GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

24th January 1882, No. 43 R.

Railway.

Read the following paper :—

No. 35. From Major-General A. FRASER, R.E., Secretary to the Government of India, Public Works Department, (Railway Construction,) to the Secretary to the Government of Madras, Public Works Department, dated Fort William, 17th January 1882, No. 46 R.C.

I AM directed to acknowledge the receipt of your letter No. 796 R. of the 13th December 1881, and in reply to inform you that the Government of India is pleased, under the circumstances therein mentioned, to authorise the survey for the projected extension of the Madras Railway between Beypore and Calicut being carried out, by the agency of the officers of the Madras Railway, on the understanding that all outlay, as it is incurred, will be debited against the Provincial Revenues, that the Company will not construe this sanction for the survey into a permission to construct the line.

No. 36. ORDER THEREON, 24th January 1882, No. 43 R.

COMMUNICATED to the Consulting Engineer for Railways, with reference to Proceedings No. 795 R., dated 13th December 1881.

(True Extract.)

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

To the Consulting Engineer for Railways.
" Examiner of Railway Accounts.
" Examiner of Public Works Accounts.
" Financial Department.
" Revenue do.

Exd. S. T. Austin.
Spare Copies

RAILWAY.

Govt. of {1882} Madras.

PUBLIC WORKS.

To

THE CONSULTING ENGINEER
FOR RAILWAYS,
&c., &c., &c.

Dated January, 24th.

Issued

Recd. *Encl.*

G.O., 24th January 1882, No. 43 R.

JANUARY.

Nos. 35-36.

Survey of the extension of the Madras Railway line between Beypore and Calicut. —Letter from the Government of India authorising the — by the officers of the Madras Railway, and intimating that all outlay incurred on it will be debited to Provincial Revenues, communicated to the Consulting Engineer for Railways.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

READ—the following paper :—

No. 28. From the Consulting Engineer for Railways, dated Madras, 31st May 1882, No. 148.

From the Agent and Manager, Madras Railway, to the Consulting Engineer for Railways, dated Madras, 10th May 1882, No. 332.

With reference to your letter of the 10th of February last, No. 105, I have the honor to forward herewith a plan and sections (three in number) of the proposed extension of the line from Beypore to Calicut together with an estimate of the cost, amounting to Rs. 12,50,097, and a copy of the report made by Mr. H. D. Johnston, the Engineer who was placed in charge of the survey operations.

2. I enclose also a statement showing the total expenditure incurred in making the survey and in the preparation of the plans, sections, and estimates in the Chief Engineer's Office, and I shall be obliged by your arranging for the payment of the amount thereof, viz., Rs. 2,740-15-0.

ENCLOSURE.

From H. D. JOHNSTON, Esq., Engineer in charge of Beypore and Calicut Survey, to the Acting Chief Engineer, Madras Railway Company, dated Madras, 15th April 1882, No. 34.

With reference to the instructions contained in your letter, No. C 80/850, of the 16th February last, directing me to proceed to the West Coast in order to undertake the survey for the proposed extension of railway communication from Beypore to Calicut, I have the pleasure now to inform you that this survey has been completed, and beg herewith to submit my report on the same together with the accompanying plans :—

No. 1.—Plan of survey (with cross sections plotted in position).
No. 2.—Longitudinal sections of the proposed line of railway and of the public road.
No. 3.—Sections showing results of borings made at the Beypore and Kalai rivers and one other stream.

I also send two boxes containing samples of the strata met with in the borings made of the two main rivers.

General Alignment.—It will be observed from the plan that I have shown in a red dotted line what I consider the most suitable position for the proposed line. It starts from the north end of our platform at Beypore Station with a 20 chain curve westwards until the river is reached, which should be bridged ; then ; on reaching the north bank of the river, the line bears in a westerly direction to the Rajah's road. This old road, now long since abandoned, is constructed upon a table land about six chains in width with a valley on each side, and it runs at nearly one level to the Kalai river, where it ends on the south bank nearly opposite the Kalai Iron Works. This strip of land is admirably adapted in every way for the purposes of a railway, but it is crossed by two streams from the low lands, which it would be necessary to bridge. I have secured a good crossing of the Kalai river, from which the proposed line runs close to the beach road skirting the merchants' offices and ends on the open piece of ground opposite the light-house, selected by Mr. Logan and yourself as being the most advantageous site for a terminus. The total length of the line will be 6 miles 51·80 chains.

General Description of the Country.—At a little more than 15 chains from the Beypore Station the Beypore river is reached, its width in a direct line with our main line being 20 chains, and its depth near mid-stream below mean sea level on this line is 19 feet. Between the Beypore and Kalai Rivers the country is densely covered with cocoanut plantains and moreover

subdivided into numerous small gardens each bounded by a hedge and ditch. On these gardens exist a great many pucka and kutcha buildings, and, in order to avoid, as far as possible, the needless demolition of such property, the route I have selected along the public road and the Rajah's old road is, I think, the best procurable.

