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*Proceedings of the Madras Government, Public Works Department,
19th October 1875.*

No. 321. Read the following letter from Major C. J. SMITH, R.E., Officiating Consulting Engineer for Railways, to Major-General G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Madras, 14th October 1875, No. 561:—

With reference to the Proceedings of Government, No. 2,012, dated 15th July 1875, I have the honor to submit two letters from the Agents of the Madras* and South† Indian Railways explaining how the numerical returns of persons employed on the open lines on the 30th September 1874 were prepared.

2. The returns of the Madras Railway were prepared in exact accordance with the instructions conveyed in Public Works Department Circular, No. 8, dated 5th March 1874, but on the South Indian Railway through an oversight the number of daily paid men were not included in the Locomotive and Carriage and Wagon Department.

3. The figures under that heading should therefore be as follows:—

Europeans.	East Indians.	Natives.	Total.
23	42	344	409

making the total column stand thus—

Europeans.	East Indians.	Natives.	Total.
35	84	1,348	1,467

The total number of natives employed average 10.49 per mile of open line on the Madras Railway and 7.84 on the South Indian Railway.

4. The remarks contained in paragraph 2 of Mr. Elwin's letter appear to afford a reasonable explanation of the difference in the numbers of native employes per mile on the several railways, and I am unable to suggest any other reasons for the divergence.

From R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Madras, 2nd September 1875, No. 917.

With reference to your letter of the 28th of July last, No. 833, and the Proceedings of Government forwarded therewith, I have the honor to inform you that the numerical return of persons employed on the open line on the 30th of September 1874 was prepared in exact accordance with the instructions conveyed in Public Works Department Circular, No. 8, dated the 5th of March 1874, and that the numbers shown in the return were arrived at from the actual staff employed.

2. I quite concur in the following explanation which is offered by the Traffic Manager as to the difference which exists in the different parts of India in regard to the employment of natives:—

“The number of natives employed in the Traffic Department on the East Indian Railway ‘per mile open’ is 6.9, on the Great Indian Peninsula 2.7, and on the Madras 2.2.

“The larger traffic on the East Indian would seem to account for the difference between the number employed on that railway and the Madras Line, but I cannot account for the very small difference which exists between the Great Indian Peninsula and Madras Lines, looking at the much larger traffic of the Great Indian Peninsula Railway, and can only conclude that some part of the work performed by day labor on the Madras Line included in these returns is performed by contract on the Great Indian Peninsula and is not shown in these returns.

Proceedings of the Madras Government, Public Works Department,
19th October 1875.

"In the Locomotive and the Engineering Departments where the number 'per mile of open' stand as follows, viz. :-

	Locomotive.	Engineering.
East Indian	6	7
Great Indian Peninsula	47	76
Madras	25	5

I am inclined to think that the larger traffic will account for the larger figures in the Locomotive Department, and the double lines on the East Indian and Great Indian Peninsula Railways will account for the larger number in the Engineering Department."

From D. LOGAN, Esq., Acting Agent of the South Indian Railway, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Trichinopoly, 30th September 1875, No. 883.

Your No. 500 of the 28th July last. Your remarks were communicated to the Locomotive Superintendent who states:—"The number of daily paid men were through an oversight not included in the return previously submitted; hence the difference in the mileage proportion."

2. The Chief Engineer states "that the return of servants of all ranks employed in the Resident Engineer's Department up to 30th September 1874 was prepared in accordance with the rule, viz., that the return should include all men actually in the pay of the Company or Contractors, whether as daily or monthly servants."

3. Will you please correct the figures in the Proceedings of Government, No. 2,012, dated 15th July last, under the heading of Locomotive and Carriage and Wagon Department, South Indian Railway, in the columns.

	East Indian.	Madras.	Total.
from	25	141	169
to	42	314	409
making the total column to stand thus—	84	1,303	1,457

which gives an average of 7.00 per mile of open line.

No. 322.

ORDER THEREON, 19th October 1875, No. 2,977.

RAILWAY, No. 30.

ORDERED that these papers be forwarded for the information of the Government of India.

(True Extract.)

Major-General, R.E.,

Secretary to Government.

To the Consulting Engineer for Railways.

Exd. W. J. Lewis.
Spare Copies

Railway Department

Cons: Engineer's Office
Madras 14 October 1875

No. 564

Major G. I. Smith R.E.
Offg. Consulting Engineer for Railways

Major General G. W. Walker R.E.

Secretary to Government

Public Works Department

Fort Saint George

With reference to the Proceedings of Government No. 2,012 dated 15 July 1875, I have the honour to submit two letters from the Agents of the Madras and South Indian Railways explaining how the numerical returns of persons employed on the open lines on the 30 September 1874 were prepared.

