

(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.	3324-25	Press
B.P. No.		Mis-
Dated	22 - 11	1875
		195

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
22nd November 1875.*

No 474 Read the following letter from Lieutenant-Colonel J H M SHAW-STEWART, R E, Consulting Engineer for Railways, to Major-General G W WALKER, R E, Secretary to Government, Public Works Department, dated Madras, 15th November 1875, No 622 —

ADVERTING to the Proceedings of Government, dated the 2nd and 29th September 1875, Nos 2,506 and 2,796, I have the honor to enclose a letter* from the Agent of the Madras Railway, giving cover to certain correspondence upon the subject of the proposed doubling of part of that Company's line for the conveyance of material for the Madras Harbour

2 The Superintendent of the Harbour Works is of opinion that the use of a line of rails, 10 miles in length, from Madras to Ambatoor, is necessary for the proper progress of the work. The proposal of the Government of India, that the material should be conveyed during the night, could not, in his opinion, be safely carried out

3 The Board of Directors state "that if it is found necessary to double the line from Perambore to Avady, in order to provide efficiently for the speedy conveyance of the large quantity of laterite and stone that will be required daily from Ambatoor and Tirutany, for the construction of the Madras Harbour, they are prepared to undertake the execution of the line in question, as a charge against Revenue, if the Government desire it" The Board further express their opinion that "the cost of converting the 100 wagons to suit the stone traffic should be borne, either directly or indirectly, by the Harbour Works"

4 I have again discussed the matter with Mr May. He is strongly of opinion that the Harbour Works should be in sole possession of a line of rails leading from the quarries to the sea, but he sees the difficulties which stand in the way of such an arrangement, and is content to press for the doubling of the line between Perambore and Ambatoor, a distance of about 6 miles

5 The Railway authorities urge that the line ~~should~~ be doubled from Perambore to Avady, a distance of about $9\frac{1}{2}$ miles, and the estimate which accompanied my letter of the 14th July, No 296, provides for this. The reasons for advocating the increased length of double line are given by the Traffic Manager in paragraph 4 of his letter printed with the Proceedings of Government, under date the 24th July 1875, No 2,112

6 Looking at the proposed extension with reference solely to the Harbour Works, I am of opinion that the doubling of the line may properly be stopped at Ambatoor. This would probably reduce the cost from Rupees 3,40,000 to about Rupees 2,20,000

7 It has already been shown that the profit from carrying the harbour material, after deducting working expenses, will probably amount to Rupees 4,66,875; and if to the cost of doubling the line, as estimated above at Rupees 2,20,000, is added the cost of converting 100 wagons, *viz*, Rupees 54,100, there will remain a balance in favor of the Railway Company of about Rupees 1,92,775

8. Two copies of the working time-table of the Madras Railway are herewith submitted

*Proceedings of the Madras Government, Public Works Department,
22nd November 1875.*

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, 9th November 1875, No 1,127.

I HAVE the honor to inform you that upon the receipt of your letter of the 14th of September last, No 994, and of the Proceedings of Government forwarded therewith, I communicated with the Superintendent of the Madras Harbour Works upon the subject, and I now beg to enclose, for the information of Government, a copy of the correspondence* that has passed between us

* To Superintendent of Harbour Works, No 3,334, dated 16th September 1875
From do No 34 R, 4th October 1875
To do " 3,551, 5th " "
From do " 43 R, 30th " "

2 Mr May is of opinion that it will not be necessary to provide a double line beyond Avady, but as to the necessity for a double line to that point he entertains no doubt, and he explains why the suggestion made by the Government of India, that the material trains should be run during the night, is not feasible

3 With reference to the suggestion made in the last part of the 3rd paragraph of your letter, you will observe that Mr May recognises the fairness of the proposal I made to him, to the effect that in the event of its being possible to obtain granite at a point or points nearer Madras than 51 miles, the Railway Company may charge the Harbour Works a higher rate than 6 Pies per ton per mile for carrying it, thus bringing the total profit to the sum on which the Company originally recommended the Government to authorize the doubling of the line from Perambore to Avady