Sections.—The longitudinal section was commenced upon a bench-mark on the coping stone at the south end of the passenger platform at Beypore Station, and was terminated at the junction of the main road in Calicut with the Big Bazaar and Jail roads, the total length being a little over 6½ miles. From this point the section was continued along the Big Bazaar road to the sea and thence along the North Beach road to the light-house. As the land lies so level cross sections were taken at distances varying from 10 to 20 chains apart. Cross section No. 1 was taken along the north foreshore of the Beypore river, and Cross Section No. 26 from the light-house to the sea.

Borings.—Upon Plan No. 3 is shown the result of the borings in the beds of the Beypore and Kalai Rivers. You will observe that at Beypore decomposed rock only was reached, whereas at Kalai rock was found at a depth of 67 feet 3 inches. The following is the analysis of the boring in each river:—

Beypore.		Kalai.	
Nature of Soil.	Depth.	Nature of Soil.	Depth.
	FT. IN.		FT. IN.
River sand	3 0	Sand	22 0
Soft laterite	21 0	Black clay	4 6
Black clay	6 0	Soft laterite	8 6
Hard clay and silt	1 0	Silty clay	15 0
Laterite	9 0	Clay	12 0
White silty clay	15 0	Morumboo	5 9
Kunker and pebbles	7 0	Rock	2 3
Kunker	5 0		
Do. white	12 0		
Decayed gneiss (fine)	5 0		
Do. (coarse)	17 6		
Quartz rock in particles	2 5		
Total Depth ...	103 11	Total Depth ...	70 0

If the alignment I have proposed in a preceding paragraph be adopted, then, in addition to several minor bridges, two bridges of about 20 feet span each will be required to be built over the streams that cross the Rajah's road. A boring was taken in the bed of one of these streams only, as they are close to one another, but no suitable substratum for a foundation was met with at 51 feet below the bed of the stream, when by your orders the boring work was stopped. The first 40 feet passed through consisted of different kinds of sand, and below this 11 feet of black clay. It will, therefore, be necessary to bed the abutments of these bridges on a good concrete foundation.

Bridges.—With regard to the bridging of the Beypore river, which is about quarter mile in width, if it be decided to construct it upon iron cylinders with a wrought-iron superstructure, I do not think it will be necessary, notwithstanding the strong current in this river, to carry the foundations below the morumboo which was met with at a depth of 101⅓ feet. This was found to be so hard that it had to be worked upon with the chisel before it could be brought up in the auger, and, when I tell you that on an average only 2 inches a day of this stratum was passed through, I think you will agree with me that this in a river not subject to floods and scours is suitable for any bridge foundation. To carry bridge foundations to this great depth will, of course, render the construction of a bridge across this river an undertaking involving the outlay of considerable capital, and under these circumstances you may possibly consider it expedient to recommend the adoption of a pontoon bridge on the principle of the Hooghly bridge, or of a floating bridge such as runs between Gosport and Portsmouth. As the rise and fall of the tide in this river is only about 4 feet, either of these alternatives is feasible. If a continuous girder bridge be built, it will be necessary to have a swing bridge in it. The Master Attendant of Calicut states this will be required to allow patamas and other native craft to go up the river, and he considers that an opening of 35 feet would be sufficient. On reaching the north bank of the river a few small culverts for drainage purposes will be needed before the line is brought to the Rajah's road, and the situations of these can be determined on reference to the plan and section, on the latter of which has been shown the depths at which a good foundation can be procured. I think sufficient water-way will be obtained if wrought-iron girder bridges of 20 feet each be built over the two streams that cross the Rajah's road. The width of the Cullai river

where I have shown the line to cross is 775 feet. Rock in this river was met with at 67 feet 3 inches, so I would recommend that a wrought-iron girder bridge on wrought-iron cylinders be adopted for bridging this river.

Stations.—In addition to the terminus that will be required at Calicut, from information I have gathered I think it would be advisable to erect a small station on the south bank of the Cullai river, where the population is considerable.

Level Crossings.—Level crossings will, in all probability, be required at the following mileages, namely, at 0 mile 5⅓ chains, 0 mile 38 chains, 5 miles 35 chains, 6 miles 15½ chains, 6 miles 36¼ chains, 6 miles 42⅔ chains, and 6 miles 44¼ chains. In addition to these allowance should be made for the erection of about fifty wicket gates for foot passengers.

