M.R.O. 1—77,005—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. 324-25 Press / Mis.
657-657

Dated 31- 1- 1873.

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department,
31st January 1873.

No. 657. Read the following letter from the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 20th December 1872, No. 712.

WITH reference to the Orders of Government noted in the margin, I have the honour to enclose the Establishment lists of the Madras Railway for the half-year ending 30th June 1873, which were sanctioned by me at a Meeting held for the purpose upon the 17th instant.

G. O., No. 3,215, dated 22nd Dec. 1871.
,, ,, 2,156, ,, 11th Sept. 1872.
,, ,, 2,433, ,, 16th Oct. ,,

2. The lists call for few remarks: in the cases in which slight increases have been sanctioned, I have satisfied myself that the increases have been rendered necessary by increase of work. In the case of the Traffic Department, in which the increase is considerable, namely, Rupees 3,277, it has been rendered necessary by the expected opening of the Neilgherry Branch, and by the heavy work which will be entailed by the transfer of the 87 miles of broad gauge permanent-way materials from Negapatam to Waddi for the Nizam's State Railway.

The list as sanctioned represents a maximum sum which in all probability will not be worked up to.

3. Referring to paragraph 3 of the Order of Government, dated the 22nd November 1872, No. 2,744, the strength of the Engineering Department was fully discussed at the Meeting in question, and I solicit the attention of Government to the enclosed letter* from the Agent upon the subject. In the accompaniment to that letter the Chief Engineer gave the strength and distribution of the Engineering department as it stood on the 20th June 1872. He showed that it then consisted of eighteen Engineers, of whom fourteen were employed in India, and four were on leave in Europe. He stated that he was then able to recommend the reduction of the department by one Engineer, which has since been carried out. He also stated that on the completion of the Neilgherry Branch, he would be able to dispense with the services of another Engineer. This has also been recently effected; the Directors having been asked to terminate the engagement of Mr. Pfeil, whose departure for England was reported on the 9th December 1872. Mr. Anderson further stated that upon the completion of the Cheyaur and Huggry bridges, he would be able to carry out a further reduction of two Engineers.

*No. 928, dated 17th Dec. 1872, with enclosure.

4. The present strength of the department is shown in the following list. It will be seen that it consists of sixteen Engineers, of whom two are absent in Europe on leave:—

Names.	Designation.	Class.	Distribution.
B. Anderson, Esq.,	Chief Engineer.		
T. H. Going, ,,	Deputy do.		
F. B. Hanna, ,,	Assistant to do. do.		
W. R. Robinson, ,,	Assistant Engineer.	1	Resident Engineer, 1st Division, South-West Line.
A. T. Wilkinson, ,,	Do. ...	1	Do. 2nd do. do.

Names.	Designation.	Class.	Distribution.
H. R. P. Carter, Esq.,	Assistant Engineer.	1	Resident Engineer, 3rd Division, South-West Line.
W. Boultbee, ,,	Do. ...	2	Do. 4th do. do.
G. E. Smith, ,,	Do. ...	2	Do. 1st Division, North-West Line.
C. O. Burge, ,,	Do. ...	2	Do. 2nd do. do.
E. W. Stoney, ,,	Do. ...	2	Do. 3rd do. do.
P. Scott, ,,	Engineer ...	1	Neilgherry Branch.
H. C. West, ,,	Do. ...	1	Cheyaur Bridge.
W. F. Potter, ,,	Do. ...	3	Acting Telegraph Engineer.
G. A. F. French, ,,	Assistant Engineer.	4	Neilgherry Branch.
	On leave.		
G. H. Hardinge, Esq.	Engineer ...	1	
G. H. Winter, ,,	Do. ...	1	Telegraph Engineer.

5. Upon the completion of the Cheyaur and Huggry bridges it is proposed, as above explained, to reduce the staff by two Engineers; and the Chief Engineer agreed with me that upon the completion of the protective works* to the bridges over the Palar, Poiney, and Goriattum rivers, the services of the Deputy Chief Engineer could be dispensed with. The Engineering Department will then consist of—

* *Vide* G. O., No. 2,148, dated 10th September 1872, and No. 2,563, dated 31st Oct. 1872.

1 Chief Engineer,
12 Assistant Engineers,

and, in my opinion, this strength may fairly be taken to represent the ultimate requirements of the Madras Railway.

6. With reference to the suggestion made in paragraph 6 of the letter from the Government of India, dated the 9th May 1872, namely, that the "Establishment of the Engineering staff should be fixed as to each rank, and that promotions should not be made unless to fill vacancies," I beg to draw attention to the representations made by the Chief Engineer in paragraphs 6 to 8 of the letter forwarded by the Agent. I can add but little to what Mr. Anderson urges on this point, but I altogether agree with him in thinking that it would be impolitic to establish a rule to that effect. Experience in Railway Engineering in India is not easily gained; and it is on every ground desirable that men who have learnt their work, and given satisfaction, should be encouraged to remain. I trust that the Government of India will be assured that every endeavour is made to work economically both on the Madras Railway and on the other lines in this Presidency, and that the proposal to divide the Engineering staff into a fixed number under each class will not be pressed.

Vide G. O., 29th May 1872, No. 1,348.

From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 17th December 1872, No. 928.

With reference to the conversation which took place at the Meeting to-day, I have the honour to enclose you a copy of the Chief Engineer's letter No. 297, dated the 20th June last, on the subject of the Engineering staff of this Company.

Proceedings of the Madras Government, Public Works Department,
31st January 1873.

From the Chief Engineer, to the Agent and Manager, dated Madras, 20th June 1872, No. 297.

Consulting Engineer's letter No. 414 of 3rd instant, forwarding copy of G. O., No. 1,348 of 29th May.

The Engineering staff of the Madras Railway is undoubtedly in excess of the ultimate requirements of the line, but owing to exceptional circumstances, I am not at present in a position to recommend any considerable reductions.

2. The staff as at present composed consists of—

A Chief Engineer.	Three 1st class Engineers, 2nd grade.
One Deputy Chief Engineer.	Two 2nd do. do. 1st ,,
One Assistant to Chief Engineer.	Three 2nd do. do. 2nd ,,
One Telegraph Engineer.	Two 3rd do. do. 1st ,,
Three 1st class Engineers, 1st grade.	One 4th do. Engineer,

and is distributed as follows:—

In India.

Chief Engineer.
Acting Deputy Chief Engineer.
Assistant to Chief Engineer, who in addition to his office duties has charge of the new Central Station, Salt Cotaur, Terminal and Perambore works.
Third Class Engineer in charge of 1st Division, South-West Line.
First do. do. of 2nd do. do.
Do. do. do. of 3rd do. do.
Second do. do. of 4th do. do.
Do. do. do. of 1st do. North-West Line.
Do. do. do. of 2nd do. do.
Do. do. do. of 3rd do. do.
Third do. do. of Telegraph Department.
First do. do. of Cheyaur Bridge.
Do. do. do. of Neilgherry Branch.
Fourth do. Assistant to Engineer. do.

In Europe.

Deputy Chief Engineer, on sick leave.
Telegraph Engineer, on furlough.
First Class Engineer, on do.
Second do. on sick leave.

3. On the arrival from England of the iron cylinders for the Huggry Bridge, I propose to place an Engineer in special charge of this work, and to enable me to do so I shall have to transfer one of the Engineers now engaged on the construction of the Neilgherry Branch. It is therefore quite plain that at present I am rather more short-handed than is desirable. Mr. Going's return to duty next October from sick leave will, however, again place me in a better position.

4. I can at present recommend only one reduction. Mr. C. D. Roberts, who is now at home on sick leave, does not, I believe, intend returning to this country. I will ask you to be good enough to request the Directors to arrange to terminate his engagement with the Company.

5. On the completion of the Neilgherry Branch, I shall be in a position to dispense with the services of one Engineer, and the completion of the Cheyaur and Huggry Bridges will enable me to further reduce my staff by two; but these reductions will not take effect in the coming half-year.

6. As regards the suggestion that "the Establishment of the Engineering staff should be revised and fixed as to each rank, and that promotions should not be made unless to fill vacancies," I am strongly of opinion that such an arrangement would not only be most unfair to the Engineers, but would in the end prove injurious to the best interests of the Railway.

7. The longer I remain in this country the more fully convinced do I become that the peculiarities of the climate imperatively call for more than average skill and experience on the part of Engineers entrusted with either the construction or maintenance of important works.

8. In a small staff such as ours, were no promotions to be made unless to fill up vacancies, the length of time an Engineer would have to serve before he could hope to reach the higher grades would deter any really good men from joining the service. As it is the position of Railway Engineers compares most unfavourably with that of Government employés, whether Military or Civil, who, under all circumstances, enjoy the very important advantages of security in their appointments, and a pension on retirement.

9. As regards the six Engineering Assistants, there is one man at present on sick leave with whose services I can dispense. The other five are most usefully employed—

One at New Central Station.
,, at Cheyaur Bridge.
,, at 3rd Division, North-West Line.
,, at Neilgherry Branch.
,, at Telegraph Department.

10. The accompanying list shows my sanctioned establishment to amount to Rupees 31,914-11-5. The establishment, on 1st January 1871, amounted to Rupees 27,120-10-8, showing a saving upon the sanction of Rs. 4,794-0-9 per month, while the existing establishment amounts to Rupees 24,350-3-6, being a reduction of Rs. 2,770-7-2 per month upon that of 1st January 1871. The proposed establishment for the next half-year amounts to Rupees 24,109-13-7, which is less than the existing establishment by Rupees 240-5-11. Two 3rd class Engineers have, however, been recommended for promotion to 2nd class, and one 2nd class Engineer to 1st class—*vide* my letter No. 49, dated 31st January 1872. These promotions, if sanctioned, will cause an addition to the establishment of Rupees 386-5-9.

Proceedings of the Madras Government, Public Works Department,
31*st January* 1873.

AGENT AND MANAGER'S DEPARTMENT.

Proposed Establishment for the half-year ending 30th June 1873.

ESTABLISHMENT FOR HALF-YEAR ENDING 31st DECEMBER 1872.

Designation.	Sanctioned.			Actuals.			PROPOSED FOR HALF-YEAR ENDING 30TH JUNE 1873.			DIFFERENCE BETWEEN COLUMNS 2 AND 4.		Remarks.
	No.	Rate of Salary.	Amount.	No.	Rate of Salary.	Amount.	No.	Rate of Salary.	Amount.	Increase.	Decrease.	
1	2			3			4			5		6
		Rs.	Rs. A. P.		Rs.	Rs. A. P.		Rs.	Rs. A. P.	Rs.	Rs.	
Agent and Manager ...	1	.....	2,272 11 8	1	.....	2,272 11 8	1	.....	2,272 11 8	.....	.....	
Assistant do. ...	1	.....	545 7 3	1	.....	545 7 3	1	.....	545 7 3	.....	.....	
Chief Clerk ...	...	.....	.....	...	.....	.....	...	.....	.....	.....	.....	
Clerk	1	.....	150 0 0	1	.....	150 0 0	1	.....	150 0 0	.....	.....	
Do.	1	.....	70 0 0	1	.....	70 0 0	1	.....	70 0 0	.....	.....	
Do.	1	.....	65 0 0	1	.....	65 0 0	1	.....	65 0 0	.....	.....	
Do.	1	.....	60 0 0	1	.....	60 0 0	1	.....	60 0 0	.....	.....	
Do.	1	.....	55 0 0	1	.....	55 0 0	1	.....	55 0 0	.....	.....	
Do.	1	.....	30 0 0	1	.....	30 0 0	1	.....	40 0 0	10	.....	
Do.	1	.....	25 0 0	1	.....	25 0 0	1	.....	25 0 0	.....	.....	
Do.	1	.....	20 0 0	1	.....	20 0 0	1	.....	20 0 0	.....	.....	
Do.	1	.....	8 0 0	1	.....	8 0 0	1	.....	8 0 0	.....	.....	
Peon	1	.....	7	1	.....	7	1	.....	7	.....	.....	Increase recommended on the ground that the work done by Mr. Kouwen justified a larger salary than he receives at present.
Peons	6	.....	42 0 0	6	.....	42 0 0	6	.....	42 0 0	.....	.....	
	17	.....	3,343 2 11	17	.....	3,343 2 11	17	.....	3,353 2 11	10	.....	
Punkah-puller... ...	1	.....	6 0 0	1	.....	6 0 0	1	.....	6 0 0	.....	.....	
Book-binder	1	.....	6 0 0	1	.....	6 0 0	1	.....	6 0 0	.....	.....	
Sweeper	1	.....	5 8 0	1	.....	5 8 0	1	.....	5 8 0	.....	.....	
Waterman	1	.....	2 8 0	1	.....	2 8 0	1	.....	2 8 0	.....	.....	
Scavenger	1	.....	3 8 0	1	.....	3 8 0	1	.....	3 8 0	.....	.....	
Washerman	1	.....	1 8 0	1	.....	1 8 0	1	.....	1 8 0	.....	.....	
Railway Chaplain's Peon	1	.....	7 0 0	1	.....	7 0 0	1	.....	7 0 0	.....	.....	
Total...	24	.....	3,375 2 11	24	.....	3,375 2 11	24	.....	3,385 2 11	10	.....	