4 The financial results previously anticipated may therefore still be relied on, and I now forward, for the consideration of the Government, an extract paragraph 18 from a letter from the Board of Directors, dated the 13th of August last, in which it is stated that if the Government desire it, the Directors are prepared to undertake the doubling of the line from Perambore to Avady as a charge against Revenue. The objection expressed by the Government of India against burthening this Company's capital with a permanent debt on account merely of the Harbour Works will thus be obviated, and I trust that sanction for the proposed work will no longer be withheld

5 The Board of Directors are of opinion that the cost of converting the 100 wagons to suit the stone traffic should be borne either directly or indirectly by the Harbour Works, as well as the expense of laying branch lines to the quarries at Ambatoor and elsewhere. The making of the branch lines will of course be at the cost of the Harbour Works, but the conversion of the wagons has, as you are aware, been effected at the Railway Company's expense. I shall be glad to know whether the Government authorize me to send in a bill to Mr May for the amount expended on the 100 wagons in question

6 With reference to paragraph 4 of the letter from the Government of India, embodied in the Proceedings of Government referred to, I do not think I can explain the meaning of the expression "the men we must depend upon for working the traffic" better than by referring to the 3rd paragraph of the Traffic Manager's report,* which was forwarded to you with my letter of the 6th of July last, No 712

* No C 577 A & M
1,330, 3rd July 1875

From R B ELWIN, Esq, Agent and Manager of the Madras Railway Company, to J MAY, Esq, Superintendent, Harbour Works, dated Madras, 16th September 1875, No 3,334

I HAVE the honor to enclose you a copy of a letter from the Consulting Engineer for Railways, and of the Proceedings of Government referred to therein, from which you will learn that the Government of India are not yet satisfied that it will be necessary to double any portion of the Madras Railway in connection with the works for the harbour

*Proceedings of the Madras Government, Public Works Department,
22nd November 1875*

2 I request that you will be so good as to favor me with any observations you may wish to offer upon the subject, and also as to the opinion expressed by the Government of India that if the doubling of the line to Avady is a necessity, a part, if not the whole, of the cost should be borne by the Harbour estimates

3 If you are now in a position to afford definite information as to whether the 300,000 tons of granite will be required from Tirutany, I shall be glad to receive it

From J MAY, Esq, Superintendent, Madras Harbour Works, to R B ELWIN, Esq, Agent and Manager of the Madras Railway Company, dated Madras, 4th October 1875, No 34 R

I HAVE the honor to acknowledge the receipt of your letter of 16th ultimo, No 3,334, with copy of a letter of 14th ultimo, No 994, from the Consulting Engineer for Railways, and a copy of the Proceedings of the Madras Government, Public Works Department, dated 2nd ultimo, No 2,506, from which it appears that the Government of India are not satisfied that "a sufficient case has been established for doubling any portion of the Madras Railway"

2 Before leaving England for this country on the business of Madras Harbour, I was given to understand by Mr Parkes that, on condition of paying 6 Pies per ton per mile for conveying stone from the interior, a line of railway would be available for such conveyance between the quarries and the work, and on this condition the Harbour estimates have been prepared

3 A work of this magnitude, consisting of heavy materials to be deposited in the open sea, liable to interruptions from storms, losses of floating plant, and other contingencies, cannot be rigorously carried on without the use of a line of rails, 10 miles in length, from Madras to Ambatoor. For the reasons stated, the stone cannot be deposited in the sea with the regularity which would be required in using the Madras Company's single line, engaged as this line is nearly all day with your permanent traffic. The stone for the harbour must be placed in the piers at any or every hour of the day when the sea may permit that operation, and therefore the delivery from wagons at the terminus cannot be timed to meet the Railway Company's other arrangements. It could not be otherwise than a frequent occurrence that the railway would be occupied with its regular business at the very hours when stone is wanted at the harbour. In cases of harbours constructed elsewhere since railways were invented, Cherbourg, Holyhead, Portland, the Channel Islands, Alexandria, where, as here, large quantities of stone were required, the first and indispensable step taken at each of those places was the formation of a railway from the quarries to the work

4 The reasons here enumerated apply to the proposition of sending the stone for the harbour along the Madras Railway in the night. That proposition could not be safely carried out. The stone could never be deposited in the night time, and all the wagons brought in would accumulate at the terminus. In spite of every care in loading wagons at the quarries, blocks of rubble stone would be continually falling out of them during their journey and would be left on or near the metals to be used for passenger traffic at day-light next morning