Rates.—The following are the local rates for masonry, lime, &c., for part of which information I am indebted to the Local Fund Engineer of Calicut. They are, I believe, the current rates for work in this district:—

Description.	Area.	Amount.
		RS. A. P.
First-class brick-work with common moulded bricks set in mortar	Cubic yard.	5 8 0
Shell lime	Parah.	0 6 0
Kunker lime	Bandy-load.	12 0 0
Laterite masonry in chunam	Cubic yard.	5 8 0
Do. block 16″ × 8″ × 4″	1,000.	25 0 0
Do. do. 18″ × 9″ × 6″	,,	35 0 0
River sand	Parah.	0 1 6
Cartage	Mile.	0 4 0
Laterite ballast	Cubic yard.	0 5 6
Sand (Mr. Gay's contract)	,,	0 3 3
Rubble stone (gneiss) dry in revetment ...	Cubic yard.	4 0 0
Stone slabs, rough split, for bridging culverts, drains, &c.	,,	7 0 0
Common grey stone masonry in chunam ...	,,	9 0 0

As wells will be required, I may state here that good drinking water is generally procurable at a depth of from 18 to 20 feet. In well-sinking the cost of earth excavation is four annas a yard, and blasting rock five rupees per cubic yard. Laterite abounds in the district and is procurable at almost any spot, but the larger blocks are chiefly brought down by river from the laterite quarries situated about four miles north-east of Beypore. The site of the grey stone (gneiss) quarries is, I am informed, about 14 miles from Calicut, and the rate for this stone at the mouth of the quarry is Rs. 3 per cubic yard, and to this must be added cartage at four annas a mile.

Ledger.—With this report I beg to submit a ledger showing the expenditure that has been incurred while actually engaged in carrying out the survey. It includes the cost of labor employed in making the borings, hire of boats, bandy ferry, and toll charges. The total cost for one month, which time it has taken to complete the survey, amounts to Rs. 502-1-10. A voucher is submitted for each item in the ledger with the exception of the sum of Rs. 1-8-0 spent in tolls, for which receipts were not procurable.

Conclusion.—This survey has occupied a little longer time than I anticipated, but this has been caused owing to the peculiar nature of the country to be surveyed. The country from Beypore to Kalai being densely covered with cocoanut plantations and the land subdivided into numerous gardens necessitated the ranging out of a large number of tie lines, and delay occurred in having to interview the owner of each estate in order to obtain access to his property.

2. The Acting Collector of Malabar very kindly placed at my disposal throughout the whole time the services of a Revenue Inspector and two peons, with whose aid no difficulty beyond the delay above-mentioned was experienced in obtaining the information that was required.

Submitted for the consideration of Government, with advertence to their Proceedings—

Dated 30th September 1881, No. 628 R.
,, 13th December ,, ,, 795 R.
,, 24th January 1882, ,, 43 R.

2. The Government of India authorized the survey for a proposed extension of the Madras Railway being carried out by the agency of that Company's officers, on the understanding that the cost of the survey was to be charged against Provincial Revenues, and that the Company were not to construe the sanction to survey into permission to construct the line. The Agent now submits the result of the survey with an estimate of the cost of the extension, and requests payment of the cost incurred, Rs. 2,740-15-0.

3. The line chosen starts from the north bank of the Beypore River and runs in a tolerably straight line to the town of Calicut, lying about midway between the existing cart-road and the sea-shore.

It crosses the Kalai river nearly 1,000 yards below the road bridge and ends opposite the Calicut light-house on a site selected by the Collector of Malabar. The line appears to have been judiciously chosen and to be favorable for the purpose.

4. The estimate amounts to Rs. 12,50,097, and of this sum more than two-thirds are absorbed by the bridges over the Beypore and Kalai rivers, the estimate for the first being Rs. 5,02,403, and for the second Rs. 3,54,369.

5. This large estimate, which is at the rate of nearly 2 lakhs of rupees per mile, appears conclusive against any present proposal for a continuous extension of the broad gauge line between Beypore and Calicut. To pay a gross return of 8 per cent. would require traffic earnings at the rate of about Rs. 300 per mile per week, whereas over the entire Madras Railway system the earnings have averaged during the current year only Rs. 145. The extension would, without doubt, run through one of the richest tracts in Southern Indian and may, of course, be expected to throw additional traffic on to the main line, but it appears questionable whether any fair return on the large outlay could be reasonably looked for. On this point the Collector of Malabar could give a valuable opinion.

6. An alternative project would be to substitute, for the bridge over the Beypore river, a steam ferry suited for the carriage of passengers and of two or more laden goods trucks, and to commence the extension from the north bank of the river. If this proposal be thought worthy of consideration, it is further suggested that the line from Beypore northwards might be on the metre gauge.

From a rough estimate made in this office it is probable that the cost of such a line, including a bridge over the Kalai river, would be less than 5 lakhs of rupees, and on that outlay traffic earnings, at the rate of about Rs. 120 per week, would return 8 per cent.

7. With a steam ferry as suggested above, the inconvenience resulting from the break of gauge would not be greatly felt.

Goods could be transhipped within the Madras Railway yard and carried across in the light metre gauge stock. With respect to the cost of the steam ferry, it may perhaps be assumed that a fair percentage thereon would be obtained from ordinary traffic irrespective of the railway.