The above establishment was sanctioned at the half-yearly meeting held upon the 17th December 1872.

Passed, 17th December 1872.

(Signed) J. H. M. SHAW-STEWART, Lieut.-Colonel, R.E.,
Consulting Engineer for Railways.

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

Chief Auditor's Department.

Proposed Establishment for the half-year ending 30th June 1873.

Designation.	Establishment for half-year ending 31st December 1872. Sanctioned. No.	Rate of Salary.	Amount.	Actuals. No.	Rate of Salary.	Amount.	Proposed for half-year ending 30th June 1873. No.	Rate of Salary.	Amount.	Difference between Columns 2 and 4. Increase.	Decrease.
1	2			3			4			5	
		Rs. A. P.	Rs. A. P.		Rs. A. P.	Rs. A. P.		Rs. A. P.	Rs. A. P.	Rs.	Rs.
Chief Auditor	1	1,136 5 10	1,136 5 10	1	1,136 5 10	1,136 5 10	1	1,136 5 10	1,136 5 10	...	...
1st Assistant in charge of Traffic Audit ...	1	400 0 0	400 0 0	1	400 0 0	400 0 0	1	400 0 0	400 0 0	...	...
2nd do. to Chief Auditor	1	300 0 0	300 0 0	1	300 0 0	300 0 0	1	300 0 0	300 0 0	...	...
3rd do. do.	1	272 11 8	272 11 8	5	...	136 5 10	1	272 11 8	272 11 8	...	...
Travelling Auditors	4	150 0 0	600 0 0			525 0 0	4	150 0 0	600 0 0	...	...
Clerks	2	120 0 0	240 0 0	2	120 0 0	240 0 0	2	120 0 0	240 0 0	...	...
Do.	...	...	...	...	...	...	1	110 0 0	110 0 0	110	...
Do.	1	60 0 0	60 0 0	1	60 0 0	60 0 0	1	60 0 0	60 0 0	...	...
Do.	3	50 0 0	150 0 0	3	50 0 0	150 0 0	4	50 0 0	200 0 0	50	...
Do.	2	45 0 0	90 0 0	2	45 0 0	90 0 0	2	45 0 0	90 0 0	...	...
Do.	2	40 0 0	80 0 0	2	40 0 0	80 0 0	2	40 0 0	80 0 0	...	...
Do.	3	35 0 0	105 0 0	3	35 0 0	105 0 0	4	35 0 0	140 0 0	35	...
Do.	5	30 0 0	150 0 0	5	30 0 0	150 0 0	5	30 0 0	150 0 0	...	...
Do.	6	25 0 0	150 0 0	6	25 0 0	150 0 0	6	25 0 0	150 0 0	...	...
Do.	2	22 8 0	45 0 0	2	22 8 0	45 0 0	2	22 8 0	45 0 0	...	...
Do.	7	20 0 0	140 0 0	7	20 0 0	140 0 0	7	20 0 0	140 0 0	...	...
Do.	5	17 8 0	87 8 0	5	17 8 0	87 8 0	5	17 8 0	87 8 0	...	...
Do.	13	15 0 0	195 0 0	13	15 0 0	195 0 0	13	15 0 0	195 0 0	...	...
Do.	10	12 8 0	125 0 0	10	12 8 0	125 0 0	10	12 8 0	125 0 0	...	...
Do.	20	10 0 0	200 0 0	20	10 0 0	200 0 0	32	10 0 0	320 0 0	120	...
Peons	4	7 0 0	28 0 0	3	7 0 0	27 0 0	5	7 0 0	35 0 0	7	...
				1	6 0 0						
Punkah-pullers	2	6 0 0	12 0 0	1	6 0 0	11 0 0	2	6 0 0	12 0 0	...	...
				1	5 0 0						
Lascar	1	6 0 0	6 0 0	1	5 0 0	5 0 0	1	6 0 0	6 0 0	...	...
Sanctioned by the Consulting Engineer at Stores Committee, 8th July 1872 ...	96	...	4,572 9 6	96	...	4,358 3 8	112	...	4,894 9 6	*322	...

* Bill Department taken over from the Traffic Department ... Rupees 232
To meet unforeseen requirements... ... ... ,, 90
322

The above establishment was sanctioned at the half-yearly meeting held upon the 17th December 1872.

(Signed) J. H. M. SHAW-STEWART, Lieutenant-Colonel, R. E.,
Consulting Engineer for Railways.

Passed, 17th December 1872.

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

(Signed) F. CHURCH,
Chief Auditor.

Madras,
11th December 1872.

Chief Accountant's Department.

Proposed Establishment for the half-year ending 30th June 1873.

Designation.	Establishment for half-year ending 31st December 1872. Sanctioned. No.	Rate of Salary.	Amount.	Actuals. No.	Rate of Salary.	Amount.	Proposed for half-year ending 30th June 1873. No.	Rate of Salary.	Amount.	Difference between Columns 2 and 4. Increase.	Decrease.	Remarks.
1	2			3			4			5		6
		Rs. A. P.	Rs. A. P.		Rs. A. P.	Rs. A. P.		Rs. A. P.	Rs. A. P.	Rs.	Rs.	
Chief Accountant	1	545 7 3	545 7 3	1	545 7 3	545 7 3	1	545 7 3	545 7 3	.....	.....	
Clerk	1	125 0 0	125 0 0	1	125 0 0	125 0 0	1	125 0 0	125 0 0	.....	.....	
Do.	1	110 0 0	110 0 0	1	110 0 0	110 0 0	1	110 0 0	110 0 0	.....	.....	
Do.	1	50 0 0	50 0 0	1	50 0 0	50 0 0	1	50 0 0	50 0 0	.....	.....	
Do.	1	35 0 0	35 0 0	1	35 0 0	35 0 0	1	35 0 0	35 0 0	.....	.....	
Do.	1	30 0 0	30 0 0	1	30 0 0	30 0 0	1	30 0 0	30 0 0	.....	.....	
Do.	2	25 0 0	50 0 0	2	25 0 0	50 0 0	2	25 0 0	50 0 0	.....	.....	
Do.	3	20 0 0	60 0 0	2	20 0 0	55 0 0	3	20 0 0	60 0 0	.....	.....	
				1	15 0 0							
Do.	1	17 8 0	17 8 0	1	17 8 0	17 8 0	1	17 8 0	17 8 0	.....	.....	
Peon	1	8 0 0	8 0 0	1	8 0 0	8 0 0	1	8 0 0	8 0 0	.....	.....	
Do.	2	7 0 0	14 0 0	1	7 0 0	12 0 0	2	7 0 0	14 0 0	.....	.....	
				1	5 0 0							
Book-binder	1	9 0 0	9 0 0	1	9 0 0	9 0 0	1	9 0 0	9 0 0	.....	.....	
Moochee	1	7 0 0	7 0 0	1	7 0 0	7 0 0	1	7 0 0	7 0 0	.....	.....	
Punkah-puller	1	5 0 0	5 0 0	1	5 0 0	5 0 0	1	5 0 0	5 0 0	.....	.....	
Sanctioned by the Consulting Engineer at Stores' Committee, 8th July 1872.	18	.....	1,065 15 3	18	.....	1,058 15 3	18	.....	1,065 15 3	.....	.....	

The above establishment was sanctioned at the half-yearly meeting held upon the 17th December 1872.

(Signed) J. H. M. SHAW-STEWART, Lieutenant-Colonel, R.E.,
Consulting Engineer for Railways.

Passed, 17th December 1872.

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

(Signed) J. CRAMP,
Chief Accountant.

Madras,
10th December 1872.

Cashier's Department.

Proposed Establishment for the half-year ending 30th June 1873.

Designation.	Establishment for half-year ending 31st December 1872. Sanctioned. No.	Rate of Salary.	Amount.	Actuals. No.	Rate of Salary.	Amount.	Proposed for half-year ending 30th June 1873. No.	Rate of Salary.	Amount.	Difference between Columns 2 and 4. Increase.	Decrease.	Remarks.
1	2			3			4			5		6
		Rs.	Rs. A. P.		Rs.	Rs. A. P.		Rs.	Rs. A. P.	Rs.	Rs.	
Cashier	1	...	590 14 7	1	...	590 14 7	1	...	590 14 7	...	...	
Paymaster	1	...	409 1 5	1	...	409 1 5	1	...	409 1 5	...	...	
Book-keeper	1	...	150 0 0	1	...	150 0 0	*1	...	200 0 0	...	100	* Manager required in lieu of Book-keeper and Head Cash-keepers' posts abolished. See my letter to the Agent and Manager, No 1,891, dated 23rd July 1872.
Head Cash keeper ...	1	...	150 0 0	1	...	50 0 0						
Cash-keepers	13	50	650 0 0	12	50	600 0 0	13	50	650 0 0	...	...	
Do.	...	...	...	1	...	35 0 0						
Clerks	2	60	120 0 0	2	60	120 0 0	2	60	120 0 0	...	...	
Do.	...	...	...	...	...	...	†1	...	50 0 0	50	...	† See my letter to the Agent and Manager above quoted.
Do.	1	...	45 0 0	1	...	45 0 0	1	...	45 0 0	...	...	
Do.	1	...	35 0 0	1	...	35 0 0	1	...	35 0 0	...	...	
Do.	...	...	...	...	...	...	‡1	...	30 0 0	30	...	‡ Increase of correspondence work in the department generally. See Budget Estimate for official year 1873-74.
Do.	1	...	25 0 0	1	...	25 0 0	1	...	25 0 0	...	...	
Head Cash Peon ...	1	...	10 0 0	1	...	10 0 0	1	...	10 0 0	...	...	
Cash Peons	15	8	120 0 0	14	8	112 0 0	15	8	120 0 0	...	...	
Do.	23	7	154 0 0	23	7	161 0 0	22	7	154 0 0	...	...	
Havildar	1	...	9 0 0	1	...	9 0 0	1	...	9 0 0	...	...	
Naiguo	1	...	8 0 0	1	...	8 0 0	1	...	8 0 0	...	...	
Guard Peons	29	7	203 0 0	29	7	203 0 0	29	7	203 0 0	...	...	
Assistant to Cashier ...	1	...	180 0 0	1	...	180 0 0	1	...	200 0 0	§ 20	...	§ Increase of work. See my letter to the Agent and Manager above quoted.
Cash-keeper	1	...	50 0 0	1	...	50 0 0	1	...	50 0 0	...	...	
Shrofis	4	25	100 0 0	4	25	100 0 0	4	25	100 0 0	...	...	
Clerk	1	...	30 0 0	1	...	30 0 0	1	...	30 0 0	...	...	
Do.	1	...	15 0 0	1	...	15 0 0	1	...	15 0 0	...	...	
Cash Peons	3	9	27 0 0	3	9	27 0 0	3	9	27 0 0	...	...	
Punkah-puller	1	...	5 0 0	1	...	5 0 0	1	...	5 0 0	...	...	
Total...	103	...	3,086 0 0	103	...	2,970 0 0	104	...	3,086 0 0	100	100	

The above establishment was sanctioned at the half-yearly meeting held upon the 17th December 1872.

(Signed) J. H. M. SHAW-STEWART, Lieutenant-Colonel, R. E.,
Consulting Engineer for Railways.

Passed, 17th December 1872.

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

(Signed) F. PEELE,
Cashier.

MADRAS,
10th December 1872.

Locomotive Department.

Proposed Establishment for the half-year ending 30th June 1873.