5 Referring to the third paragraph of the letter from the Consulting Engineer for Railways, it is too soon to state positively whether any of the Ambatoor laterite can be substituted for granite in the manufacture of concrete, but I am under the impression that much the largest part of the concrete must be made from granite or stone of equal hardness. There is reason to believe that stone suitable for this purpose exists at two points in the vicinity of the railway, one near Chinnamapett, 36 miles up, and the other near Arconum, 42½ miles up. The quantity of granite required is very much less than the quantity of laterite, and as the former may be unloaded from the wagons more regularly than the latter, there seems no necessity, as far as concerns the Harbour Works, for doubling the railway to Arconum, or further than the laterite quarries at Ambatoor, 10 miles from Madras

*Proceedings of the Madras Government, Public Works Department,
22nd November 1875.*

6 The understanding on which the Engineer's estimates for these works have been prepared is stated in the second paragraph of this letter. On the question, whether "the Harbour Authorities should bear a portion if not the entire expense to which the Railway Company may be put to meet their wishes," I have not at present the means of forming an opinion.

From R B ELWIN, Esq, Agent and Manager of the Madras Railway Company, to J MAY, Esq, Superintendent, Madras Harbour Works, dated Madras, 5th October 1875, No 3,551

In acknowledging the receipt of your letter of the 4th instant, No 34 R, I have the honor to remind you that in the calculations upon which the Railway Company has recommended the Government to sanction the doubling of the line between Perambore and Avady, it has been assumed that 300,000 tons of granite would be required from Tirutany, which would give the railway a lead over about 51 miles. In case you are able, as you anticipate, to obtain the requisite stone from Arcunum or thereabouts, I need not point out to you that a decrease of about 10 miles in the lead of the 300,000 tons of material would considerably lessen the receipts upon which we have been calculating, and it would therefore be necessary to charge a higher rate than 6 Pies per ton per mile for the shorter lead.

2 It is true that your estimates have been based upon the 6 Pies rate, but equally so, I presume, that you have allowed for the expense of obtaining 300,000 tons of stone from a point 51 miles from Madras. I conclude therefore that you will have no difficulty in giving me your assurance that in the event of your anticipation being realized, the Railway Company may look for a corresponding increase in the rate per mile to be charged for carriage.

From J MAY, Esq, Superintendent, Madras Harbour Works, to R B ELWIN, Esq, Agent and Manager of the Madras Railway Company, dated Madras, 30th October 1875, No 48 R

I HAVE the honor to acknowledge the receipt of your letter of 5th instant, No 3,551, stating that in the calculations upon which the Madras Railway Company have recommended the Government to sanction the doubling of the line between Perambore and Avady, it has been assumed that 300,000 tons of granite would be required from Tirutany for the Harbour Works, and that 6 Pies per ton per mile would be paid by the Harbour Authorities to the Railway Company for carrying the stone from that point to Madras, a lead of about 51 miles.

2 In case granite may be obtained at a point or points nearer to Madras than 51 miles, it would appear to be fair, as you propose, for the Railway Company to charge the Harbour Works a higher rate than 6 Pies per ton per mile for carrying it, thus bringing the total profit for conveying granite to the sum on which the Railway Company originally recommended the Government to authorize the doubling of the line from Perambore to Avady.

Extract from a letter from the Secretary, Madras Railway Company, No 558, dated London, the 13th August 1875

PARAGRAPH 18 —The Board have perused paragraphs 35 and 39 of your No 1,165, and the letters from the Chief Engineer and Traffic Manager which accompanied it, and desire me to say that if it is found necessary to double the line from Perambore to Avady, in order to provide efficiently for the speedy conveyance of the large quantity of laterite and stone that will be required daily from Ambatoor and Tirutany, for the construction of the Madras Harbour, they are prepared to undertake the execution of the line in question, as a charge against Revenue if the Government desire it. According to the Chief Engineer's estimate, the cost of the work will be Rupees 3,40,000, while the net profit on the carriage of the stone is expected to be Rupees 4,66,875, and deducting therefrom the cost of doubling the line as above, the result will be, as stated, a clear profit to the Company of Rupees 1,26,875, and a material improvement to

*Proceedings of the Madras Government, Public Works Department,
22nd November 1875.*

the existing line. The Board are of opinion that the cost of converting the 100 wagons to suit the stone traffic should be borne, either directly or indirectly, by the Harbour Works, as well as the expense of laying branch lines to the quarries at Ambatoor and elsewhere. Should these views be approved by the Government you will in due course indent upon the Board for the requisite materials.

