16	11
			3,368	9	0

(True Extract.)

(Signed) M. R. SCOTT,
Secretary.

*Proceedings of the Madras Government, Public Works Department,
19th February 1872.*

No. 300. ORDER THEREON, 19th February 1872, No. 459.

RAILWAY, No. 34.

ORDERED that these papers be forwarded to the Government of India, with reference to their letters of the

10th October and 28th December 1871, No. 621 A. R.

(True Extract.)

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

No. 301. (DOCKET No. 460, dated 19th February 1872.)

COPY of the above forwarded to the Government of India,

(True Extract.)

Colonel, R.E.,
Secretary to Government.

Exd. S. T. Augustin.

Madras Railway Company 4
Locomotive Superintendents Office.
Perambore Works
8th November 1871

N^o 2891

To
The Chief Accountant
Dear Sir,

In reply to your N^o 1265 of the 2nd Instant the mode of allocating the per-centage of Capital and Revenue Superintendence, at the time our Budget Estimate for 1871-72 was submitted, was according to a fixed scale, and it was on this basis that our Estimate was prepared.

Since then, however, the mode of allocating our superintendence has been changed, and as the Budget Estimate for 1872-73, now under preparation, will include the Budget Estimate for 1871-72 in a revised form, I shall be able to estimate the Superintendence in accordance with the system now in force of allocating the Superintendence on the actual expenditure under the heads of Capital and Revenue respectively.

The margin left for Contingencies, to which reference is made, is the amount estimated as requisite to provide for the proportion chargeable to Capital for additional Supervision under that head. It is I think more than is necessary, but it was thought advisable by my 'locum tenens' to provide a sufficient margin to meet any exigency that might arise.

/True copy/
/Signed/ J. Cramp
Chief Accountant.

yours faithfully
/Signed/ W. B. Wright
Loco. Superintendent

/True copy/
W. B. Wright
Agent and Manager

Comptroller

No. 769

MADRAS RAILWAY.

AGENT AND MANAGERS' OFFICE.

Madras, 18th December 1871.

From

A. B. C. Lwin Esq.,
Agent and Manager of the M.R. Co.

To

Messrs W. L. Meindergast & Co.
Consulting Engineer for Railways.

Sir,

With reference to your letter No. 669 dated the 31st of October last with which was forwarded a copy of G. O. No 2701 of the 24th idem, I have the honour to forward herewith the copy of a letter from the Locomotive Superintendent in which he affords explanation as to the allocation of his pay and that of his Assistant between Capital and Revenue in the Budget for 1871-72.

No 2891
October

In the Budget Estimate for 1872-73 which I am forwarding to you today you will observe that the estimated expenditure on "Establishment" Locomotive Department on Capital account during the Current Official year has been reduced by a sum of Rs 12,448 or nearly 25 per Cent.

I have the honour to be
your most obedient servant

A. B. C. Lwin
Agent and Manager

P. N. 749/72

No. 85

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 8th February 1872.

From

Robert B. Clavin Esq.
Agent and Manager. of the M. R. Co.

To

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

Sir,

With reference to your letter of 18 of the 29th ultimo, I have the honour to solicit your attention to the enclosed copy of the Locomotive Superintendent's letter dated the 6th instant of 1871, in which he explains the principle of the fixed scale formerly adopted for the division between Capital and Revenue of the charges for Superintendence in his Department and the circumstances under which that scale was established.

I have the honour to be
Sir
Your most Obedient Servant

W. B. Clavin
Agent & Manager.

MADRAS RAILWAY.

From

The Agent and Manager

To

The Consulting Engineer

for Railways

Recd 18th Decr. 1872
No 769

Forwarding copy
of letter from the
Loco. Dept. in
which he requests
information as to the
allocation of his
and that of his
between Capital &
Revenue in the
estimate for 1871-72

P.R. 749/72

Madras Railway
Loco. Superintendent's Office
Breamore Works 6. Feb'y 1872

To

The Agent and Manager
Dear Sir,

With reference to the correspondence
and Dep. Cons. Engrs. No. 7-8. Jan'y 1872 } noted in the
Agent & Manager 12-18-72 } margin, I beg
and Dep. Cons. Engrs. No. 68-29-72 } to inform you

that the principle of the fixed scale, to which
I refer, was established at a very early period
of the existence of this Railway. My practice at
the commencement, was to charge superintendence
on the labor actually performed, in like proportions,
whether upon Capital or Revenue; but, if I am not
mistaken as to my recollection of what took place
at the time, (some 15 years ago,) the Consulting
Engineer wished the Establishment to be divided
absolutely - one portion to be employed exclusively
on Capital account, the other on Revenue account
only.

I pointed out the difficulties which
would arise out of such a system, and the
result was that a fixed scale was established,
based upon the estimated proportion of labor
executed upon Capital as compared with that
executed upon Revenue. This scale was from
time to time modified to suit the altered
circumstances of our working.

22024

MADRAS RAILWAY.

The Agent and Manager.

The Consulting Engineer

for Railways.