Designation.	Establishment for half-year ending 31st December 1872. Sanctioned. No.	Rate of Salary	Amount.	Actuals (during the month of November 1872). No.	Rate of Salary.	Amount.	Proposed for half-year ending 30th June 1873. No.	Rate of Salary.	Amount	Difference between Columns 2 and 4. Increase.	Decrease.	Remarks.
1	2			3			4			5		6
		Rs. A. P.	Rs. A. P.		Rs. A. P.	Rs. A. P.		Rs. A. P.	Rs. A. P.	Rs.	Rs.	
Locomotive and Carriage Superintendent	1	1,636 5 10	9,818 3 0	1	1,636 5 10	1,636 5 10	1	1,636 5 10	9,818 3 0			
Fixed allowance	...	105 0 0	630 0 0	...	105 0 0	105 0 0	...	105 0 0	630 0 0			
First Assistant Locomotive and Carriage Superintendent ...	1	681 13 1	4,090 14 6	...	.....	.....	1	681 13 1	4,090 14 6	...	...	At present in Europe on sick leave drawing half pay.
Second do. do. ...	1	409 1 5	2,454 8 6	1	409 1 5	409 1 5	1	409 1 5	2,454 8 6			
Accountant	1	400 0 0	2,400 0 0	1	350 0 0	350 0 0	1	400 0 0	2,400 0 0			
Fixed allowance	...	30 0 0	180 0 0	...	30 0 0	30 0 0	...	30 0 0	180 0 0			
Office Establishment.												
Chief Clerk	1	150 0 0	900 0 0	...	.....	.....	1	150 0 0	900 0 0			
Storekeeper	1	150 0 0	900 0 0	1	100 0 0	100 0 0	1	150 0 0	900 0 0			
Clerks	2	150 0 0	1,800 0 0	2	150 0 0	300 0 0	2	150 0 0	1,800 0 0			
Do.	1	100 0 0	600 0 0	1	100 0 0	100 0 0	1	100 0 0	600 0 0			
Do.	1	70 0 0	420 0 0	1	70 0 0	70 0 0	1	70 0 0	420 0 0			
Do.	3	60 0 0	1,080 0 0	1	60 0 0	60 0 0	3	60 0 0	1,080 0 0			
Do.	1	55 0 0	330 0 0	1	55 0 0	55 0 0	1	55 0 0	330 0 0			
Do.	4	50 0 0	1,200 0 0	5	50 0 0	250 0 0	4	50 0 0	1,200 0 0			
.....	...	.....	.....	1	45 0 0	45 0 0	...	.....	.....			
Do.	8	40 0 0	720 0 0	3	40 0 0	120 0 0	3	40 0 0	720 0 0			
Do.	4	35 0 0	840 0 0	2	35 0 0	70 0 0	4	35 0 0	840 0 0			
Do.	8	30 0 0	1,440 0 0	4	30 0 0	120 0 0	8	30 0 0	1,440 0 0			
Do.	15	25 0 0	2,250 0 0	20	25 0 0	500 0 0	15	25 0 0	2,250 0 0			
Do.	22	20 0 0	2,640 0 0	18	20 0 0	360 0 0	22	20 0 0	2,640 0 0			
Do.	2	15 0 0	180 0 0	6	15 0 0	90 0 0	2	15 0 0	180 0 0			
Moochee	1	10 0 0	60 0 0	1	10 0 0	10 0 0	1	10 0 0	60 0 0			
Do.	1	9 0 0	54 0 0	1	9 0 0	9 0 0	1	9 0 0	54 0 0			
Duffadars	2	10 0 0	120 0 0	1	8 0 0	8 0 0	2	10 0 0	120 0 0			
Naigues	4	8 0 0	192 0 0	4	8 0 0	32 0 0	4	8 0 0	192 0 0			
Peons, inclusive of those at Madras and up-country Stations ...	20	7 0 0	840 0 0	19	7 0 0	133 0 0	20	7 0 0	840 0 0			
.....	...	.....	.....	1	6 0 0	6 0 0	...	.....	.....			
Draughtsman	1	60 0 0	360 0 0	1	35 0 0	35 0 0	1	60 0 0	360 0 0			
Foremen in charge of Divisions ...	7	350 0 0	14,700 0 0	4	350 0 0	1,400 0 0	7	350 0 0	14,700 0 0			
.....	...	.....	.....	1	325 0 0	325 0 0	...	.....	.....			

Proposed Establishment for the half-year ending 30th June 1873.—(Concluded.)

Designation.	Establishment for half-year ending 31st December 1872. Sanctioned. No.	Rate of Salary.	Amount.	Actuals (during the month of November 1872). No.	Rate of Salary.	Amount.	Proposed for half-year ending 30th June 1873. No.	Rate of Salary.	Amount.	Difference between columns 2 and 4. Increase.	Decrease.	Remarks.
1	2			3			4			5		6
		Rs. A. A.	Rs. A. P.		Rs. A. P	Rs. A. P.		Rs. A. P.	Rs. A. P.	Rs.	Rs.	
Foremen at Perambore Workshops.	4	350 0 0	8,400 0 0	4	350 0 0	1,400 0 0	4	350 0 0	8,400 0 0			
Assistant Locomotive Foreman ...	1	150 0 0	900 0 0	1	150 0 0	150 0 0	1	150 0 0	900 0 0			
Do. Carriage Foreman ...	...	.....	.....	...	.....	.....	1	200 0 0	1,200 0 0	1,200	...	
Engine Drivers	9	218 2 11	11,781 13 6	9	218 2 11	1,963 10 3	9	218 2 11	11,781 13 6			
Erectors and Fitters	1	236 5 10	1,418 3 0	1	236 5 10	236 5 10	1	236 5 10	1,418 3 0			
Do.	4	189 1 5	4,538 2 0	4	189 1 5	756 5 8	4	189 1 5	4,538 2 0			
Boiler Smith	1	236 5 10	1,418 3 0	...	.....	.....	1	236 5 10	1,418 3 0			
Blacksmith	...	.....	.....	...	.....	.....	1	190 0 0	1,140 0 0	1,140	...	As skilled Artisan, well acquainted with all the recent improvements in rolling stock and its manufactures and upkeep, is much wanted, as we have only one European (the Foreman) in charge of this branch of the Establishment, and more supervision is necessary than any one man can bestow.
Saw Setter...	1	236 5 10	1,418 3 0	1	236 5 10	236 5 10	1	236 5 10	1,418 3 0			
Carriage Examiners	2	65 0 0	780 0 0	2	65 0 0	130 0 0	2	65 0 0	780 0 0			
Do.	1	40 0 0	240 0 0	...	.....	.....	1	40 0 0	240 0 0			
Do.	1	55 0 0	330 0 0	1	55 0 0	55 0 0	1	55 0 0	330 0 0			
Do.	2	50 0 0	600 0 0	2	50 0 0	100 0 0	2	50 0 0	600 0 0			
			83,024 2 6			11,756 2 10			85,364 2 6	2,340	...	
Unfixed allowances, inclusive of rent and overtime allowances ...	...	.....	.....	...	.....	1,904 0 7	...	.....	10,764 12 9			
						13,660 3 5			96,128 14 6			

The above establishment was sanctioned at the half-yearly meeting held upon the 17th December 1872.

(Signed) J. H. M. SHAW-STEWART, Lieut.-Colonel, R.E.,
Consulting Engineer for Railways.

Passed, authority given to apply to the Board for the two men required to be sent out from England, 17th December 1872.

14th December 1872.

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

(Signed) W. B. WRIGHT,
Locomotive Superintendent.

Traffic Department.

Abstract of Proposed Establishment for the half-year ending 30th June 1873.

Designation.	Establishment for half-year ending 31st December 1872. Sanctioned. No.	Rate of Salary.	Amount.	Actuals. No.	Rate of Salary.	Amount.	Proposed for half-year ending 30th June 1873. No.	Rate of Salary.	Amount.	Difference between Columns 2 and 4. Increase.	Decrease.	Remarks.
1	2			3			4			5		6
——			Rs. A. P.			Rs. A. P.			Rs. A. P.	Rs. A. P.		
Traffic Manager... ...	1	.....	1,468 10 2	1	.....	1,468 10 2	1	.....	1,468 10 2	.....	.....	
Deputy do.	1	.....	650 14 6	1	.....	650 14 6	1	.....	650 14 6	.....	.....	
Assistant do.	5	.....	2,094 8 8	5	.....	2,459 12 8	6	.....	2,613 10 1	519 1 5	.....	
Traffic Manager's Office ...	83	.....	2,347 14 0	93	.....	2,195 12 11	83	.....	2,347 14 0	.....	.....	Not yet arrived from England.
Asst. do., Salem and Ghooty	15	.....	307 0 0	15	.....	292 0 0	15	.....	307 0 0	.....	.....	
Relieving Staff, 1st, 2nd, and 3rd Divisions ...	24	.....	994 0 0	20	.....	626 1 3	24	.....	994 0 0	.....	.....	
Guards	104	.....	5,005 0 0	109	.....	4,634 15 7	138	.....	6,280 0 0	1,275 0 0	.....	
Police	121	.....	1,597 0 0	127	.....	1,223 4 9	121	.....	1,597 0 0	.....	.....	
Telegraph Department ...	78	.....	2,566 8 0	69	.....	2,307 3 7	86	.....	2,886 8 0	320 0 0	.....	
Station Masters... ...	103	.....	6,875 0 0	106	.....	5,090 1 7	107	.....	7,195 0 0	320 0 0	.....	
Goods and Booking Clerks, etc.	146	.....	4,267 0 0	140	.....	4,155 4 7	154	.....	4,567 0 0	300 0 0	.....	
Head Porters	41	.....	1,125 0 0	40	.....	1,026 1 0	43	.....	1,205 0 0	80 0 0	.....	
Porters	484	.....	3,233 8 0	471	.....	3,126 3 4	508	.....	3,401 8 0	168 0 0	.....	
Pointsmen	283	.....	2,045 0 0	264	.....	1,936 7 10	293	.....	2,135 0 0	90 0 0	.....	
Peons	154	.....	1,068 8 0	141	.....	972 0 3	154	.....	1,068 8 0	.....	.....	
Gatemen	164	.....	908 10 0	170	.....	942 13 7	180	.....	993 8 0	84 14 0	.....	
Waiting-room Maids ...	8	.....	63 8 0	8	.....	63 8 0	12	.....	95 8 0	32 0 0	.....	
Guards' Cooks	11	.....	70 8 0	13	.....	73 8 0	11	.....	75 0 0	4 8 0	.....	
Tarpaulin Repairers ...	45	.....	591 8 0	41	.....	460 10 0	45	.....	591 8 0	.....	.....	
Carriage Cleaners ...	40	.....	267 0 0	48	.....	278 2 4	48	.....	315 0 0	48 0 0	.....	
Scavengers	66	.....	329 0 0	64	.....	314 6 2	72	.....	365 0 0	36 0 0	.....	
Contingencies	...	.....	116 0 0	...	.....	98 8 0	...	.....	116 0 0	.....	.....	
Conservancy	...	.....	375 8 6	...	.....	368 5 5	...	.....	375 8 6	.....	.....	
Allowance for rent ...	...	.....	1,141 14 3	...	.....	1,099 13 6	...	.....	1,141 14 3	.....	.....	
Total...	1,977	.....	39,509 0 1	1,946	.....	35,804 9 0	2,102	.....	42,786 7 6	3,277 7 5	.....	

The above establishment was sanctioned at the half-yearly Meeting held upon the 17th December 1872.

(Signed) J. H. M. SHAW-STEWART, Lieut.-Colonel, R. E.,
Consulting Engineer for Railways.

Madras,
18th December 1872.

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

(Signed) H. E. CHURCH,
Traffic Manager.

TRAFFIC DEPARTMENT.

Proposed Establishment for the half-year ending 30th June 1873.