8. Any line of railway constructed from Calicut, either northwards or eastwards, is almost certain to be made on the metre gauge; and, if the Beypore-Calicut line were made on the broad gauge, there would necessarily be a break at Calicut. By the suggestion now made the break would be transferred to Beypore.

No. 29.

ORDER—dated 7th June 1882, No. 369 R., Public Works.

The payment to the Madras Railway Company of the cost of the survey, Rs. 2,740-15-0, is sanctioned.

2. The Collector of Malabar will be asked to state his opinion as to the revenue which may be expected to result from the construction of a metre gauge line of railway between the north bank of the Beypore river and Calicut, on the assumption that the cost of such line will be within 5 lakhs of rupees and that a steam ferry

across the Beypore river, as suggested in paragraph 6 of the Consulting Engineer's note, will be separately provided.

3. Mr. Logan will also state whether the Local Fund Board would probably be disposed to undertake the construction and working of the steam ferry.

(True Extract.)

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

To the Consulting Engineer for Railways.
" Examiner of Railway Accounts.
" Revenue Department.
" Exc: R. W. Accounts

Exd. J. W. Fischer.
Spare Copies

RAILWAY.

Govt. of {1882} Madras.

PUBLIC WORKS.

Dated June, 7th.

Recd. *Encl.*

G.O., 7th June 1882, No. 369 R.

JUNE.

Nos. 28-29.

Madras Railway.

Extension of the — from Beypore to Calicut.—Orders on papers regarding the proposed —.

A No. 43 R.-24-1-82.
" " 369 R.-7-6-"

[Exr. Wks. Form No. 111.]

GOVT. OF MADRAS. 18 82-83 P. W. DEPT.

EXAMINER, P. W. ACCOUNTS.

Madras, 17th July 1882

Recd 18.7.82

OFFICE NOTE No. 309

To

W.

To meet the payment to be made to the Madras Railway Company sanctioned in G.O. No. 369 R. dated the 7th. June 1882, it is necessary that an appropriation should be sanctioned from Provincial Funds, as according to Government of India's Proceedings communicated with G.O. No. 43 R. dated the 24th. January 1882, the charge is to be debited to the Provincial Revenues.

2. Early orders are solicited.

KEEP WITH Genl. No. dated 18

No. B. 1895 w d/26th July/82

An appropriation of Rs 2741 is made from the Provl. Reserve to meet the payment ordered in G.O. No. 369 R of 7 June 1882.

17.7.82
for C.

17/7

21.7.82

No. 1895 w d/26th July/82

28/7

Exr P.W.A.

Consg. Engr for Rys.

Written order

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

No. 14. Read the following papers :—

From the Financial Department, dated 22nd August 1882, No. 798.

No. 14-A. Read the following Proceedings of the Board of Revenue, dated 5th October 1882, No. 2434.

Read again the following Proceedings of the Board of Revenue, dated 12th August 1882, Mis. No. 6192 :—

Read the following G.O., dated 13th July 1882, No. 2194, Revenue :—

ABSTRACT.—Communicating Government Order, Public Works Department, regarding proposed extension of railway from Beypore to Calicut, for necessary orders on paragraphs 2 and 3.

Resolution—dated 12th August 1882, No. 6192, Mis.

Communicated to the Collector of Malabar, who will report as directed by Government.

2. For his information, the Collector will be furnished with the following papers, which may be found useful in forming an estimate of the cost of a steam ferry :—

G.O., 1st August 1878, No. 1340 F.
" 4th " 1880, " 921 R.
" 13th July 1881, " 1073 R.
Board's Proceedings, 14th February 1882, No. 489.
" " 6th April 1882, No. 1019.

(A true Copy and Extract.)

(Signed) E. GIBSON,
Acting Secretary.

To the Collector of Malabar, with copies of G.O., 1st August 1878, No. 1340, F.D.; 4th August 1880, No. 921, R.D.; and 13th July 1881, No. 1073, R.D.; and Board's Proceedings, 14th February 1882, No. 489, and 6th April 1882, No. 1019.

17.7.82

READ—also the following letter from W. LOGAN, Esq., Collector of Malabar, to the Secretary to the Board of Revenue, dated Calicut, 13th September 1882, No. 2742 :—

Copy of G.O., No. 369 R., dated 7th June 1882, Public Works Department, having been published some time ago in the Madras papers, the subject thereof has already been discussed, and I have the honor to enclose copies of my two letters forwarding memorials from the Calicut merchants on the subject.

2. The Board will gather from these that the questions—

(1) of a break of the Railway guage at Beypore, and

(2) of a steam ferry instead of a bridge across the Beypore river

are viewed very unfavorably by the Calicut merchants and public generally.

3. I have also, the Board will see, expressed an opinion that very insufficient enquiries seem to have been made by the Surveyor deputed by the Madras Railway Company as to the most suitable sites for the proposed bridges at Beypore and Kallai, and I may add to what I have already said by stating that, in my opinion, it would be a very grave error to construct the line along what the Surveyor calls the Raja's road.