(True Extract)

(Signed) R B ELWIN,
Agent and Manager.

Nos. 475 & 476. ORDER THEREON, 22nd November 1875, No. 3,324.

RAILWAY, No 54-A

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

(Here enter No 3,325, dated 22nd November 1875)

(True Extract)

(Signed) G. W. WALKER, Major-General, R E,
Secretary to Government.

To the Consulting Engineer for Railways.
„ Superintendent of Works, Madras Harbour.

Exd S T Austin
Spare Copies

PUBLIC WORKS DEPARTMENT,
FORT ST GEORGE, 22nd November 1875

No 477

No 3,325

FROM

MAJOR-GENERAL G W WALKER, R E,
Secretary to the Government of Madras,
Public Works Department,

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,
Public Works Department

RAILWAY, No 54-B

Government of India, No 2,056 R, dated 16th
August 1875
Do do, 2,172 R, dated 1st September 1875

SIR,—Adverting to the correspondence
quoted in the margin, I am directed by
His Excellency the Governor in Council
to forward the accompanying reports in
which the necessity for doubling a portion
of the Madras Railway line for the con-

veyance of materials for the Harbour Works is shown. It is also explained why the
material cannot be carried at night, as suggested by the Government of India.
Exception having been taken to the expenditure of Capital funds on the object in view,
the Board of Directors express their willingness to undertake the work from Revenue,
and I am to recommend this proposal for the sanction of the Government of India.

2 If the doubling of the line be stopped at Ambatoor, the cost would probably
be reduced from Rupees 3,40,000 to Rupees 2,20,000.

3 I am to request the orders of the Government of India on the proposal of the
Directors, that the cost of converting 100 wagons to suit the stone traffic shall be
borne by the Harbour Works. Sanction to the expenditure from Railway Funds was
communicated in your letter No 2,704 R, dated 28th October 1875.

4 A copy of the working time-table of the Madras Railway accompanies this
letter, and instructions have been issued for its regular supply in future.

5 In reply to paragraph 4 of your letter No 2,056 R, dated 16th August 1875,
the Agent refers to the 3rd paragraph of the Traffic Manager's Report which accom-
panied my No 2,113, dated 24th July 1875.

6 Progress with this most important work being much retarded for want of an
additional line of rail, without which this Government are of opinion that it cannot be
carried out with speed and safety, I am directed to request that orders sanctioning its
construction at least as far as Ambatoor may be communicated by telegraph.

I have the honor to be,

Sir,

Your most obedient servant,

(Signed) G W WALKER, Major-General, R E,
Secretary to Government

Exd S T Austin

Spare Copies

RAILWAY DEPARTMENT

CONSULTING ENGINEER'S OFFICE

Madras, *15 November 1875.*

No. *622*

From

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

Consulting Engineer for Railways,

To

MAJOR-GENERAL G. W. WALKER, R.E.,

Secretary to Government,

Public Works Department,

Fort Saint George.

SIR,

*Adverting to the Pro-
ceedings of Government dated the 2nd
and 29th September 1875, No 2506 and 2796,
I have the honour to enclose a^x letter
from the Agent of the Madras Railway,
giving cover to certain correspondence upon
the subject of the proposed doubling of
part of that Company's line, for the
conveyance of material for the Madras
Harbour*

** No 1124
9th Nov 1875*

The

2

The Superintendent of the Harbour Works is of opinion that the use of a line of rails, 10 miles in length, from Madras to Ambathoor, is necessary for the proper progress of the work. The proposal of the Government of India, that the material should be conveyed during the night, could not in his opinion be safely carried out.

3

The Board of Dirce. now state that if it is found necessary to double the line from Perambore to Arady, in order to provide efficiently for the speedy conveyance of the large quantity of laterite and stone that will

62

"will be required daily from Ambathoor and Tritany, for the construction of the Madras Harbour, they are prepared to undertake the execution of the line in question, as a charge against Revenue, if the Government desire it." The Board further express their opinion that the cost of converting the 100 wagons to suit the stone traffic should be borne, either directly or indirectly, by the Harbour Works.