Designation.	Establishment for half-year ending 31st December 1872.						Proposed for half-year ending 30th June 1873.			Difference between Columns 2 and 4.		Remarks.
	Sanctioned.			Actuals.								
1	2			3			4			5		6
——	No.	Rate of Salary.	Amount.	No.	Rate of Salary.	Amount.	No.	Rate of Salary.	Amount.	Increase.	Decrease.	
Traffic Manager's Office.		Rs. A. P.	Rs. A. P.		Rs. A. P.	Rs. A. P.		Rs. A. P.	Rs. A. P.			
Clerks	3	110 0 0	330 0 0	3	110 0 0	330 0 0	3	110 0 0	330 0 0	.....	.....	
Do.	4	100 0 0	400 0 0	2	100 0 0	190 15 6	4	100 0 0	400 0 0	.....	.....	
Do.	1	70 0 0	70 0 0	1	70 0 0	70 0 0	1	70 0 0	70 0 0	.....	.....	
Do.	...	.....	.....	1	65 0 0	65 0 0	...	.....	.....	.....	.....	
Do.	5	60 0 0	300 0 0	4	60 0 0	240 0 0	5	60 0 0	300 0 0	.....	.....	
Do.	5	50 0 0	250 0 0	6	50 0 0	300 0 0	5	50 0 0	250 0 0	.....	.....	
Do.	1	45 0 0	45 0 0	1	45 0 0	45 0 0	1	45 0 0	45 0 0	.....	.....	
Do.	4	40 0 0	160 0 0	4	40 0 0	160 0 0	4	40 0 0	160 0 0	.....	.....	
Do.	2	35 0 0	70 0 0	2	35 0 0	70 0 0	2	35 0 0	70 0 0	.....	.....	
Do.	2	30 0 0	60 0 0	2	30 0 0	60 0 0	2	30 0 0	60 0 0	.....	.....	
Do.	4	25 0 0	100 0 0	3	25 0 0	75 0 0	4	25 0 0	100 0 0	.....	.....	
Do.	1	22 8 0	22 8 0	1	22 8 0	22 8 0	1	22 8 0	22 8 0	.....	.....	
Do.	7	20 0 0	140 0 0	8	20 0 0	160 0 0	7	20 0 0	140 0 0	.....	.....	
Do.	8	15 0 0	120 0 0	8	15 0 0	120 8 0	8	15 0 0	120 0 0	.....	.....	
Do.	12	10 0 0	120 0 0	10	10 0 0	99 0 6	12	10 0 0	120 0 0	.....	.....	
Lithograph Lascars ...	1	11 0 0	11 0 0	1	11 0 0	11 0 0	1	11 0 0	11 0 0	.....	.....	
Do. ...	4	7 0 0	28 0 0	1	7 0 0	7 0 0	4	7 0 0	28 0 0	.....	.....	
Do. ...	...	.....	.....	2	6 8 0	13 0 0	...	.....	.....	.....	.....	
Do. ...	...	.....	.....	3	6 0 0	16 5 8	...	.....	.....	.....	.....	
Peons	1	10 0 0	10 0 0	1	10 0 0	10 0 0	1	10 0 0	10 0 0	.....	.....	
Do.	2	8 0 0	16 0 0	2	8 0 0	16 0 0	2	8 0 0	16 0 0	.....	.....	
Do.	5	7 0 0	35 0 0	5	7 0 0	34 11 1	5	7 0 0	35 0 0	.....	.....	
Do.	2	6 8 0	13 0 0	...	.....	.....	2	6 8 0	13 0 0	.....	.....	
Do.	2	6 0 0	12 0 0	17	6 0 0	54 12 2	2	6 0 0	12 0 0	.....	.....	
Do.	2	5 0 0	10 0 0	...	.....	.....	2	5 0 0	10 0 0	.....	.....	
Punkahmen	2	6 0 0	12 0 0	2	6 0 0	12 0 0	2	6 0 0	12 0 0	.....	.....	
Do.	2	5 0 0	10 0 0	2	5 0 0	10 0 0	2	5 0 0	10 0 0	.....	.....	
Sweeper	1	3 6 0	3 6 0	1	3 0 0	3 0 0	1	3 6 0	3 6 0	.....	.....	
	83	.....	2,317 14 0	93	.....	2,195 12 11	89	.....	2,347 14 0	.....	.....	
Assistant Traffic Manager's Office, Salem and Ghooty.												
Clerk	1	60 0 0	60 0 0	1	60 0 0	60 0 0	1	60 0 0	60 0 0	.....	.....	
Do.	1	50 0 0	50 0 0	1	50 0 0	50 0 0	1	50 0 0	50 0 0	.....	.....	
Do.	1	35 0 0	35 0 0	...	.....	.....	1	35 0 0	35 0 0	.....	.....	
Do.	1	30 0 0	30 0 0	...	.....	.....	1	30 0 0	30 0 0	.....	.....	
Do.	2	25 0 0	50 0 0	4	25 0 0	100 0 0	2	25 0 0	50 0 0	.....	.....	
Do.	1	20 0 0	20 0 0	1	20 0 0	20 0 0	1	20 0 0	20 0 0	.....	.....	
Do.	1	15 0 0	15 0 0	1	15 0 0	15 0 0	1	15 0 0	15 0 0	.....	.....	
Lithograph Lascars ...	1	8 0 0	8 0 0	2	8 0 0	16 0 0	1	8 0 0	8 0 0	.....	.....	
Do. ...	3	7 0 0	21 0 0	...	.....	.....	3	7 0 0	21 0 0	.....	.....	
Peons	1	8 0 0	8 0 0	...	.....	.....	1	8 0 0	8 0 0	.....	.....	
Do.	...	.....	.....	3	7 0 0	21 0 0	...	.....	.....	.....	.....	
Punkahmen	2	5 0 0	10 0 0	2	5 0 0	10 0 0	2	5 0 0	10 0 0	.....	.....	
	15	.....	307 0 0	15	.....	292 0 0	15	.....	307 0 0	.....	.....	
Relieving Staff, 1st, 2nd, and 3rd Divisions.												
Relieving Station Masters.	10	60 0 0	600 0 0	1	60 0 0	60 0 0	10	60 0 0	600 0 0	.....	.....	
Do. do. ...	...	.....	.....	4	50 0 0	199 10 10	...	.....	.....	.....	.....	
Do. do. ...	...	.....	.....	1	40 0 0	33 8 9	...	.....	.....	.....	.....	
Do. do. ...	...	.....	.....	1	35 0 0	30 7 9	...	.....	.....	.....	.....	
Do. do. ...	2	30 0 0	60 0 0	2	30 0 0	60 0 0	2	30 0 0	60 0 0	.....	.....	
Do. do. ...	4	25 0 0	100 0 0	1	25 0 0	25 0 0	4	25 0 0	100 0 0	.....	.....	
Pointsmen Inspectors ...	1	50 0 0	50 0 0	1	50 0 0	37 5 11	1	50 0 0	50 0 0	.....	.....	
Do. do. ...	2	40 0 0	80 0 0	2	40 0 0	80 0 0	2	40 0 0	80 0 0	.....	.....	
Head Porters	...	.....	.....	1	35 0 0	35 0 0	...	.....	.....	.....	.....	
Do.	3	30 0 0	90 0 0	...	.....	.....	3	30 0 0	90 0 0	.....	.....	
Do.	...	.....	.....	1	20 0 0	20 0 0	...	.....	.....	.....	.....	
Do.	...	.....	.....	2	12 0 0	24 0 0	...	.....	.....	.....	.....	
Pointsmen	2	7 0 0	14 0 0	3	7 0 0	21 0 0	2	7 0 0	14 0 0	.....	.....	
	24	.....	994 0 0	20	.....	682 1 3	24	.....	994 0 0	.....	.....	

Proceedings of the Madras Government, Public Works Department, 31st January 1873.

Proposed Establishment for the half-year ending 30th June 1873—(Continued.)

Designation.	Establishment for the half-year ending 31st December 1872.						Proposed for half-year ending 30th June 1873.			Difference between Columns 2 and 4.		Remarks.
	Sanctioned.			Actuals.								
1	2			3			4			5		6
——	No.	Rate of Salary.	Amount.	No.	Rate of Salary.	Amount.	No.	Rate of Salary.	Amount.	Increase.	Decrease.	
		Rs. A. P.	Rs. A. P.		Rs. A. P.	Rs. A. P.		Rs. A. P.	Rs. A. P.			
Guards	1	100 0 0	100 0 0	1	100 0 0	100 0 0	1	100 0 0	100 0 0	.....	.....	
Do.	...	.....	.....	2	99 0 0	198 0 0	...	.....	.....	.....	.....	
Do.	9	90 0 0	810 0 0	6	90 0 0	452 14 6	9	90 0 0	810 0 0	.....	.....	
Do.	...	.....	.....	1	80 0 0	80 0 0	...	.....	.....	.....	.....	
Do.	...	.....	.....	3	77 0 0	226 0 6	...	.....	.....	.....	.....	
Do.	15	70 0 0	1,050 0 0	10	70 0 0	706 1 7	15	70 0 0	1,050 0 0	.....	.....	
Do.	...	.....	.....	1	60 8 0	60 8 0	...	.....	.....	.....	.....	
Do.	18	55 0 0	990 0 0	15	55 0 0	788 4 8	18	55 0 0	990 0 0	.....	.....	
Do.	...	.....	.....	2	50 0 0	101 9 10	17	50 0 0	850 0 0	.....	.....	
Do.	22	40 0 0	880 0 0	13	40 0 0	479 8 3	22	40 0 0	880 0 0	.....	.....	
Do.	...	.....	.....	3	38 8 0	115 8 0	...	.....	.....	.....	.....	
Do.	2	35 0 0	70 0 0	10	35 0 0	299 5 9	2	35 0 0	70 0 0	.....	.....	
Do.	...	.....	.....	2	33 0 0	64 7 3	...	.....	.....	.....	.....	
Do.	36	30 0 0	1,080 0 0	12	30 0 0	321 2 5	36	30 0 0	1,080 0 0	.....	.....	
Do.	...	.....	.....	6	27 8 0	140 11 11	...	.....	.....	.....	.....	
Do.	1	25 0 0	25 0 0	22	25 0 0	600 12 11	18	25 0 0	450 0 0	.....	.....	
	104	.....	5,005 0 0	109	.....	4,634 15 7	138	.....	6,290 0 0	.....	.....	Material Trains for Nizam's State Railway and Neilgherry Branch.
Police.												
Acting Superintendent of Police	1	230 0 0	230 0 0	...	.....	.....	1	230 0 0	230 0 0	.....	.....	
Deputy Prosecuting Inspectors	1	105 0 0	105 0 0	1	105 0 0	105 0 0	1	105 0 0	105 0 0	.....	.....	
Do. do. ...	...	.....	.....	1	95 0 0	95 0 0	...	.....	.....	.....	.....	
Do. do. ...	2	80 0 0	160 0 0	1	80 0 0	80 0 0	2	80 0 0	160 0 0	.....	.....	
Do. do.	1	50 0 0	50 0 0	1	50 0 0	50 0 0	1	50 0 0	50 0 0	.....	.....	
Night Watchmen ...	...	.....	.....	1	35 0 0	35 0 0	...	.....	.....	.....	.....	
Do. ...	8	30 0 0	240 0 0	4	30 0 0	120 0 0	8	30 0 0	240 0 0	.....	.....	
Do. ...	...	.....	.....	1	25 0 0	25 0 0	...	.....	.....	.....	.....	
Yard Inspector	1	30 0 0	30 0 0	1	30 0 0	30 0 0	1	30 0 0	30 0 0	.....	.....	
Detectives	7	20 0 0	140 0 0	5	20 0 0	100 0 0	7	20 0 0	140 0 0	.....	.....	
Do.	...	.....	.....	1	15 0 0	15 0 0	...	.....	.....	.....	.....	
Havildars	1	10 0 0	10 0 0	1	10 0 0	10 0 0	1	10 0 0	10 0 0	.....	.....	
Do.	1	9 0 0	9 0 0	...	.....	.....	1	9 0 0	9 0 0	.....	.....	
Naigues	3	6 0 0	18 0 0	1	6 0 0	6 0 0	3	6 0 0	18 0 0	.....	.....	
Sepoys	9	9 0 0	81 0 0	...	.....	.....	9	9 0 0	81 0 0	.....	.....	
Do.	...	.....	.....	35	8 0 0	203 6 9	...	.....	.....	.....	.....	
Do.	13	7 0 0	91 0 0	10	7 0 0	70 0 0	13	7 0 0	91 0 0	.....	.....	
Do.	13	6 0 0	78 0 0	...	.....	.....	13	6 0 0	78 0 0	.....	.....	
Do.	...	.....	.....	7	5 8 0	37 0 0	...	.....	.....	.....	.....	
Do.	40	4 8 0	180 0 0	29	4 8 0	103 5 3	40	4 8 0	180 0 0	.....	.....	
Peons	5	8 0 0	40 0 0	11	8 0 0	55 5 11	5	8 0 0	40 0 0	.....	.....	
Do.	15	7 0 0	135 0 0	14	7 0 0	65 8 6	15	7 0 0	135 0 0	.....	.....	
Do.	...	.....	.....	2	6 0 0	17 10 4	...	.....	.....	.....	.....	
	121	.....	1,307 0 0	127	.....	1,243 4 0	121	.....	1,591 0 0	.....	.....	
Telegraph Department.												
Inspectors	2	85 0 0	170 0 0	2	85 0 0	170 0 0	2	85 0 0	170 0 0	.....	.....	
Signallers	5	70 0 0	350 0 0	3	70 0 0	210 0 0	5	70 0 0	350 0 0	.....	.....	
Do.	...	.....	.....	3	65 0 0	195 0 0	...	.....	.....	.....	.....	
Do.	...	.....	.....	1	60 0 0	60 0 0	...	.....	.....	.....	.....	
Do.	7	55 0 0	385 0 0	5	55 0 0	275 0 0	7	55 0 0	385 0 0	.....	.....	
Do.	5	50 0 0	250 0 0	3	50 0 0	150 0 0	5	50 0 0	250 0 0	.....	.....	
Do.	...	.....	.....	3	45 0 0	135 0 0	...	.....	.....	.....	.....	
Do.	7	40 0 0	280 0 0	5	40 0 0	200 0 0	15	40 0 0	600 0 0	.....	.....	
Do.	3	35 0 0	105 0 0	2	35 0 0	70 0 0	3	35 0 0	105 0 0	.....	.....	
Do.	5	30 0 0	150 0 0	4	30 0 0	95 12 11	5	30 0 0	150 0 0	.....	.....	
Do.	...	.....	.....	4	27 8 0	107 5 5	...	.....	.....	.....	.....	
Do.	16	25 0 0	400 0 0	6	25 0 0	150 0 0	16	25 0 0	400 0 0	.....	.....	
Do.	5	22 8 0	112 8 0	6	22 8 0	135 0 0	5	22 8 0	112 8 0	.....	.....	
Do.	1	20 0 0	20 0 0	1	20 0 0	20 0 0	1	20 0 0	20 0 0	.....	.....	
Do.	2	17 8 0	35 0 0	6	17 8 0	101 0 9	2	17 8 0	35 0 0	.....	.....	
Do.	10	15 0 0	150 0 0	5	15 0 0	74 0 6	10	15 0 0	150 0 0	.....	.....	

Proposed Establishment for the half-year ending 30th June 1873—(Continued.)

