

(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. ¹³⁷¹ 1372	(Ry)	Press Mis.
Dated 23-4-	1877.	

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
23rd April 1877. No. 1,372.*

No. 510. Read the following endorsement of the Consulting Engineer for Railways, dated Madras, 19th April 1877, No. 238:—

From W. S. BETTS, Esq., Agent of the South Indian Railway, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Negapatam, 5th April 1877, No. 3,040.

Your letter No. 303 of the 27th ultimo. I forward herewith a copy of the Chief Auditor's reply to the inquiries made by the Government of India relative to the Revenue Account for the half-year ended 30th June 1876.

From the Chief Auditor, to the Agent of the South Indian Railway, dated Negapatam, 4th April 1877, No. G. 4,180—1,219.

Your No. 3,736—1,865, dated 29th ultimo.

With reference to the inquiries contained in the communication from the Government of India referred to in G.O. No. 838 of the 12th ultimo, I beg to offer the following explanation:—

The discrepancy pointed out between the amount shown as charged against the Fire Insurance Fund in Abstract D and that entered in Form XI represents an amount paid to the Madras Railway Company for tarpaulins belonging to that Company which were destroyed on this line and the value of which had not been debited to Traffic Expenses.

In previous accounts the column for "Contingencies" under heading 2, Indian Management, Abstract E, was used to record the petty office expenses of the several departments referred to therein. In the last revised forms of Revenue Account, a foot-note was appended to this abstract, which notified that the column was intended to be used for personal contingent charges only, and that all other office contingencies were to be entered under sub-head 8. No charges of the latter nature were incurred during the half-year ending 30th June 1876, and those of the former were charged against "furniture fittings and other miscellaneous expenses."

Statement XII was rendered as received from the Locomotive Department, the foot-note to which attention is drawn would however appear to have been made in error, as in the form which I have received for the succeeding half-year, the alteration made in the third-class carriage is given as "one third-class converted into half post office and half third-class." The number given in the body of the form would therefore be correct.

SUBMITTED for the information of Government, with reference to Proceedings, dated 12th March 1877, No. 838.

2. In the enclosure above noted the Chief Auditor explains the discrepancies pointed out by the Government of India in paragraphs 2, 3, and 4 of letter, dated 3rd March 1877, No. 633-R, regarding the Revenue Account of the South Indian Railway for the first-half of 1876.

3. With reference to paragraph 5 of the same letter, the open mileage should be $398\frac{1}{4}$ miles, made up as follows:—

Arconum-Conjeveram section	...	...	...	184
Negapatam-Erode section	...	...	...	169
Southern Extension	...	...	...	2124
				3984

*Proceedings of the Madras Government, Public Works Department,
23rd April 1877. No. 1,372.*

The mileage entered against the Southern Extension in the progress statement was taken from the estimates, which included the line to replace that abandoned at Trichinopoly in forming the junction.

4. In regard to paragraph 6, an investigation is being conducted on the subject of the prices of coal on the railways in this Presidency, and a report will shortly be submitted.

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

No. 511. ORDER THEREON, 23rd April 1877, No. 1,371.

RAILWAY, No. 70.

ORDERED to be forwarded to the
Government of India.

(True Extract.)

(Signed) J. H. M. SHAW-STEWART, Lt.-Col., R.E.,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

No. 512. DOCKET No. 1,372, dated 23rd April 1877.

COPY of the above forwarded to the Government of India, with reference to their letter No. 633-R, dated 3rd March 1877.

(True Extract.)

Lieut.-Col., R.E.,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

Exd. E. C. Slunker.
Spare Copies

No. 304

South Indian
GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE,

NEGAPATAM,

5 April 1877

From

THE AGENT,

South Indian
Great Southern of India Railway,

To

*The Consulting Engineer for Railways
Madras.*
SIR,

*Your letter No. 303 of the 27th ultimo.
I forward herewith a copy of the Chief Auditor's
reply to the inquiry made by the Government
of India relative to the Revenue account for
the half year ended 30th June 1876.*

*I have the honor to be
Sir
Your most obedient servant
Lucia and B. Co.
Agent*

South Indian Railway. S P 2
Letter from the Chief Auditor to the Agent dated
Madapatam 11th April 1877. P. 84186.
1219

Your No. ¹⁸⁶⁵ 2736 dated 29th Delhi.
With reference to the inquiries contained in the Communication from the Government of India referred to in G.O. 888 of the 12th Delhi, I beg to offer the following explanation.
The discrepancy pointed out between the amount shown as charged against the Fire Insurance Fund in Abstract D and that entered in Form II represents an amount paid to the Madras Railway Company for tarpaulins belonging to that company which were destroyed on this line and the value of which had not been debited to Traffic expenses.

In previous accounts the Column for Contingencies under Heading 2 Indian Management Abstract E. was used to record the petty office expenses of the several Departments referred to therein. In the last revised Form of Revenue Account, a foot note was appended to this Abstract which notified that the Column was intended to be used for personal contingent charges only, and that all other office contingencies were to be entered under sub head 8. No charges of the latter nature were incurred during the half year ending 30th June 1876, and those of the former were charged against Furniture & fittings and other miscellaneous expenses.

Statement III. was rendered as received from the Locomotive Department. the foot note to which attention is drawn would however appear to have been made in error, as in the form which I have received for the succeeding half year, the alteration made in the third class carriage is given as: One third class converted into $\frac{1}{2}$ post office and half 3 Class: the number given in the body of the form would therefore be correct!

Nepatani
Agent office
5. April 1877

(Your copy)
William B. C. H.
is not

402nd 1/2, 103rd 570

[illegible]

Mr. Gold

Stated 5th
Dec 73 J. J. Smith

for
L. B. Nichols

Mr. Geo. Smith

Wm. D. Smith

Yours

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 23rd April 1877
Read the following:—

From
The Comptroller:
for Railways { (N.E. No: 238 d 19th April 1877)

Ordered to be
forwarded to the
Government of
India.

(N.E. No: 1372 d 23rd April 1877)

Copy of the above
forwarded to the
Government of India
with reference to their
letter No: 633 R
d 3rd March 1877.

C. E. S. S.
d 7. 5. 77

U.

Copy
Govt. of 1877, Madras
PUBLIC WORKS.

To *The Comr. Eng. & S. W. Dept.*

Dated

Issued

Recd.

Encl.

G. O. 23rd April 1877 No. 1371872

L.W.
Nos. 570
571
572

*Revenue Account of the
South Indian Railway for
the half year ended 30 June
1876. Papers affording
the information called for
by the Comr. India relative
to the — forwarded to the
Comr. India*

*Forwarding papers
affording information
on certain points noticed
in the Revenue Account
of the South Indian Railway
for the half year ended 30
June 1876.*