4.

I have again discussed the matter with Mr. Gray. He is strongly of opinion that the Harbour Works should be in sole possession of a line of rails leading from the quarries to the

the sea; but he sees the difficulties which stand in the way of such an arrangement, and is content to press for the doubling of the line between Perambore and Ambathoor, a distance of about 6 miles.

5. The Railway Authorities urge that the line should be doubled from Perambore to Avady, a distance of about $9\frac{1}{2}$ miles; and the estimate which accompanied my letter of the 14th July, No 396, provides for this. The reasons for advocating the increased length of double line are given by the Traffic Manager in paragraph 4 of his letter printed with the Proceedings of

3 4
of Government under date the 24th July 1875, No 2112.

6. Looking at the proposed extension with reference solely to the Harbour Works, I am of opinion that the doubling of the line may properly be stopped at Ambathoor. This would probably reduce the cost from £340,000 to about £220,000.

7. It has already been shown that the profit from carrying the harbour material, after deducting working expenses, will probably amount to £4,66,875; and if, to the cost of doubling the line as estimated above at £220,000, we added the cost of converting

converting 100 wagons, namely Rs 54,100
there will remain a balance in favour
of the Railway Company of about
Rs 1,92,745.

Two copies of the working time-
table of the Madras Railway are herewith
submitted. I have the honour to be

Sir
Yours most obedt Servant
Muntassif A. E.
Comm. Engineer for
Railways

15/11/10
12/11/10
11/11/10
10/11/10
9/11/10
8/11/10
7/11/10
6/11/10
5/11/10
4/11/10
3/11/10
2/11/10
1/11/10

14/4/74

18-11-75

from the Secretary
Serving cannot be certain
could be of service
upon the subject of the
proposed double line
of track of that line
for the convenience of
passengers for the service of the

2.4.5 No 122

Dated 18/10/75
Recd 17/10/75

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

To
The Consulting Engineer
for Railways

RAILWAY DEPARTMENT.
No 9340
P. W. 1875 20 Oct

1815-441/75 16392-3920
25-30-75 107
28-11-75 302-205222
10-1-76 247-249
25-1-76 576-577
26-1-76 623-625
20-1-76 353-354
22-1-76 40-41
29-1-76 622-623
6-1-76 156-157

No. 1127

SP 3

MADRAS RAILWAY

AGENT AND MANAGER'S OFFICE.

Madras, 9th November 1875.

From

A. B. Edwin Esq
Agent and Manager. M. R. Co.

To

Mr J. H. Shaw Stewart, Esq

Consulting Engineer for Railways

Sir,

I have the honour to inform you that upon the receipt of your letter of the 14th of September last, at 994, and of the Proceedings of Government forwarded therewith, I communicated with the Superintendent of the Madras Harbour Works upon the subject, and I now beg to enclose for the information of Government a copy of the correspondence that has passed between

To Superintendent of Harbour Works
No 3334 dated 16th September 1875
From - 20-10-34 R
4th October 1875
To - 22-10-35 51
5th October 1875
From - 20-10-48 R
30th October 1875

Mr Mayes of opinion that it will not be necessary to provide a double line beyond Chuddy, but as to the necessity for a double line to that point he entertains no doubt, and he explains why the suggestion made by the Government of India that the material trains should be run during the night is not feasible.

10

3 With reference to the suggestion in the last part of the 3^d paragraph of your letter you will observe that Mr May recognizes the fairness of the proposal I made to him to the effect that in the event of its being possible to obtain grants at a point or points nearer Madras than 50 miles, the Railway Company may charge the Harbour Works a higher rate than six paces per ton per mile of carriage, thus bringing the total profit to the sum on which the Company originally recommended the Government to authorize the doubling of the line from Perambore to Auddy.

4 The financial results previously anticipated are, therefore still to be relied on and I now forward for the consideration of the Government an extract-paragraph from a letter from the Board of Directors dated the 13th of August last - in which it is stated that if the Government desire the Directors are prepared to undertake the doubling of the line from Perambore to Auddy as a charge against Revenue. The objection expressed by the Government of India against burdening this Company's capital with a permanent debt on account of the Harbour Works will thus be obviated and I trust that sanction for the proposed work will no longer be withheld.