Designation.	Establishment for half-year ending 31st December 1872.								Proposed for half-year ending 30th June 1873.				Difference between Columns 2 and 4.		Remarks.
	Sanctioned.				Actuals.										
1	2				3				4				5		6
	No.	Rate of Salary.	Amount.		No.	Rate of Salary.	Amount.		No.	Rate of Salary.	Amount.		Increase.	Decrease.	
Telegraph Department—(Continued.)		Rs. A. P.	Rs.	A. P.		Rs. A. P.	Rs.	A. P.		Rs. A. P.	Rs.	A. P.	Rs.	Rs.	
Message-checking Clerks.	1	40 0 0	40	0 0	1	40 0 0	40	0 0	1	40 0 0	40	0 0	.....	.....	
Do. ...	2	25 0 0	50	0 0	2	25 0 0	50	0 0	2	25 0 0	50	0 0	.....	.....	
Do. ...	2	20 0 0	40	0 0	2	20 0 0	40	0 0	2	20 0 0	40	0 0	.....	.....	
Peons	4	6 0 0	24	0 0	4	6 0 0	24	0 0	4	6 0 0	24	0 0	.....	.....	
Punkahman	1	5 0 0	5	0 0	1	5 0 0	5	0 0	1	5 0 0	5	0 0	.....	.....	
	76	.....	2,548	6 0	69	.....	2,907	3 7	86	.....	2,986	8 0	.....	.....	Signallers for Neilgherry Branch and Central Station Junction.
Station Masters... ...	1	250 0 0	250	0 0	...	.....	.....		1	250 0 0	250	0 0	.....	.....	
Do.	2	200 0 0	400	0 0	1	200 0 0	200	0 0	2	200 0 0	400	0 0	.....	.....	
Do.	...	.....	.....		3	150 0 0	450	0 0	...	.....	.....		.....	.....	
Do.	5	125 0 0	625	0 0	...	.....	.....		5	125 0 0	625	0 0	.....	.....	
Do.	1	120 0 0	120	0 0	1	120 0 0	120	0 0	1	120 0 0	120	0 0	.....	.....	
Do.	6	100 0 0	600	0 0	4	100 0 0	383	11 10	8	100 0 0	800	0 0	.....	.....	
Do.	1	90 0 0	90	0 0	3	90 0 0	267	1 7	1	90 0 0	90	0 0	.....	.....	
Do.	1	88 0 0	88	0 0	...	.....	.....		1	88 0 0	88	0 0	.....	.....	
Do.	1	80 0 0	80	0 0	1	80 0 0	80	0 0	1	80 0 0	80	0 0	.....	.....	
Do.	3	75 0 0	225	0 0	...	.....	.....		3	75 0 0	225	0 0	.....	.....	
Do.	1	70 0 0	70	0 0	3	70 0 0	210	0 0	1	70 0 0	70	0 0	.....	.....	
Do.	3	68 0 0	204	0 0	...	.....	.....		3	68 0 0	204	0 0	.....	.....	
Do.	1	65 0 0	65	0 0	...	.....	.....		1	65 0 0	65	0 0	.....	.....	
Do.	1	63 0 0	63	0 0	...	.....	.....		1	63 0 0	63	0 0	.....	.....	
Do.	57	60 0 0	3,420	0 0	14	60 0 0	840	0 0	59	60 0 0	3,540	0 0	.....	.....	
Do.	4	50 0 0	200	0 0	9	50 0 0	450	0 0	4	50 0 0	200	0 0	.....	.....	
Do.	...	.....	.....		3	45 0 0	135	0 0	...	.....	.....		.....	.....	
Do.	...	.....	.....		12	40 0 0	451	15 6	...	.....	.....		.....	.....	
Do.	...	.....	.....		12	35 0 0	424	2 1	...	.....	.....		.....	.....	
Do.	2	30 0 0	60	0 0	20	30 0 0	603	2 7	2	30 0 0	60	0 0	.....	.....	
Do.	12	25 0 0	300	0 0	17	25 0 0	425	0 0	12	25 0 0	300	0 0	.....	.....	
Do.	...	.....	.....		1	20 0 0	20	0 0	...	.....	.....		.....	.....	
Do.	1	15 0 0	15	0 0	2	15 0 0	30	0 0	1	15 0 0	15	0 0	.....	.....	
	102	.....	6,875	0 0	102	.....	5,050	1 7	107	.....	7,195	0 0	.....	.....	Neilgherry Branch Stations.
Goods and Booking Clerks, etc.	1	150 0 0	150	0 0	1	150 0 0	150	0 0	1	150 0 0	150	0 0	.....	.....	
Do. do. do. ...	1	90 0 0	90	0 0	1	90 0 0	90	0 0	1	90 0 0	90	0 0	.....	.....	
Do. do. do. ...	1	80 0 0	80	0 0	1	80 0 0	80	0 0	1	80 0 0	80	0 0	.....	.....	
Do. do. do. ...	2	70 0 0	140	0 0	...	.....	.....		2	70 0 0	140	0 0	.....	.....	
Do. do. do. ...	2	60 0 0	120	0 0	9	60 0 0	540	0 0	2	60 0 0	120	0 0	.....	.....	
Do. do. do. ...	...	.....	.....		1	50 0 0	50	0 0	4	50 0 0	200	0 0	.....	.....	
Do. do. do. ...	20	45 0 0	900	0 0	1	45 0 0	45	0 0	20	45 0 0	900	0 0	.....	.....	
Do. do. do. ...	...	.....	.....		4	40 0 0	154	13 5	...	.....	.....		.....	.....	
Do. do. do. ...	...	.....	.....		3	35 0 0	110	0 0	...	.....	.....		.....	.....	
Do. do. do. ...	16	30 0 0	480	0 0	17	30 0 0	502	4 2	16	30 0 0	480	0 0	.....	.....	
Do. do. do. ...	66	25 0 0	1,650	0 0	71	25 0 0	1,878	0 11	70	25 0 0	1,750	0 0	.....	.....	
Do. do. do. ...	23	20 0 0	460	0 0	21	20 0 0	411	9 10	23	20 0 0	460	0 0	.....	.....	
Do. do. do. ...	11	15 0 0	165	0 0	8	15 0 0	119	8 3	11	15 0 0	165	0 0	.....	.....	
Do. do. do. ...	2	12 0 0	24	0 0	2	12 0 0	24	0 0	2	12 0 0	24	0 0	.....	.....	
Do. do. do. ...	1	8 0 0	8	0 0	...	.....	.....		1	8 0 0	8	0 0	.....	.....	
	115	.....	4,257	0 0	102	.....	4,131	4 7	158	.....	4,567	0 0	.....	.....	Do. do. do.
Head Porters	1	70 0 0	70	0 0	1	70 0 0	70	0 0	1	70 0 0	70	0 0	.....	.....	
Do.	1	55 0 0	55	0 0	1	55 0 0	55	0 0	1	55 0 0	55	0 0	.....	.....	
Do.	1	50 0 0	50	0 0	1	50 0 0	37	1 7	1	50 0 0	50	0 0	.....	.....	
Do.	1	45 0 0	45	0 0	1	45 0 0	45	0 0	1	45 0 0	45	0 0	.....	.....	
Do.	2	40 0 0	80	0 0	4	40 0 0	160	0 0	4	40 0 0	160	0 0	.....	.....	
Do.	2	35 0 0	70	0 0	1	35 0 0	35	0 0	2	35 0 0	70	0 0	.....	.....	
Do.	4	30 0 0	120	0 0	3	30 0 0	112	4 2	4	30 0 0	120	0 0	.....	.....	
Do.	15	25 0 0	375	0 0	7	25 0 0	194	10 10	15	25 0 0	375	0 0	.....	.....	
Do.	11	20 0 0	220	0 0	2	20 0 0	60	0 0	11	20 0 0	220	0 0	.....	.....	
Do.	1	15 0 0	15	0 0	3	15 0 0	45	0 0	1	15 0 0	15	0 0	.....	.....	
Do.	2	12 8 0	25	0 0	5	12 8 0	75	0 0	2	12 8 0	25	0 0	.....	.....	
Do.	...	.....	.....		7	12 0 0	93	4 7	...	.....	.....		.....	.....	

Proposed Establishment for the half-year ending 30th June 1873—(Continued.)

Designation.	Establishment for half-year ending 31st December 1872.						Proposed for half-year ending 30th June 1873.			Difference between Columns 2 and 4.		Remarks.
	Sanctioned.			Actuals.								
1	2			3			4			5		6
——	No.	Rate of Salary.	Amount.	No.	Rate of Salary.	Amount.	No.	Rate of Salary.	Amount.	Increase.	Decrease.	
		Rs. A. P.	Rs. A. P.		Rs. A. P.	Rs. A. P.		Rs. A. P	Rs. A. P.	Rs.	Rs.	
Head Porters—(Continued.)												
Head Porters	...	.....	.....	3	10 0 0	37 11 10	...	.....	.....	.....	.....	
Do.	...	.....	.....	1	6 0 0	6 0 0	...	.....	.....	.....	.....	
	41	.....	1,125 0 0	40	.....	1,026 1 0	53	.....	1,205 0 0	.....	.....	Neilgherry Branch.
Porters	1	10 0 0	10 0 0	1	10 0 0	10 0 0	1	10 0 0	10 0 0	.....	.....	
Do.	2	9 0 0	18 0 0	3	9 0 0	27 0 0	2	9 0 0	18 0 0	.....	.....	
Do.	6	8 0 0	48 0 0	6	8 0 0	46 15 5	6	8 0 0	48 0 0	.....	.....	
Do.	93	7 8 0	697 8 0	55	7 8 0	417 8 8	93	7 8 0	697 8 0	.....	.....	
Do.	175	7 0 0	1,225 0 0	188	7 0 0	1,314 0 0	199	7 0 0	1,393 0 0	.....	.....	
Do.	6	6 8 0	39 0 0	29	6 8 0	178 10 3	6	6 8 0	39 0 0	.....	.....	
Do.	190	6 0 0	1,140 0 0	180	6 0 0	1,087 3 7	190	6 0 0	1,140 0 0	.....	.....	
Do.	2	5 8 0	11 0 0	...	.....	.....	2	5 8 0	11 0 0	.....	.....	
Do.	9	5 0 0	45 0 0	9	5 0 0	44 13 5	9	5 0 0	45 0 0	.....	.....	
	484	.....	3,238 8 0	471	.....	3,126 3 4	508	.....	3,401 8 0	.....	.....	Do.
Pointsmen	1	11 0 0	11 0 0	1	11 0 0	11 0 0	1	11 0 0	11 0 0	.....	.....	
Do.	1	10 0 0	10 0 0	2	10 0 0	20 0 0	1	10 0 0	10 0 0	.....	.....	
Do.	15	9 0 0	135 0 0	13	9 0 0	117 0 0	25	9 0 0	225 0 0	.....	.....	
Do.	66	8 0 0	528 0 0	71	8 0 0	563 1 6	66	8 0 0	528 0 0	.....	.....	
Do.	36	7 8 0	217 0 0	...	.....	.....	36	7 8 0	217 0 0	.....	.....	
Do.	160	7 0 0	1,120 0 0	167	7 0 0	1,164 15 11	160	7 0 0	1,120 0 0	.....	.....	
Do.	...	.....	.....	5	6 8 0	30 6 5	...	.....	.....	.....	.....	
Do.	4	6 0 0	24 0 0	5	6 0 0	30 0 0	4	6 0 0	24 0 0	.....	.....	
	283	.....	2,013 0 0	264	.....	1,973 7 10	238	.....	2,135 0 0	.....	.....	Do.
Peons	...	.....	.....	1	9 0 0	9 0 0	...	.....	.....	.....	.....	
Do.	9	8 0 0	72 0 0	4	8 0 0	32 0 0	9	8 0 0	72 0 0	.....	.....	
Do.	3	7 8 0	22 8 0	2	7 8 0	22 0 3	3	7 8 0	22 8 0	.....	.....	
Do.	119	7 0 0	833 0 0	113	7 0 0	791 0 0	119	7 0 0	833 0 0	.....	.....	
Do.	6	6 8 0	39 0 0	...	.....	.....	6	6 8 0	39 0 0	.....	.....	
Do.	17	6 0 0	102 0 0	18	6 0 0	102 0 0	17	6 0 0	102 0 0	.....	.....	
Do.	...	.....	.....	2	5 8 0	11 0 0	...	.....	.....	.....	.....	
Do.	...	.....	.....	1	5 0 0	5 0 0	...	.....	.....	.....	.....	
	154	.....	1,068 8 0	141	.....	972 0 3	154	.....	1,068 8 0	.....	.....	
Gatemen	...	.....	.....	1	8 0 0	8 0 0	...	.....	.....	.....	.....	
Do.	1	7 0 0	7 0 0	2	7 0 0	14 0 0	1	7 0 0	7 0 0	.....	.....	
Do.	4	6 0 0	24 0 0	2	6 0 0	12 0 0	4	6 0 0	24 0 0	.....	.....	
Do.	150	5 8 0	877 10 0	149	5 8 0	828 13 7	175	5 8 0	962 8 0	.....	.....	
Do.	...	.....	.....	16	5 0 0	80 0 0	...	.....	.....	.....	.....	
	154	.....	908 10 0	170	.....	942 13 7	180	.....	993 8 0	.....	.....	Do.
Waiting-room Maids ...	2	10 0 0	20 0 0	2	10 0 0	20 0 0	2	10 0 0	20 0 0	.....	.....	
Do. ...	1	8 8 0	8 8 0	1	8 8 0	8 8 0	1	8 8 0	8 8 0	.....	.....	
Do. ...	1	8 0 0	8 0 0	1	8 0 0	8 0 0	5	8 0 0	40 0 0	.....	.....	
Do. ...	3	7 0 0	21 0 0	3	7 0 0	21 0 0	3	7 0 0	21 0 0	.....	.....	
Do. ...	1	6 0 0	6 0 0	1	6 0 0	6 0 0	1	6 0 0	6 0 0	.....	.....	
	8	.....	63 8 0	8	.....	63 8 0	12	.....	95 8 0	.....	.....	North-West Line.
Washermen	...	.....	.....	2	0 8 0	1 0 0	...	.....	.....	.....	.....	
Do.	...	.....	.....	2	.....	1 0 0	...	.....	.....	.....	.....	
Guards' Cook	...	.....	.....	1	8 0 0	8 0 0	1	8 0 0	8 0 0	.....	.....	
Do.	1	7 8 0	7 8 0	1	7 8 0	7 8 0	2	7 8 0	15 0 0	.....	.....	