No. 85

18th Feb'y - 1872

Enclosing a copy
of letter from the
Loco. Superintendent
explaining the principle
of the fixed scale former
by adopted for the
division between
Capital & Revenue of
the charges for superintendence
tendered in the Report.

P.R. 949/72

The last fixed scale previous to the adoption of the present system was as under.

Designation	Proportion of salaries chargeable.
Loco. Superintendent	$\frac{1}{2}$ S. W. Line Capital - $\frac{1}{2}$ Revenue - the latter divided between the S. W. and C. W. Line according to the miles run.
Asst. Loco. Superintendent	$\frac{2}{3}$ Capital - $\frac{1}{3}$ Revenue - the latter divided between S. W. and C. W. Line according to the miles run.
Loco. Foreman - Creeping Shop	Revenue and Capital according to the nature of the work performed by the Creepers and Gritters.
Loco. Foreman S. W. L. do C. W. L.	Revenue - Running and Repair.
Carrage Foreman	Capital and Revenue divided according to the labor expended in the Carrage Department in each month.
Blackshop Foreman	$\frac{1}{2}$ Capital - $\frac{1}{2}$ Revenue - the latter divided between S. W. and C. W. Line according to the miles run.
Assistant do	$\frac{1}{2}$ Capital - $\frac{1}{2}$ Revenue - the latter divided between S. W. and C. W. Line according to the miles run.
Tyre Smith, Blacksmith & File-Cutter	$\frac{1}{2}$ Revenue and $\frac{1}{2}$ Capital - the former divided between C. W. & S. W. Line in proportion to the miles run.
Boiler Smith	Revenue divided - between S. W. and C. W. Line according to the miles run.
Assistant do Saw Mill Foreman	do do Capital and Revenue, according to the work performed -

Designation	Proportion of Salaries Chargeable.
Head Clerk & Clerks	Divided between S. H. and C. H. Lins in proportion to the expenditure in labor for Capital and Revenue of the previous month.

Yours faithfully
 W. H. Barton Wright
 Deas. Superintendent

(True Copy)
 W. H. Barton Wright
 Agent & Manager.

1.
Extract from a letter from the Secretary Madras
Railway Company No 477 dated London 4th
August 1871

Para. 5 I am also directed to transmit the
enclosed copy of new rules with regard to the appor-
-tionment between Capital and Revenue respectively
of general charges of guaranteed railway companies, the
adoption of which has been suggested by the Government
of India, and which the Directors are informed the
Secretary of State proposes to sanction, as they appear
to him to be fair and reasonable. The arrangements
now in force for fixing the incidence of expenditure on
Capital and Revenue respectively are not inconsistent
with these new rules, and until the works of construction
have been finished and the great bulk of expenditure
is upon Revenue Account, the Board are of opinion that
it will not be desirable to disturb them. Your particular
attention is requested to Rules 2 and 3, which direct
that all charges for establishments, unless otherwise
sanctioned, are to be debited to Revenue, and you will
not fail to obtain the special sanction required in
every case where any portion of the charges in question
should properly be borne by Capital.

True Extract
W. J. Brown
Agent and Manager

2/6/72

Comptroller

India Office

22nd June 1871

Sir

I am directed to state for the information of the Madras Railway Board, that the Government of India have suggested the adoption of new rules in regard to the apportionment between Capital and Revenue respectively of general charges of Guaranteed Railway Companies. These rules appear to the Duke of Argyll to be fair and reasonable and he accordingly proposes to sanction them. They are as follows:—

1 All establishments employed wholly in dealing with works or charges debitable to Capital or wholly with works or charges debitable to Revenue, shall be charged to Capital or to Revenue respectively.

2 All charges for establishments not specially sanctioned against Capital shall be debited to the Revenue Account.

3 On the opening of any line for traffic, all charges for establishments unless specially sanctioned to continue against Capital shall be debited to Revenue.

4 When any work on or connected with, an open line is sanctioned as a charge against Capital, a certain per centage (to be fixed on a consideration of each case or class of cases) on the outlay shall be allowed to Revenue to represent the fair charge for supervision of such work. A separate per centage may, if thought desirable be charged for the several classes of supervising establishments.

I am &c.

Julian Byrne Esq^r

Signed J. Gasco Melville

True Copy
Agent & Manager

Comptroller

on

19 5 26 9
Extract from Secretary's letter No 44, dated
London the 28th July 1871

Apportionment of General Charges between Capital and Revenue.

The Government of India has suggested
the adoption of new rules in regard to the appor-
tionment between Capital and Revenue respectively,
of general charges of Guaranteed Railways, and
the Duke of Argyll considering these rules to be
fair and reasonable proposes to sanction them
accordingly. They are as follows

I

All establishments employed
wholly in dealing with works or
charges debitable to Capital, or not-
= ly with works or charges debitable
to Revenue, shall be charged to
Capital or to Revenue respectively

II

All charges for Establishment
not specially sanctioned against
Capital shall be debited to the
Revenue Account

III

On the opening of any line for
traffic, all charges for establishments
unless specially sanctioned to Contri-
= bute against Capital, shall be
debited to Revenue

IV

When any work, or, or connected
with an open line, is sanctioned
as a charge against Capital or
certain per centage to be paid
on

P. H. 749/72

1871 Aug 22

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10
 on a consideration of each case or class of cases / on the outlay shall be allowed to Revenue to represent the fair charge for supervision of such work, or separate percentage may, if thought suitable be charged for several classes of supervising establishment
 The Directors see no objection to the principle of the proposed new Rules, and it appears to them that their application need not necessarily interfere with the mode of apportioning such charges hitherto followed - you will accordingly take such measures in communication with Government, as may be necessary to give effect to the rules now proposed for adoption.