4. As to the Beypore bridge, the accompanying chart will give the Board a clear idea of what my views are. The Surveyor's plan was to take the railway nearly straight across the river from its present terminus. He had thus to cross a deep pot-hole in the river bed caused by the scouring action of the stream, which just above this hole passes over a bed of shelving laterite rock which projects from the north bank, just above the public bungalow, well out into the stream. This shelving bed of rock should certainly, I think, have been utilized to obtain shallower foundations for the bridge.

5. Then, on the opposite (southern) bank of the river there is, the Board will see, a sand and mud bank also projecting well into the stream. This, too, ought, I think, to have been utilized, as a considerable portion of the river could in that case have been crossed on an ordinary embankment with a small bridge at the place where the creek from the Kodalhundi river joins the Beypore river.

6. Finally, there is the alternative scheme brought forward by the memorialists of running the line up the river bank to a place nearly opposite Messrs. Stanes and Company's works, or further up the stream if necessary, where the river narrows very considerably.

7. As to the necessity for going down to the bed rock to obtain suitable foundations, I am of course hardly qualified to give an opinion, but it seems to be in accordance with common sense to stop sinking foundations as soon as a tolerably hard substance such as laterite rock is reached, provided always, of course, that there is no fear of any scour. On this latter point I would direct the Board's attention to the fact that the foundations of the bridge estimated for at Beypore would be actually 122 feet *below mean sea level*. I have reason to think that the proposal to sink the foundations to this depth is looked on by engineering experts as erring ridiculously on the safe side. I have reason to think—and I will, if the Board call on me to do so, give my detailed reasons for thinking—that the bridge with swing openings as proposed and constructed at the site selected by the Railway Engineer should not cost more than Rs. 3,50,000 with 60-feet foundations below river bed, or Rs. 2,75,000 with 35-feet foundations below river bed.

8. As to the Kallai bridge, the proposed span is, I understand, though it is not anywhere stated in the papers under reference, no less than 700 feet. Now the Kallai Road bridge, which succumbed in the excessive flood caused by the fall within 24 hours of from 20 to 25 inches of rain on 19th May last, was erected on massive stone piles sunk only a foot or two in the mud of the river bed. It had stood for 40 years at least, and the cause of its failure on 19th May was that an enormous quantity of timber and bamboos was floated off by the flood and accumulated on the up-stream face of the stone piles. The water was thus dammed up, and of course the difference in the water level on the up-stream and down-stream sides of the bridge created an under-scour which very soon washed away the foot or two of mud at the foundation of the stone piles, and so the bridge came down. But this bridge, as I have said, had stood for 40 years at least, and its waterway is exactly 330 feet, or less than half that proposed for the railway bridge. It seems to me that here, too, there is an excessive error on the safe side in the proposed plan.

9. The foundations of this bridge were also, it seems, to be carried down through soil to bed rock at 67 feet 3 inches, although there is no possible fear of scour long before that depth is reached. The bed of the river is considerably below mean sea

level. I have reason to think—and, as in the case of the Beypore bridge, I will be prepared, if called upon, to submit my reasons for thinking—that this bridge need cost no more than Rs. 1,25,000 with foundations sunk 35 feet below river bed.

10. This completes what I have to say about the two bridges, which are the chief items in the estimate prepared by the Railway Engineer. Taken together, the two bridges should, *at most*, cost Rs. 4,75,000, or little more than half of what the estimate of the Railway Engineer is, viz., Rs. 8,56,772; and this is on the assumption that 1,060 feet of waterway in the one case and 420 feet of waterway in the other are provided for. But the Board will gather from what I have said above that I think the Beypore bridge could be constructed *still more economically* and *with still less derangement of shipping operations* if it were taken up the river above where the native crafts at present lie, loading and discharging their cargoes as shown in the chart.

11. As to the proposed alignment, the Surveyor proposed to take the line along the abandoned Rajah's road, between the present trunk road and the sea. This would, in my opinion, be a grave error and of a piece with those which characterised the original laying down of the whole of the Madras Line. The railway should go where it is wanted, and in this case it is wanted to run along the line by which the trunk road reaches Calicut. The Rajah's road has been long abandoned to the use of the few fishermen who live above it, whereas the trunk road skirts the division of the town in which a large number of the wealthy people (including H.H. the Zamorin Maharaja Bahádur) live. The railway would no doubt be largely used by people living in this vicinity wishing to come into town, if one or more small stations were placed at convenient points. There are, of course, some advantages of construction to be gained by running the line along the abandoned road, but I am decidedly of opinion that the Madras Railway Company should not again make the mistake of sacrificing the public convenience to facilities of construction. I told the Chief Engineer of the railway when he visited Calicut before starting the survey that the Local Fund Board would probably agree to give up to him half of the trunk road as far as the Meenchunda Toll and as much as he wished of it beyond that point. And at our meeting to-day, this proposition was confirmed. The road as far as the Meenchunda Toll must be maintained as a first-class road, as it carries the South-east Wynaad traffic, but beyond Meenchunda all that will be required after the railway is made will be a narrow third or fourth class road. There are no severe gradients on the whole of this line, which is evidently the most suitable one for the public, and very little more would have to be done than to lay down the ballast on the side of the existing road-way.