Proposed Establishment for the half-year ending 30th June 1873—(Concluded.)

Designation.	Establishment for half-year ending 31st December 1872.						Proposed for half-year ending 30th June 1873.			Difference between Columns 2 and 4.		Remarks.
	Sanctioned.			Actuals.								
1	2			3			4			5		6
—	No.	Rate of Salary.	Amount.	No.	Rate of Salary.	Amount.	No.	Rate of Salary.	Amount.	Increase.	Decrease.	
		Rs. A. P.	Rs. A. P.		Rs. A. P.	Rs. A. P.		Rs. A. P.	Rs. A. P.	Rs.	Rs.	
Guards' Cook—(Continued.)												
Guards' Cook	4	7 0 0	28 0 0	4	7 0 0	28 0 0	4	7 0 0	28 0 0	.....	.....	
Do.	5	6 0 0	30 0 0	4	6 0 0	24 0 0	4	6 0 0	24 0 0	.....	.....	
Do.	1	5 0 0	5 0 0	1	5 0 0	5 0 0	...	.....	.....	.....	.....	
	11	.....	70 8 0	13	.....	73 8 0	11	.....	75 0 0	.....	.....	
Tarpaulin Inspector ...	1	80 0 0	80 0 0	1	80 0 0	80 0 0	1	80 0 0	80 0 0	.....	.....	
Do. Repairers ...	44	11 10 0	511 8 0	40	11 10 0	380 10 0	44	11 10 0	511 8 0	.....	.....	
	45	.....	591 8 0	41	.....	460 10 0	45	.....	591 8 0	.....	.....	
Carriage Cleaners, etc....	2	8 8 0	17 0 0	...	.....	.....	2	8 8 0	17 0 0	.....	.....	
Do. ...	4	7 8 0	30 0 0	4	7 8 0	30 0 0	4	7 8 0	30 0 0	.....	.....	
Do. ...	16	7 0 0	112 0 0	19	7 0 0	131 13 11	16	7 0 0	112 0 0	.....	.....	
Do. ...	18	6 0 0	108 0 0	25	6 0 0	116 4 5	26	6 0 0	156 0 0	.....	.....	
	40	.....	267 0 0	48	.....	278 2 4	48	.....	315 0 0	.....	.....	
Scavengers	5	7 0 0	35 0 0	5	7 0 0	35 0 0	5	7 0 0	35 0 0	.....	.....	
Do.	1	6 8 0	6 8 0	1	6 8 0	6 8 0	1	6 8 0	6 8 0	.....	.....	
Do.	16	6 0 0	96 0 0	14	6 0 0	84 0 0	22	6 0 0	132 0 0	.....	.....	
Do.	3	5 8 0	16 8 0	3	5 8 0	16 8 0	3	5 8 0	16 8 0	.....	.....	
Do.	21	5 0 0	105 0 0	21	5 0 0	103 6 2	21	5 0 0	105 0 0	.....	.....	
Do.	2	4 8 0	9 0 0	2	4 8 0	9 0 0	2	4 8 0	9 0 0	.....	.....	
Do.	7	4 0 0	28 0 0	8	4 0 0	32 0 0	7	4 0 0	28 0 0	.....	.....	
Do.	2	3 8 0	7 0 0	1	3 8 0	3 8 0	2	3 8 0	7 0 0	.....	.....	
Do.	8	3 0 0	24 0 0	7	3 0 0	21 0 0	8	3 0 0	24 0 0	.....	.....	
Do.	1	2 0 0	2 0 0	1	2 0 0	2 0 0	1	2 0 0	2 0 0	.....	.....	
Do.	...	.....	.....	1	1 8 0	1 8 0	...	.....	.....	.....	.....	
	60	.....	323 0 0	61	.....	314 6 2	72	.....	365 0 0	.....	.....	Neilgherry Branch.
Contingencies	...	.....	116 0 0	...	.....	98 8 0	...	.....	116 0 0	.....	.....	
Conservancy	...	.....	375 8 6	...	.....	368 5 5	...	.....	375 8 6	.....	.....	
Allowance for rent ...	...	.....	1,141 14 3	...	.....	1,099 13 6	...	.....	1,141 14 3	.....	.....	

Proceedings of the Madras Government, Public Works Department, 31st January 1873.

GENERAL STORES DEPARTMENT.

Proposed Establishment for the half-year ending 30th June 1873.

Designation.	Establishment for half-year ending 31st December 1872.						Proposed for half-year ending 30th June 1873.			Difference between Columns 2 and 4.		Remarks.
	Sanctioned.			Actuals.								
1	2			3			4			5		6
——	No.	Rate of Salary.	Amount.	No.	Rate of Salary.	Amount.	No.	Rate of Salary.	Amount.	Increase.	Decrease.	
		Rs. A. P.	Rs. A. P.		Rs. A. P.	Rs. A. P.		Rs. A. P.	Rs. A. P.			
Comptroller of Store Accounts	1	.....	772 11 8	1	.....	772 11 8	1	.....	772 11 8	.....	.....	This statement was prepared prior to the death of Mr. Bradley. The Agent and Manager undertook to report again upon the Staff in the General Stores Department upon the return of Mr. Allen to India.
Acting for General Store-keeper ...	...	.....	136 5 10	...	.....	136 5 10	...	.....	136 5 10	.....	.....	
Clerk	1	.....	100 0 0	1	.....	100 0 0	1	.....	100 0 0	.....	.....	
Do.	1	.....	90 0 0	1	.....	90 0 0	1	.....	90 0 0	.....	.....	
Do.	1	.....	80 0 0	1	.....	80 0 0	1	.....	80 0 0	.....	.....	
Do.	1	.....	60 0 0	1	.....	60 0 0	1	.....	60 0 0	.....	.....	
Do.	1	.....	50 0 0	1	.....	50 0 0	1	.....	50 0 0	.....	.....	
Do.	1	.....	45 0 0	1	.....	45 0 0	1	.....	45 0 0	.....	.....	
Do.	2	40 0 0	80 0 0	2	40 0 0	80 0 0	2	40 0 0	80 0 0	.....	.....	
Do.	3	35 0 0	105 0 0	3	35 0 0	105 0 0	3	35 0 0	105 0 0	.....	.....	
Do.	4	30 0 0	120 0 0	4	30 0 0	120 0 0	4	30 0 0	120 0 0	.....	.....	
Do.	3	25 0 0	75 0 0	3	25 0 0	75 0 0	3	25 0 0	75 0 0	.....	.....	
Do.	3	20 0 0	60 0 0	3	20 0 0	60 0 0	3	20 0 0	60 0 0	.....	.....	
Do.	2	15 0 0	30 0 0	2	15 0 0	30 0 0	2	15 0 0	30 0 0	.....	.....	
Do.	1	.....	12 0 0	1	.....	12 0 0	1	.....	12 0 0	.....	.....	
Do.	3	10 0 0	30 0 0	3	10 0 0	30 0 0	3	10 0 0	30 0 0	.....	.....	
Travelling Clerks ...	2	50 0 0	100 0 0	2	50 0 0	100 0 0	2	50 0 0	100 0 0	.....	.....	
Time-keeper ...	1	.....	15 0 0	1	.....	15 0 0	1	.....	15 0 0	.....	.....	
Moochee	1	.....	10 0 0	1	.....	10 0 0	1	.....	10 0 0	.....	.....	
Travelling Peons ...	4	10 0 0	40 0 0	4	10 0 0	40 0 0	4	10 0 0	40 0 0	.....	.....	
Office Peons ...	3	7 0 0	21 0 0	3	7 0 0	21 0 0	3	7 0 0	21 0 0	.....	.....	
Ward Peons ...	4	8 0 0	32 0 0	4	8 0 0	32 0 0	4	8 0 0	32 0 0	.....	.....	
Do.	2	7 0 0	14 0 0	2	7 0 0	14 0 0	2	7 0 0	14 0 0	.....	.....	
Do.	4	6 0 0	24 0 0	4	6 0 0	24 0 0	4	6 0 0	24 0 0	.....	.....	
Guard Peons ...	2	7 0 0	14 0 0	2	7 0 0	14 0 0	2	7 0 0	14 0 0	.....	.....	
Beach Conicopillay ...	1	.....	20 0 0	1	.....	20 0 0	1	.....	20 0 0	.....	.....	
Carpenters	2	19 8 0	39 0 0	2	19 8 0	39 0 0	2	19 8 0	39 0 0	.....	.....	
Tent Maistry ...	1	.....	13 0 0	1	.....	13 0 0	1	.....	13 0 0	.....	.....	
Cooper	1	.....	10 0 0	1	.....	10 0 0	1	.....	10 0 0	.....	.....	
Cooly-Maistry ...	1	.....	9 0 0	1	.....	9 0 0	1	.....	9 0 0	.....	.....	
Marker	1	.....	8 0 0	1	.....	8 0 0	1	.....	8 0 0	.....	.....	
Book-binder ...	1	.....	9 8 0	1	.....	9 8 0	1	.....	9 8 0	.....	.....	
Do.	1	.....	8 0 0	1	.....	8 0 0	1	.....	8 0 0	.....	.....	
Do	1	.....	6 8 0	1	.....	6 8 0	1	.....	6 8 0	.....	.....	
Punkahman ...	1	.....	6 0 0	1	.....	6 0 0	1	5 8 0	6 0 0	.....	.....	
Chickledars ...	2	5 8 0	11 0 0	2	5 8 0	11 0 0	2	.....	11 0 0	.....	.....	
Chuckler	1	.....	9 0 0	1	.....	9 0 0	1	.....	9 0 0	.....	.....	
Toty	1	.....	4 0 0	1	.....	4 0 0	1	.....	4 0 0	.....	.....	
	66	.....	2,269 1 6	66	.....	2,269 1 6	66	.....	2,269 1 6	.....	.....	
Store Audit Dept.												
Store Auditor ...	1	.....	250 0 0	1	.....	250 0 0	1	.....	250 0 0	.....	.....	
Stock-taker ...	1	.....	80 0 0	1	.....	80 0 0	1	.....	80 0 0	.....	.....	
	2	.....	330 0 0	2	.....	330 0 0	2	.....	330 0 0	.....	.....	
	68	.....	2,599 1 6	68	.....	2,599 1 6	68	.....	2,599 1 6	.....	.....	

The above establishment was sanctioned at the half yearly Meeting held up on the 17th December 1872.

MADRAS,
17th December 1872.

(Signed) J. M. N. THOMSON,
Acting General Store-keeper.

(Signed) J. H. M. SHAW-STEWART, Lieut.-Colonel, R. E.,
Consulting Engineer for Railways.

Passed subject to notes in the margin.

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

17th December 1862.

Engineering Department.

Proposed Establishment for the half-year ending 30th June 1873.