Extract from Agents letter to Secretary 27th of 8th September 1871
 Rules for conveyance of Railway Materials
 The Government of India will doubtless issue instructions with regard to the mode to be adopted in calculating the cost of conveyance I propose to await the receipt of their communication on the subject. At present no material is being moved over the line.

Apportionment of General charges on this subject also I will await the receipt of a communication from the Consulting Eng.

William Webb
 Agent

56731
Extract from a Letter N: 20 dated
30th June 1871 from the Secretary -
Carnatic Railway Company to their
Agent & Manager at Madras.

Correspondence. Agent with Government
Consulting Engineer. Enclosed in your
letter N: 17 of 17th May 1871, was
your communication N: 65 of 10th
May 1871: Agents Report of the
Operations of the Carnatic Railway
for 1870-71. The attention of the Board
having been drawn to this, and in
reference to the appropriation of General
Charges, your remarks under the heading
of "Expenditure" upon the same subject in
your letter to the Board N: 7 of 2nd March
1871 having been considered with it - I am
desired to say Capital and Revenue Charges.
The Government rule is a sound and correct
one for ordinary circumstances but inapplicable
in

in the present case, and the account should
 be amended as under - unless it is clearly un-
 -derstood that by allowing the accounts to re-
 -main as suggested by the Government the
 Company shall not be in any way prejudiced,
 or any erroneous inferences be drawn, in regard
 to the working of the Arconum Line. If
 the account be altered, the Revenue should
 stand at Rs. 84,358-6-3 and the working
 expenses be Rs. 25,497-14-6 plus proportion
 of general charges Rs. 3368-7-4 for the year
 ending 31st March 1871 - and the portion of
 General Charges consisting of

Directors Fees and Office Salaries	Rs. 1829-17-2
Stationery Office Charges	614-3-8
Engineers Salary & Inspection of all materials	588-18--
Local Expenses	288-10-2
<u>In all</u>	<u>Rs. 3368-9--</u>

Should be charged

Capital & Carriage Railway	Rs. 3031-12-1
Revenue late Tramway	Rs. 336-11-11
	<u>Rs. 3368-9--</u>

(Large Extract)
 (Signed) Mr. R. Scott
 Secretary.

the
 of India,
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31
CONSULTING ENGINEER'S OFFICE.

Railway Department.

No. 75

From

Major H. Le. Pendergast R.E.
Consulting Engineer for Railways,

To

Colonel J. Caspendale R.E.
Secretary to Government,

Public Works Department,

Fort Saint George.

Sir,

Referring to the
Letter from the Government of India,
No. 621-1 A.R., dated 28th December
1871, calling attention to their letter
No 621 of 10th October 1871, I have
the honour to submit letters from the
Agent of the Madras Railway, with
a statement explaining the principle
on which the salaries of officials in
the Locomotive Department were
formerly allocated between Capital

G.O. No 4075 of 1872

G.O. No 2701 of
24th Oct 1871

G.O. No 769 of 18th
December 1871
with enclosure
No 8578
February 1872

P.M. 449/72.
Sampson 11/72
1872.

and Revenue.

2. With reference to the last clause of the letter from the Government of India under acknowledgment, I also submit copies of communications addressed by the Directors of the Madras the Great Southern of India and the Carnatic Railways, to their Agents in India, regarding the apportionment of salaries between Capital and Revenue.

I have the honour to be

Sirs

Your most obedient servant

Wm. Henderson Major &c

M. Com. Eng. for Railway

Madras 2

9 February 1872

Dr 24. Oct/71 B1389-396
" 8 Jan/72 - 78. 79

U. H. 1892 Defiant

PAID BY DEPARTMENT.

1001

The Consulting Engineer
for Railways,

To

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

Date _____

Dated *21* 1872.
Received *13* *Chas May* 1872.

10

John Thompson

De lazo en la si de la terna

explaining the process

you in search the data.

Godfrey Harold Hardy

My dear Mr. [illegible]

212459-4000-1925
with an entry

36749
Govt. of 1872 Madras.
PUBLIC WORKS.

20. *Leidy* *Acronallia* *Cingis*
for *Acronallia*
16. *Acronallia* *Cingis* *Acronallia*
Dated *17* *Feb* *1877*
Read *17*
G. O. 19 Feb 1877 459-460

Nos. 257-304351

Forward copy of
Correspondence regarding
the appointment of
Salaries of Officers of
the Madras Railways
to General Salaries and
pension.