12. The railway would in this case cross the Kallai River close to the present ferry, and I am of opinion that a considerable local traffic would be developed here both in passengers and goods; for the great timber depôt of the district lies on either side of the present ferry, and timber rafts line both banks for fully three-fourths of a mile. The timber comes by water from the whole range of ghâts from nearly opposite Tellicherry on the north to the southern extremity of the Nílgiri plateau on the south, and there is still a vast forest all along these slopes almost untouched. The timber trade will, I fancy, increase if increased facilities of transport to market are arranged. Timber for export has to be carted at great expense, as soon as the river mouth closes after the freshes, by road to the beach near the proposed terminus. This local traffic would, if properly managed, fall to the share of the Railway Company, and it is obvious that there would also be a great increase of the timber traffic inland in the opposite direction both in logs and scantlings. There is already one steam saw mill at Kallai, and I cannot help thinking that there would be a large development in this direction if increased facilities of transport were given.

13. It is extremely difficult for me to state precisely what increase of traffic would be secured by bringing the railway on to Calicut. If the line were brought into the town in the way I suggest, and if suitable facilities were given by local trains running as far as Beypore, I have not the slightest doubt that the local passenger traffic would be at least doubled. In the last twelve years, 15,485 passengers were booked in and out at Beypore monthly. I anticipate that at least double that number

of passengers, or say in round numbers 30,000, would be booked at Calicut. Most of the increase would, of course, be in local traffic. People going by train at present to places beyond Beypore have to pay in ferry fees alone the equivalent of four miles of railway travelling, and if they use the common conveyances they have to pay 24 miles railway charge in addition. These charges do not look much when stated in money, but they form really a great obstacle to the free use of the railway by the lower orders of the people in Calicut.

14. Moreover, there is, over and above the money obstacle, the excessive inconvenience of the hours of arrival and departure at Beypore. This obstacle is worse even than the money one, for the discomforts—especially in the monsoon season—of the journey in the dark to or from Beypore, deter every one from using the railway oftener than they can possibly help.

15. As regards goods traffic, I am unable to say with any precision what the increase would be. The traffic at Beypore has averaged 4,274 tons per month in the last twelve years. The expected increase would be in bulky goods—timber or grain or cocoanuts or salt or cotton—which no steam ferry such as is proposed could adequately provide for. After giving the matter the best consideration I am able, I think that probably the traffic would increase to an average of 6,000 tons per month, and on this point some of the most experienced merchants consulted have agreed with me that the estimate is extremely reasonable. The Local Fund Board members seemed to think that 8,000 tons would be nearer the mark.

16. Finally, as regards the break of guage and steam ferry, it will be, I think, in the first place admitted, that if I can show that the line can be constructed much more economically than the Railway Engineer supposed, there will be no necessity for a break of guage at all. This, I respectfully submit, can only be definitely answered when the alternative proposals have been fully enquired into and discussed ; and I would further respectfully urge on the Board's notice that sufficient grounds are disclosed in this letter for asserting that the alternative schemes should be examined before any final decision as to break of guage or ferry is arrived at.

17. As to the steam ferry, the Local Fund Board at our meeting to-day recorded the following resolution :—

"The Board is of opinion that the railway should be brought along the trunk road, half of which, as far as Meenchunda Toll, may be put at the disposal of the Railway Company. Beyond Meenchunda Toll, a narrow third or fourth class road only will be required, and the Railway Company may have as much as it wants of the existing roadway.

"2. As regards the steam ferry, the Board remarks in the first place that the expectations of any local traffic at Beypore independent of what the railway brings is based on the idea that the Challiam Island on which the Railway terminus stands is in itself a place of some trade. This idea is wholly illusory. The population consists of poor fishermen who have no trade except in fish (salted or fresh). There would be absolutely no traffic at the ferry independent of what the railway brings.

"3. In the next place, the steam ferry boats would cost at least Rs. 50,000 each, and if only one was placed on the ferry, traffic would be stopped if the boat accidentally broke down. If, on the other hand, two were procured, the cost would be excessive.

"4. Finally, the Board doubts whether a steam ferry could be worked. The landing stage, which must rise and fall with the tide, would have to be in deep water, and a sudden set of the river might land it (as it did the Prince of Wales' jetty) high and dry above high-water mark. The current in the river, too, is so strong in the monsoon seasons that there would be great risk of the steam ferry being drifted out to sea and wrecked. For several days in this monsoon, the Postal Mail bags shipped in small well-manned boats have been with difficulty taken across the river, and passenger traffic was more than once interrupted. The danger to the heavily-laden steam ferry carrying trucks full of bulky goods would be extreme. The Board is decidedly of opinion that a bridge alone will answer all the requirements."