Designation.	Establishment for half-year ending 31st December 1872. Sanctioned. No.	Rate of Salary.	Amount.	Actuals. No.	Rate of Salary.	Amount.	Proposed for half-year ending 30th June 1873. No.	Rate of Salary.	Amount.	Difference between Columns 2 and 4. Increase.	Decrease.	Remarks.
1	2			3			4			5		6
		Rs. A. P.	Rs. A. P.		Rs. A. P.	Rs. A. P.		Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	
Chief Engineer ...	1	1,818 2 11	1,818 2 11	1	1,818 2 11	1,818 2 11	1	1,818 2 11	1,818 2 11			The increase is explained as under—
Deputy Chief Engineer ...	1	1,045 7 3	1,045 7 3	1	1,045 7 3	1,045 7 3	1	1,045 7 3	1,045 7 3			
Assistant to do. ...	1	659 1 5	659 1 5	1	659 1 5	659 1 5	1	659 1 5	659 1 5			
1st Class Engr., 1st Grade.	6	863 10 2	5,181 13 0	6	863 10 2	5,181 13 0	7	863 10 2	6,045 7 2			
1st do. 2nd do.	1	772 11 8	772 11 8	1	772 11 8	772 11 8	1	772 11 8	772 11 8			
2nd do. 1st do.	1	659 1 5	659 1 5	1	659 1 5	659 1 5	3	659 1 5	1,977 4 3			
2nd do. 2nd do.	3	590 14 6	1,772 11 6	3	590 14 6	1,772 11 6	1	590 14 6	590 14 6			
3rd do. 1st do.	2	454 8 9	909 1 6	2	454 8 9	909 1 6	...	.....	.....			
3rd do. 2nd do.	...	.....	.....	...	.....	.....	1	409 1 5	409 1 5			
4th do.	1	318 2 11	318 2 11	1	318 2 11	318 2 11	...	.....	.....			
	...	.....	13,136 5 7	...	.....	13,136 5 7	...	.....	13,318 2 7	181 13 0	.....	
*Engineering Assistant ...	1	160 0 0	160 0 0	1	200 0 0	200 0 0	1	200 0 0	200 0 0	Fixed batta allowance in addition at Rs. 1-8-0 per diem.		
Do. ...	2	130 0 0	260 0 0	1	160 0 0	160 0 0	1	160 0 0	160 0 0			
Do. ...	1	100 0 0	100 0 0	1	130 0 0	130 0 0	1	130 0 0	130 0 0			
	...	.....	520 0 0	...	.....	490 0 0	...	.....	490 0 0	.....	30 0 0	
†1st Class Inspectors ...	14	160 0 0	2,240 0 0	13	160 0 0	2,080 0 0	13	160 0 0	2,080 0 0			
2nd do. do. ...	5	130 0 0	650 0 0	6	130 0 0	780 0 0	7	130 0 0	910 0 0			
3rd do. do. ...	13	100 0 0	1,300 0 0	13	100 0 0	1,300 0 0	12	100 0 0	1,200 0 0			
3rd do., Neilgherry Branch	3	100 0 0	300 0 0	3	100 0 0	300 0 0	3	100 0 0	300 0 0			
Covenanted Inspector ...	1	350 0 0	350 0 0	1	350 0 0	350 0 0	1	350 0 0	350 0 0			
	...	.....	4,840 0 0	...	.....	4,510 0 0	...	.....	4,840 0 0	.....	.....	
Chief Engineer's Office.												
Head Clerk ...	1	200 0 0	200 0 0	1	200 0 0	200 0 0	1	200 0 0	200 0 0			
Clerks ...	2	130 0 0	260 0 0	2	130 0 0	260 0 0	2	130 0 0	260 0 0			
Do. ...	2	100 0 0	200 0 0	2	100 0 0	200 0 0	2	100 0 0	200 0 0			
Do. ...	1	80 0 0	80 0 0	1	80 0 0	80 0 0	1	80 0 0	80 0 0			
Do. ...	1	75 0 0	75 0 0	1	75 0 0	75 0 0	1	75 0 0	75 0 0			
Do. ...	1	70 0 0	70 0 0	1	70 0 0	70 0 0	1	70 0 0	70 0 0			
Do. ...	2	50 0 0	100 0 0	2	50 0 0	100 0 0	2	50 0 0	100 0 0			
Do. ...	1	40 0 0	40 0 0	1	40 0 0	40 0 0	1	40 0 0	40 0 0			
Do. ...	2	35 0 0	70 0 0	2	35 0 0	70 0 0	2	35 0 0	70 0 0			
Do. ...	1	30 0 0	30 0 0	1	30 0 0	30 0 0	1	30 0 0	30 0 0			
Do. ...	2	25 0 0	50 0 0	2	25 0 0	50 0 0	2	25 0 0	50 0 0			
Do. ...	1	20 0 0	20 0 0	1	20 0 0	20 0 0	1	20 0 0	20 0 0			
Do. ...	1	10 0 0	10 0 0	1	10 0 0	10 0 0	1	10 0 0	10 0 0			
Head Draughtsman ...	1	200 0 0	200 0 0	1	200 0 0	200 0 0	1	200 0 0	200 0 0			
Draughtsman ...	1	90 0 0	90 0 0	1	90 0 0	90 0 0	1	90 0 0	90 0 0			
Do. ...	1	85 0 0	85 0 0	1	85 0 0	85 0 0	1	85 0 0	85 0 0			
Do. ...	2	80 0 0	160 0 0	2	80 0 0	160 0 0	2	80 0 0	160 0 0			
Do. ...	2	60 0 0	120 0 0	2	60 0 0	120 0 0	2	60 0 0	120 0 0			
Do. ...	2	55 0 0	110 0 0	2	55 0 0	110 0 0	2	55 0 0	110 0 0			
Do. ...	1	50 0 0	50 0 0	1	50 0 0	50 0 0	1	50 0 0	50 0 0			
Do. ...	3	40 0 0	120 0 0	3	40 0 0	120 0 0	3	40 0 0	120 0 0			
Do. ...	1	30 0 0	30 0 0	1	30 0 0	30 0 0	1	30 0 0	30 0 0			
Do. ...	1	25 0 0	25 0 0	1	25 0 0	25 0 0	1	25 0 0	25 0 0			
Do. ...	1	20 0 0	20 0 0	1	20 0 0	20 0 0	1	20 0 0	20 0 0			
Do. ...	2	15 0 0	30 0 0	2	15 0 0	30 0 0	2	15 0 0	30 0 0			
Do. ...	1	10 0 0	10 0 0	1	10 0 0	10 0 0	1	10 0 0	10 0 0			
Do. ...	2	8 0 0	16 0 0	2	8 0 0	16 0 0	2	8 0 0	16 0 0			
Peons ...	4	7 0 0	28 0 0	4	7 0 0	28 0 0	4	7 0 0	28 0 0			
Do. ...	9	7 0 0	63 0 0	9	7 0 0	63 0 0	9	7 0 0	63 0 0			
Lascars ...	1	3 0 0	3 0 0	1	3 0 0	3 0 0	1	3 0 0	3 0 0			
Waterman ...	1	3 8 0	3 8 0	1	3 8 0	3 8 0	1	3 8 0	3 8 0			
Waterwoman ...	1	4 0 0	4 0 0	1	4 0 0	4 0 0	1	4 0 0	4 0 0			
Sweeper ...												
	...	.....	1,872 8 6	...	.....	1,872 8 6	...	.....	1,872 8 6	.....	.....	
Deputy Chief Engineer's Office.												
Clerk ...	1	75 0 0	75 0 0	1	75 0 0	75 0 0	1	75 0 0	75 0 0			
Peons ...	2	8 0 0	16 0 0	2	8 0 0	16 0 0	2	8 0 0	16 0 0			
	...	.....	91 0 0	...	.....	91 0 0	...	.....	91 0 0	.....	.....	
Divisional Establishments.												
*Head Writers ...	7	50 0 0	350 0 0	7	50 0 0	350 0 0	7	50 0 0	350 0 0			
Assistant Writers ...	7	35 0 0	245 0 0	7	35 0 0	245 0 0	7	35 0 0	245 0 0			
2nd do. ...	7	20 0 0	140 0 0	7	20 0 0	140 0 0	7	20 0 0	140 0 0			
Store-keepers	7	35 0 0	245 0 0	7	35 0 0	245 0 0	7	35 0 0	245 0 0			
Peons	14	7 0 0	98 0 0	13	7 0 0	91 0 0	14	7 0 0	98 0 0			
Store Godown Peon, Accountant.	1	7 0 0	7 0 0	2	7 0 0	14 0 0	1	7 0 0	7 0 0			
	...	.....	1,651 0 0	...	.....	1,651 0 0	...	.....	1,651 0 0	.....	.....	

	Rs. A. P.	Rs. A. P.
Assistant to Chief Engineer draws a personal allowance of Rs. 100 per mensem while in charge of the new Central Station (*Vide* G. O., No. 1,367, of 1st June 1872; Chief Engineer and Deputy Chief Engineer draw a fixed tentage allowance of Rs. 105 per mensem; 1st, 2nd, and 3rd Class Engrs., Rs. 75; and 4th Class Engineer, Rs. 60 per mensem.		
One 1st Class Engineer will be entitled to receive the higher rate of 1st Grade pay in next half-year, difference ...	90 14 6	
One 2nd Class Engineer has been recommended for promotion to 1st Class (*vide* Chief Engineer's letter to Agent and Manager, No. 49, of 31st January 1872), difference of pay ...	113 10 3	
Three 2nd Class Engineers will be entitled to receive the higher rate of 2nd Grade pay in next half-year, difference Rupees 68-2-11 each...	204 8 9	
One 3rd Class Engineer has been recommended for promotion to 2nd Class (*vide* Chief Engineer's letter to Agent and Manager, No. 49, of 31st January 1872), difference of pay ...	136 5 9	
One 4th Class Engineer has been recommended for promotion to 3rd Class (*vide* Chief Engineer's letter to Agent and Manager, No. 540, of 21st November 1872), difference of pay ...	90 14 6	
Total ...	636 5 9	
Deduct pay of 3rd Class Engineer who has gone home on sick leave and whose agreement it is proposed to terminate ...	454 8 9	
	181 13 0	

*One Engineering Assistant who drew Rs. 130 died on the 28th August 1872. The promotion of the other three has been sanctioned by Government (*Vide* Consulting Engineer's letter, No. 960, dated 21st November 1872).

†One 1st Class Inspector has been reduced to 2nd Class. It is proposed to promote one 3rd Class Inspector to 2nd Class. The total number and amount will remain the same.

Three 1st Class Inspectors draw a personal allowance of Rupees 30 per mensem (*vide* G. O., No. 2,074, of 29th August 1870), and three others are entitled to this allowance, at the discretion of the Chief Engineer, under the same ruling.

Proposed Establishment for the half-year ending 30th June 1873—(Concluded.)

Designation.	Establishment for half-year ending 31st December 1872.						Proposed for half-year ending 30th June 1873.			Difference between Columns 2 and 4.		Remarks.
	Sanctioned.			Actuals.								
1	2			3			4			5		6
	No.	Rate of Salary.	Amount.	No	Rate of Salary.	Amount.	No.	Rate of Salary.	Amount.	Increase.	Decrease.	
Nevgherry Branch.		Rs. A. P.	Rs. A. P.		Rs. A. P	Rs. A. P.		Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	
Head Writer	1	50 0 0	50 0 0	1	50 0 0	50 0 0	1	50 0 0	50 0 0			
Assistant Writer ...	1	35 0 0	35 0 0	1	35 0 0	35 0 0	1	35 0 0	35 0 0			
Pay Clerk	1	80 0 0	80 0 0	1	80 0 0	80 0 0	1	80 0 0	80 0 0			
Store-keeper	1	25 0 0	25 0 0	1	25 0 0	25 0 0	1	25 0 0	25 0 0			
Engineer's Peons ...	2	7 0 0	14 0 0	2	7 0 0	14 0 0	2	7 0 0	14 0 0			
Head Cash Peon ...	1	8 0 0	8 0 0	1	8 0 0	8 0 0	1	8 0 0	8 0 0			
Cash Peons	2	7 0 0	14 0 0	2	7 0 0	14 0 0	2	7 0 0	14 0 0			
Apothecary	1	60 0 0	60 0 0	1	60 0 0	60 0 0	1	60 0 0	60 0 0			
	...	.....	2[illegible] 0 0	...	.....	[illegible] 0 0	...	.....	[illegible] 0 0	.....	.....	
Madras Central Station.												
Head Writer	1	50 0 0	50 0 0	1	50 0 0	50 0 0	1	50 0 0	50 0 0			
Inspector's Writer ...	1	25 0 0	25 0 0	1	25 0 0	25 0 0	1	25 0 0	25 0 0			
	...	.....	7[illegible] 0 0	...	.....	7[illegible] 0 0	...	.....	7[illegible] 0 0	.....	.....	
Cheyaur Bridge.												
Head Writer and Pay Clerk	1	80 0 0	80 0 0	1	80 0 0	80 0 0	1	80 0 0	80 0 0			
Assistant Writer ...	1	35 0 0	35 0 0	...	.....	.....	1	35 0 0	35 0 0			
Store-keeper	1	35 0 0	35 0 0	1	35 0 0	35 0 0	1	35 0 0	35 0 0			
Engineer's Peons ...	2	7 0 0	14 0 0	2	7 0 0	14 0 0	2	7 0 0	14 0 0			
Head Cash Peon ...	1	8 0 0	8 0 0	1	8 0 0	8 0 0	1	8 0 0	8 0 0			
Cash Peons	2	7 0 0	14 0 0	2	7 0 0	14 0 0	2	7 0 0	14 0 0			
Apothecary	1	50 0 0	50 0 0	1	50 0 0	50 0 0	1	50 0 0	50 0 0			
	...	.....	2[illegible] 0 0	...	.....	2[illegible] 0 0	...	.....	2[illegible] 0 0	.....	.....	
Telegraph Department.												
Engineering Assistant ...	1	80 0 0	80 0 0	1	80 0 0	80 0 0	1	80 0 0	*80 0 0	.....	.....	* Is entitled to batta at 1 Rupee per diem, at the discretion of the Chief Engineer.
Head Writer	1	60 0 0	60 0 0	...	.....	.....	1	60 0 0	60 0 0			
Assistant Writer ...	1	30 0 0	30 0 0	1	30 0 0	30 0 0	1	30 0 0	30 0 0			
Cash-keeper	1	60 0 0	60 0 0	1	60 0 0	60 0 0	1	60 0 0	60 0 0			
Store-keeper	1	35 0 0	35 0 0	1	35 0 0	35 0 0	1	35 0 0	35 0 0			
Peons	2	8 8 0	17 0 0	2	8 8 0	17 0 0	2	8 8 0	17 0 0			
Do.	1	7 0 0	7 0 0	1	7 0 0	7 0 0	1	7 0 0	7 0 0			
Watchmen	4	6 0 0	24 0 0	4	6 0 0	24 0 0	4	6 0 0	24 0 0			
2nd Class Inspectors ...	2	130 0 0	260 0 0	2	130 0 0	260 0 0	2	130 0 0	260 0 0			
3rd do. do. ...	1	100 0 0	100 0 0	1	100 0 0	100 0 0	1	100 0 0	100 0 0			
Sub-Inspectors	2	80 0 0	160 0 0	2	80 0 0	160 0 0	2	80 0 0	160 0 0			
Do.	1	70 0 0	70 0 0	1	70 0 0	70 0 0	1	70 0 0	70 0 0			
Do.	1	60 0 0	60 0 0	1	60 0 0	60 0 0	1	60 0 0	60 0 0			
Do.	1	50 0 0	50 0 0	1	50 0 0	50 0 0	1	50 0 0	50 0 0			
Do.	1	40 0 0	80 0 0	2	40 0 0	80 0 0	2	40 0 0	80 0 0			
Do.	32	7 0 0	224 0 0	32	7 0 0	224 0 0	32	7 0 0	224 0 0			
Lascars	...	.....	1,[illegible] 0 0	...	.....	1,[illegible] 0 0	...	.....	1[illegible] 0 0	...	...	
Huggry Bridge.												
Head Writer and Cash-keeper.	1	80 0 0	80 0 0	...	.....	.....	1	80 0 0	80 0 0			
Store-keeper	1	35 0 0	35 0 0	...	.....	.....	1	35 0 0	35 0 0			
Engineer's Peons ...	2	7 0 0	14 0 0	...	.....	.....	2	7 0 0	14 0 0			
Head Cash Peon ...	1	8 0 0	8 0 0	...	.....	.....	1	8 0 0	8 0 0			
Cash Peons	2	7 0 0	14 0 0	...	.....	.....	2	7 0 0	14 0 0			
	...	.....	1,1 0 0	...	.....	.....	...	.....	1[illegible] 0 0	.....	.....	
	...	.....	24,109 13 7	...	.....	23,803 13 7	...	.....	24,261 10 7	161 13 0	30 0 0	

(Signed) B. ANDERSON,
Chief Engineer.