2. The returns of the Madras Railway were prepared in exact accordance with the instructions conveyed in Public Works Department Circular No. 8 dated 5 March 1874, but on the South Indian Railway through an oversight the number of daily paid men were not included in the Locomotive and Carriage and Wagon

Public Works Department.

3. The figures under that heading should therefore be as follows:-
Europeans 23 East Indians 42. Natives 344. Total 409
making the total column stand thus
Europeans 35. East Indians 84. Natives 1348. Total 1467

The total number of natives employed averages 10.119 per mile of open line on the Madras Railway and 7.84 on the South Indian Railway.

4. The remarks contained in paragraph 2 of Mr. Elwin's letter appear to afford a reasonable explanation of the difference in the numbers of native employees per mile on the several railways and I am unable to suggest any other reasons for the divergence.

I have the honor to be, Sir,

Yours Most obedt Servant

Wm. R. E.

Offg. Genl. Engineer for

Railways.

No. 917

MADRAS RAILWAY. 5

AGENT AND MANAGER'S OFFICE.

Madras, 2nd September 1874.

From Robert B. Elwin Esq.,
Agent and Manager. M. R. Co.
To Lieut. Colonel J. W. H. Chau, Esq. R.E.
Consulting Engineer for Railways.

SIR,

With reference to your letter of the 28th of July last N^o. 833, and the Proceedings of Government forwarded therewith I have the honor to inform you that the numerical return of persons employed on the open line on the 30th of September 1874 was prepared in exact accordance with the instructions conveyed in Public Works Department Circular N^o. 8 dated the 5th of March 1874, and that the numbers shewn in the return were arrived at from the actual staff employed.

2. I quite concur in the following explanation which is offered by the Traffic Manager as to the difference which exists in the different parts of India in regard to the employment of Natives:

"The number of Natives employed in the Traffic Department on the East Indian Railway 'per mile open' is 6.9, on the

G. I. P. 2.7, and on the Madras 2.2.
 "The larger Traffic on the East Indian would
 "seem to account for the difference between
 "the number employed on that Railway and
 "the Madras Line, but I cannot account
 "for the very small difference which exists
 "between the G. I. P. and Madras Lines, looking
 "at the much larger Traffic of the G. I. P.
 "Railway, and can only conclude that some
 "part of the work performed by day labor on
 "the Madras Line, included in these returns,
 "is performed by Contract on the G. I. P. and
 "is not shewn in these returns.

In the Locomotive and the Engineering
 "Departments where the number persons opening
 "stand as follows. viz."

	Loco.	Engineering
East Indian	6	7
G. I. P.	4.7	7.6
Madras	2.5	5

I am inclined to think that the
 "larger Traffic will account for the larger
 "figures in the Locomotive Department and the
 "double lines on the East Indian, and G. I. P.
 "Railways will account for the larger number
 "in the Engineering Department."

I have the honor to be
 Sir
 Your most obedient servant
 W. M. Lister
 Agent and Manager

MADRAS RAILWAY

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Date 2^o Sept. 1875

Recd.

No. 917

Respecting Application
from Messrs. Messers
as to the difference
between the points of
different levels of
the rails and the
employment of natives

Mr. 5565/5
2/75

19th Oct 75. P.V.
No 2977
Order that these papers be
forwarded for the information
of the Govt of India.

Obdys 12 5 Sept 21.75

MS No 2970 of 19 Oct 75

Copy of the above forwarded
to the Govt of India with reference
to their letter No 1636 R of 30 June 1875.

Sept 2. 11. 75

No 221

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408-414/14 to 37-38
-15-July/75 - 403-404

but requires of course

197-6566/15
2/75

P. W. / 885. Dept.
Name No. 6566
See also: Enge J. / 7

Lo See Secretary to Govt.
10 77 Dept
7107/17 Enge

Dated 14/2 Oct 1875
/ and 15

E. 2. 10564

See preceding ex-
planation as to the
difference in height
in the different parts
of the mountain
to the employment of
values

Sept 15-10-75

as to the —, to be
forwarded to the
Cont: of India.

6566

CSOBI. OF (1875) 5310.12

PUBLIC WORKS.

Consq. Reg. for
Reps.
73/1/52

Forwarding copy
of Progs: on letter
of the Consulting
Engr: for Rys: furnishing
the required explanation
as regards the difference
which exists in the
different parts of India
in regard to the em-
ployment of natives
on Rys:.

19th Oct

1911
7918

321-322
322

Difference which exists
in the different parts of
India in regard to the
employment of natives

on Rys: The letter
of the Consulting Engr:
for Rys: furnishing the
required explanation

W. H. M. V.

Repeared 15-10-78

Mr 6566/5
2/7/95

Mr 6566/5