ENCLOSURE No. 1.

From W. LOGAN, Esq., Collector of Malabar, to the Private Secretary to His Excellency the Governor, Ootacamund, dated Calicut, 20th July 1882, No. 2147.

The accompanying petition has been handed to me to-day to be forwarded to His Excellency the Governor, and the deputation (two native merchants) who presented it begged me, in forwarding it, to say that, although the signatures of the European firms appear at the head of the list, the petition was really got up by the native merchants, and it was only on ascertaining that the European firms would also join in it that, out of courtesy, room was left at the head of the list for their signatures. I pointed out to the deputation that the Government had not accorded—nor so far as I was aware, were they about to accord—sanction to Messrs. Rowlandson and Stanes' tramway scheme between Beypore and Calicut. I may add in conclusion that there is a very strong feeling among all classes here that the proposal to have a break of guage at Beypore would be as grievous a mistake as was made originally when the broad-guage line was stopped short at Beypore instead of being brought on to its natural terminus in the heart of Calicut.

ENCLOSURE No. 2.

From W. LOGAN, Esq., Collector of Malabar, to the Private Secretary to His Excellency the Governor, Ootacamund, dated Calicut, 16th August 1882, No. 2354.

In continuation of my letter, No. 2147, dated 20th ultimo, I have the honor to forward herewith another memorial from the merchants and community of Calicut in regard to the extension of the line of railway from Beypore to Calicut.

2. In this memorial the petitioners deal with the argument adduced by the Consulting Engineer for proposing a break of guage and a steam ferry at Beypore and with the estimates for the projected line of railway.

3. Colonel Shaw-Stewart paid Calicut a visit last week, and the facts contained in the enclosed memorial were brought to his notice. The Local Fund District Engineer and myself also visited Beypore in company with Colonel Shaw-Stewart, so that he is in possession of our views likewise.

4. I am clearly of opinion that insufficient inquiries were made, both at Beypore and at Kallai, as to the most suitable sites for the bridges. There is in particular at Beypore a long reef of laterite rock extending well out into the stream just above the anchorage ground, and a long extent of comparatively very shallow water on the opposite side of the river, which seem to afford facilities for the erection of a bridge of which advantage ought to be taken. The boring taken by the Madras Railway Company was at a spot just below where the reef mentioned above projects into the river, and where the stream, confined in narrow compass by the reef, has worked out for itself a deep pot-hole. The boring was taken in the middle of this deep pot-hole, close to where the native crafts lie, off the Sea Custom House, and of course a great depth of water was found and the bed rock was reached only at a depth of 103 feet. The reef mentioned above lies a very short distance up the river, and opposite to it there is, as already said, a large extent of shallow water. The chart which I forward in a separate packet will explain the above facts.

5. As regards Kallai also, a waterway of 700 feet has been estimated for, while the ordinary bridge, resting on stone piles sunk only a foot or two in the bed of the river *and with a waterway of less than half that proposed for the Railway bridge*, stood for some forty years, and only succumbed recently in the deluge with which Calicut was visited on 19th May last when 25 inches of rain fell in the 24 hours. I doubt if this bridge would even then have succumbed had it not been for drift timber which accumulated in a mass on the up-stream face of the piles, dammed up the water and caused a scouring of the foundations on which the stone piles rested.

6. I beg strongly to support the suggestions of the memorial that a fresh survey be made, fresh borings taken, and a fresh estimate of the cost prepared.

ENCLOSURE No. 3.—Map.

RESOLUTION—dated 5th October 1882, No. 2434.

Submitted to Government with reference to G.O., dated 13th July 1882, No. 2194, Revenue Department, and Board's Proceedings, dated 12th August 1882, No. 6192, Miscellaneous.

2. It is observed that the proposals to break the railway gauge at Beypore and to substitute a steam ferry for a bridge across the river do not commend themselves to the Collector, and are disapproved by the Local Fund Board and by the mercantile community and residents generally of Calicut. Mr. Logan expresses his opinion that the survey made by the officers of the Madras Railway Company is unsatisfactory, and considers that further inquiry is necessary, both in regard to the estimated cost of the work as contemplated by them and also in view of examining certain suggested alternative routes by which the line might be taken across the Beypore river and carried on to Calicut.

3. The Board think that the arguments adduced by the Collector against the proposal to break gauge and the working of a steam ferry, as well as those in favor of further investigation as to the route to be adopted in the event of the railway being extended to Calicut, are deserving of serious attention, and accordingly submit the matter for the favorable consideration of Government. It is evident that the suggestions contained in the Consulting Engineer's note, printed with the Government Order quoted above, are altogether unacceptable to the Local Fund Board.

(True Copies and Extract.)