MADRAS,
14th December 1872.

Passed subject to confirmation by the Government of the promotions of three Engineers from one class to another.

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

17th December 1872.

The above establishment was sanctioned at the half-yearly Meeting held upon the 17th December 1872, with the exception of proposed promotion of one 2nd Class Engineer to 1st Class, one 3rd Class to 2nd Class, and one 4th Class to 3rd Class. The proposed promotions from *2nd Grade* to *1st Grade* are in accordance with the principle recognized in G. O., No. 1,622, dated 22nd May 1868.

(Signed) J. H. M. SHAW-STEWART, Lieut.-Colonel, R. E.,
Consulting Engineer for Railways.

DEPARTMENT.

Proposed Establishment for the half-year ending 30th June 1873.

Designation.	Establishment for half-year ending 31st December 1872. Sanctioned.			Actuals.			Proposed for half-year ending 30th June 1873.			Difference between Columns 2 and 4.		Remarks.
1	2			3			4			5		6
	No.	Rate of Salary.	Amount.	No.	Rate of Salary.	Amount.	No.	Rate of Salary.	Amount.	Increase.	Decrease.	
		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
Consulting Physician	1	300	300	1	300	300	1	300	300	.....	.....	
Apothecary	1	140	140	1	140	140	1	140	140	.....	.....	
Do.	1	120	120	1	120	120	1	120	120	.....	.....	
Do.	1	112	112	1	112	112	1	112	112	.....	.....	
Do.	4	100	400	4	100	400	4	100	400	.....	.....	
Do.	1	97	97	1	97	97	1	97	97	.....	.....	
Do.	1	85	85	1	85	85	1	85	85	.....	.....	
Do.	1	80	80	1	80	80	1	80	80	.....	.....	
Do.	3	75	225	3	75	225	3	75	225	.....	.....	
Do.	2	70	140	2	70	140	2	70	140	.....	.....	
Do.	2	60	120	2	60	120	2	60	120	.....	.....	
Do.	1	15	15	1	15	15	1	15	15	.....	.....	
*Do.	1	8	8	1	8	8	1	8	8	.....	.....	
Clerk	1	8	8	1	8	8	1	8	8	.....	.....	
Peon	14	7	98	14	7	98	14	7	98	.....	.....	
Do.	1	6	6	1	6	6	1	6	6	.....	.....	
Do.	58	6	348	58	6	348	58	6	348	.....	.....	
Conservancy Tolies	11	5	55	11	5	55	11	5	55	.....	.....	
Do.	1	85	85	...	.....	.....	...	.....	.....	.....	.....	
*1 Apothecary	...	.....	.....	...	.....	.....	...	.....	.....	25	.....	
Total...	104	1,401	2,419	104	1,286	2,319	104	1,286	2,349	145	75	*Vide* accompanying letter.

Proceeding on the 17th December 1872.

J. H. M. SHAW-STEWART, Lieut.-Colonel, R. E.,
Consulting Engineer for Railways.

(Signed) W. J. VANSOMEREN, M.D.,
Consulting Physician.

The above establishment was sanctioned at the half-yearly Meeting held upon the

(Signed) J.

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

MADRAS,
17th December 1872.

No. 658. ORDER THEREON, 31st January 1873, No. 324.

RAILWAY, No. 81.

WITH this letter the Consulting Engineer submits the establishment lists of the Madras Railway for the half-year ending 30th June 1873 which were settled in Committee on the 17th December 1872, and he explains that increases over the previous half-year's authorizations have been admitted only where the necessity for such additions was apparent.

2. In regard to the Engineering Staff it appears that of the eighteen Engineers who were employed during the half-year ending 30th June 1872 the services of two have since been dispensed with, and that the strength will be still further reduced by two Engineers and the Deputy Chief Engineer, leaving one Chief Engineer and twelve Assistant Engineers as the Staff of the Engineering Department, which, in the opinion of the Consulting Engineer, will then be as low as the requirements of the line will permit.

3. The question of limiting the Engineering Staff as to rank and restricting promotions to fill vacancies has already been urged on the reconsideration of the Government of India, to whom these papers will now be forwarded with an expression of the approval of His Excellency the Governor in Council of the establishment lists for the half-year to which they relate.

(True Extract.)

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

No. 659. (DOCKET No. 325, dated 31st January 1873.)

COPY of the above forwarded to the Government of India.

(True Extract.)

Colonel, R. E.,
Secretary to Government.

Exd. A. S. Rodgers.

CONSULTING ENGINEER'S OFFICE,

Railway Department.

No. 712

From

LIEUT.-COLONEL J. H. M. SHAW STEWART, R.E.,

Consulting Engineer for Railways,

To

COLONEL G. W. WALKER, R.E.,

Secretary to Government,

Public Works Department,

Fort Saint George.

SIR,

With reference to the Orders of Government noted in the margin, I have the honour to enclose the establishment lists of the Madras Railway for the half-year ending 30th June 1873, which were sanctioned by me at a Meeting held for the purpose upon the 17th instant.

2. The lists call for few remarks: in the cases in which slight increases have been sanctioned,

CONSULTING ENGINEER'S OFFICE,

Railway Department.

No. 712

From

LIEUT.-COLONEL J. H. M. SHAW STEWART, R.E.,

Consulting Engineer for Railways,

To

COLONEL G. W. WALKER, R.E.,

Secretary to Government,

Public Works Department,

Fort Saint George.

SIR,

With reference to the Orders of Government noted in the margin, I have the honour to enclose the establishment lists of the Madras Railway for the half-year ending 30th June 1873, which were sanctioned by me at a Meeting held for the purpose upon the 17th instant.

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CONSULTING ENGINEER'S OFFICE,

Railway Department.

No. 712

From

LIEUT.-COLONEL J. H. M. SHAW STEWART, R.E.,

Consulting Engineer for Railways,

To

COLONEL G. W. WALKER, R.E.,

Secretary to Government,

Public Works Department,

Fort Saint George.

SIR,

With reference to the Orders of Government noted in the margin, I have the honour to enclose the establishment lists of the Madras Railway for the half-year ending 30th June 1873, which were sanctioned by me at a Meeting held for the purpose upon the 17th instant.

2. The lists call for few remarks: in the cases in which slight increases have been sanctioned,

I have satisfied myself that the increases have been rendered necessary by increase of work. In the case of the Traffic Department, in which the increase is considerable, namely Rupees 3,277, it has been rendered necessary by the expected opening of the Neilgherry Branch, owing to the heavy work which will be entailed by the transfer of the 87 miles of broad gauge permanent way materials from Nagapattam to Waddi, for the Nizam's State Railway. The list as sanctioned represents a maximum sum which in all probability will not be worked up to.

3. Referring to paragraph 3 of the Order of Government dated the 22nd November 1872, No 2744, the strength of the Engineering Department was fully discussed at the Meeting in question, and I solicit the attention of Government to the enclosed* letter from the Agent upon the subject. In the accompaniment to that letter the Chief Engineer gave the strength and distribution of the Engineering Department as it stood on the 20th June 1872. He showed that it then consisted of 18 Engineers, of whom 14 were employed in

* No 928 dated 17th December 1872, with enclosure.

H. R. P. Carter Esq	Asst Engr.	1	Resident Engr 2d Div. S.W.L.
W. Boultbee "	Do	2	" " 4th " "
G. E. Smith "	Do	2	" " 1st " N.W.L.
C. O. Burge "	Do	2	" " 2d " "
E. W. Stoney "	Do	2	" " 3d " "
P. Scott "	Engr	1	Neilgherry branch
H. C. West "	Do	1	Cheyair bridge
W. F. Potter "	Do	3	Asst Exec: Engr
G. A. F. French "	Asst	Do 4	Neilgherry branch
	On Leave		
G. H. Hardinge "	Engineer	1	
G. H. Winter "	Do	1	Telegraph Engineer

5. Upon the completion of the Cheyair and Huggry bridges it is proposed, as above explained, to reduce the staff by 2 Engineers; and the Chief Engineer agreed with me

* Vide G.O. No 2148 of 11th Sept/72 and No 2563 of 31st Octr/72.

me that, upon the completion of the protective* works to the bridges over the Palar, Poiny, and Goriattem rivers, the services of the Deputy Chief Engineer could be dispensed with. The Engineering Department will then consist of

1 Chief Engineer,

12 Assistant Engineers,

and in my opinion this strength may fairly be taken to represent the ultimate requirements of the Madras Railway.

Vide G.O. 29th May 1872 No 1348.

6. With reference to the suggestion made in paragraph 6 of the letter from the Government of India dated the 9th May 1872, namely that

that the "establishment of the "Engineering Staff should be fixed "as to each rank, and that promotions "should not be made in lieu to fill "vacancies", I beg to draw attention to the representations made by the Chief Engineer in paragraphs 6 to 8 of the letter forwarded by the Agent. I can add but little to what Mr Anderson urges on this point, but I altogether agree with him in thinking that it would be impolitic to establish a rule to that effect. Experience in Railway Engineering in India is not easily gained; and it is on every ground desirable that men who have learnt their work, and given satisfaction, should be encouraged to remain. I trust that the Government of India will be assured that every en=deavour is made to work economically, both on the Madras Railway and on the other lines in this Presidency; and that the proposal to divide the Engineering Staff into a fixed number under each class will not be pressed.

I have the honour to be
Sirs
Your most obedient Servant
[illegible] Lieut.t Colonel R.E.
Cons: Engr for Railways

Madras
20 December
1852

Rec'd 22 December/72 No 324-325
" 29 Nov/72 — 314-315
" 7 Sept — 134-136
" 11 — 153-154
" 16 Oct — 295-296
" 31 Oct — 347-348
" 22 Nov — 350-352

R.P. 1872 Dept
R.P. of Govt for Cl'ng

RAILWAY DEPARTMENT.

1872.

From No 6408.

The Consulting Engineer
for Railways,

To

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

Dated 20th December 1872.
Recd. 24

No 324-325-31 Cl'ng/72
No. 712
Rec'd: 114

Enclosing the Establishment lists of the Madras Railway for the half year ending 30th June 1873.

No 6867
6 Enclosures

Rec'd

Dept

No 324

Proceedings of the Madras Government

Under date the January 1873

Read the following

From the Cons. Engr. for Rys/ No. 712 d 20 Dec 1872

With this letter the Consulting Engineer submits the Establishments of the Madras Railway for the half year ending 30th June 1873. which were settled in Committee on the 17 December 1872 and he explains that increases over the previous half years allotments have been admitted only where they were specially forwarded additional work appointment.

In regard to the Engineering Staff of

appears that of the 18 Engineers who were employed during the half year ending 30th June 1872 the services of 2 have since been dispensed with and that the strength will be still further reduced by 2 Engineers and the Deputy Chief Engineer leaving a Chief Engineer and 12 Assistant Engineers as ~~proposed~~ the ~~Armed~~ Staff of the Engineering Department which, in the opinion of the Consulting Engineer will be the ~~paid~~ as long as the requirements of the Service will admit.

The question of limiting the Engineering Staff as to rank and

recruiting promotions to fill vacancies has already been urged on the reconsideration of the Govt of India, to whom these papers will now be forwarded with an expression of the approval of His Excellency the Governor in Council of the Establishment lists for the half year to which they relate.

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12 The Consulg. Engr. for Hyd. ✓
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Dept 11/2/73.

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To Commanding Engrs for Railways & the Secretary to the Govt of India

Encl. //

O. 31 "Engrs" 324-325

Nos. 657-658 & 659

Establishment lists of the Madras Railway.

Orders on the Establishment lists of the Madras Railway for the half year ending June 73.

Secretary Govt of India