5. The Board of Directors are of opinion that the cost of converting the 100 waggons to suit the stone traffic should be borne either directly or indirectly by the Harbour Works, as well as the expense of laying branch lines to the quarries at Umbathoor and elsewhere. The making of the branch lines will of course be at the cost of the Harbour works, but the conversion of the Waggons has as yet not been effected at the Railway Company's expense. I shall be glad to know whether the Government authorities are to send in a bill to the Mayor for the amount expended on the 100 waggons in question.

6 With reference to paragraph 4 of the letter from the Government of India embodied in the proceedings of Government referred to, I do not think I can explain the meaning of the expression "the men" we must depend upon for working the "traffic" better than by referring to the 3^d paragraph of the Traffic Manager's Report which was forwarded to you with my letter of the 6th of July last at 712.

I have the honour to be,

Sir,

Your most obedient servant

W. J. Lowe

CP 577 a & b
1350
3 July 1875

WJL

No 3324

12
Public Works Department.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Under date the 22nd Nov 75

Read the following -

From the Consulting Engineer for Railways } (M.C. No 622 d/15 Nov 75)

Ordered that these papers be forwarded for the consideration of the Govt of India

(M.C. No 3325 d/22 Nov)

No 3325

The Secretary to the Govt of India

Sir,
According to the

26/11
C.E. for Rep. 21
Sup. of M.C. Madras 3
H. K. M. 27-11-75

MADRAS RAILWAY

From

The Agent and Manager

To

The Consulting Engineer

for Railways

Recd 9th November 1875

M. 11/27

For sending copy of correspondence that has passed between Mr May and Agent for railways on the subject of doubling the line between Quary in the country of the Government of Madras for the Madras Government

M. 13/10/75

90 22 November 75
in B. K. 474

the correspondence
quoted in the margin
I am directed by
His Excellency the
Governor in Council
to forward the ac-
companying reports
in which the necessity
for doubling a portion
of the Madras Railway
line for the conveyance
of materials for the
Bamboo works is
shown. It is also
explained why the
material cannot be
carried at night as
suggested by the
Govt.

Govt. of India No: 2056 Rd/16 Aug 75
272 R + 1 Sep

Govt. of India. Exception
having been taken
to the expenditure
of Capital funds
on the objection view,
the Board of Directors
express their willingness
to undertake the work
from Revenue; and
I am to recommend
this proposal for the
sanction of the Govt.
of India.

If the doubling
of the line be stopped
at Ambaboor the
cost would probably
be reduced from
Rs 3,40,000 to Rs 2,20,000
I am to request
the

the orders of the Govt
of India on the pro-
posal of the Directors
that the cost of converting
100 wagons to suit
the steam traffic
shall be borne by
the Government works
Sanction to the ex-
penditure from
Railway funds
was communicated
in your letter of 27th R.
of 28 October 1875.

A copy of the
Working Time Table
of the Madras Rail-
way accompanies
this letter, and

14
instructions have
been issued for its
regular supply in
future.

In reply to
para 4 of your
letter of 25th R of
16th August / 75 the
agent refers to the
3rd paragraph of the
Sagie Manager's
report which ac-
companied your
2113 of 26 July 1875.

Progress with the
most important
work being much
retarded for want
of an addl. line
of Rail, within
which this Govt

one of opinion
that it cannot
be carried out
with speed and
safety, I am di-
rected to request
that orders con-
taining its con-
struction at
least as far as
Bombay may
be communica-
ted by Telegraph

G.M.W.

Specimen No. 16 of Letter
30 SC, 4 June
Table Aspd -

27-11-75

No 474-477

7310
Govt. of 1875 Madras.
PUBLIC WORKS.

To
Commr. Engrs for P.W.
Govt of India

Dated

Issued

Recd

Engrs.

G. O. 225th. 1875, No 33244
3325-

Nos. 474-477

Forwarding correspondence
submitted by the Commr. Engrs
for P.W. relative to the doubling
of a portion of the Madras Ry.
line, for conveyance of materials
required for the Madras
Harbour —

Forwarding of Line, Madras Ry.
Letter from the Commr. Engrs for
P.W. submitting correspondence
relative to the — for the
conveyance of materials for
the Madras Harbour, ordered
to be forwarded to the Govt
of India.