(Signed) E. GIBSON,
Acting Secretary.

No. 15.

ORDER—dated 9th November 1882, No. 692 R., Public Works.

The Government observe that if the Beypore and Kallai rivers could be bridged within the sum named by the Collector of Malabar, the financial prospects of an extension of the Madras Railway to Calicut on the broad gauge, based on the traffic recorded during the last twelve years, would not be unsatisfactory.

2. The Chief Engineer of the Madras Railway will be invited through the Agent to favor the Government with his views on the several points raised by the Collector of Malabar in his letter to the Board of Revenue, dated 13th September 1882, No. 2742, and to undertake such further investigation as he may deem necessary to determine the comparative merits of the alternative proposals urged by the Collector.

3. Any further outlay on this account will be debited against the Provincial Revenues.

4. The Government entertain no doubt that, if the extension to Calicut can be constructed within a sum on which the existing traffic would pay fair interest, it should be on the same gauge as the Madras Railway.

(True Extract.)

(Signed) C. J. SMITH, Lieut.-Col., R.E.,
Offg. Joint Secy. to Govt., P.W.D.,
Railway Branch.

To the Consulting Engineer for Railways.
" Financial Department.
" Board of Revenue.

Exd P.W. Accts
Exd Rly Accts
Revenue Deptt

Exd. A. F. Goodall.
Spare Copies

RAILWAY.

Govt. of {1882} Madras.

PUBLIC WORKS.

Dated November, 9th.

Recd. *Encl.*

G.O., 9th Nov. 1882, No. 692 R.

NOVEMBER.

Nos. 14-15.

Railway from Beypore to Calicut.

Passing orders on letter from the Collector of Malabar on the proposed —.

GOVERNMENT OF MADRAS.

FINANCIAL DEPARTMENT.

READ—the following papers:—

Combined Consolidated Abstract of Revenue and Receipts, for the month of March 1882, from the Accountant-General, dated 10th August 1882, No. B.C.P.-8.

Combined Consolidated Abstract of Disbursements, for the month of March 1882, from the Accountant-General, dated 10th August 1882, No. B.C.P.-8.

Civil Budget Estimate for the year 1883-84, from the Accountant-General, dated 15th January 1883, Statements from the Accountant-General, dated 16th and 19th January 1883.

Telegram from the Secretary to the Government of India, Department of Finance and Commerce, to the Chief Secretary to Government, dated Calcutta, 18th January 1883.

Your telegram seventeenth. You may take credit for six-and-a-half lakhs.

Statements of Revenue and Disbursements for 1881-82, as compared with the estimates for the same period, based on statements from the Accountant-General.

ORDER—dated 22nd January 1883, No. 131, Financial.

The Consolidated Civil Budget Estimate for the year 1883-84, submitted by the Accountant-General, shows that the estimated revenue and receipts are higher than the regular estimate for the current year by Rs. 1,49,000, but below the actuals for 1881-82 by Rs. 36,20,829, the decline appearing chiefly under Salt (11 lakhs), Customs (9½ lakhs), Land Revenue (7 lakhs). The variations under the several heads are fully explained by the Accountant-General.

2. The estimated charges, as submitted by the Accountant-General, exceed the regular estimate for the current year by Rs. 9,75,400; increases occurring chiefly under Public Works, Salt, Irrigation and Navigation, Land Revenue, Forest, and Education. These estimates also exceed the actual expenditure in 1881-82 by Rs. 22,65,875.

3. The estimate will be transmitted to the Government of India with the final modifications which it has been found necessary to adopt.

4. *Provincial Services—Accounts of* 1881-82.—The official year 1881-82 opened with a Provincial balance of Rs. 3,46,512. The receipts of the year amounted to Rs. 108,68,432, or Rs. 5,57,632 above the estimated income. The charges were Rs. 102,31,517, or Rs. 50,982 less than the estimated outlay. The charges being well within the receipts the surplus for the year was Rs. 6,36,914. Adding to this the opening balance of Rs. 3,46,512, the last year of the old Provincial system therefore closed with a balance of Rs. 9,83,426 to the good.

5. Comparing the actuals under each head with the estimates for the year the variations are shown below:—

	More.	Less.
Receipts.		
Registration	18,216	..
Post Office	543	..
Minor Departments	31,982	..
Jails	17,334	..
Police	7,399	..
Marine	..	4,907
Education	2,739	..
Medical	1,965	..
Stationery and Printing	20,764	..
Interest	414	..
Miscellaneous	..	7,344
Irrigation and Navigation	11,496	..
Other Public Works	1,36,077	..
Allotment from Imperial	..	4,148
Contribution from Local	..	74,903
Special Contribution from Imperial	4,00,000	..
Charges.		
Refunds and Drawbacks	52,549	..
Registration	335	..
Minor Departments	18,889	..
Jails	..	2,00,649
Police	..	26,630
Marine	4,312	..
Education	..	12,660
Medical	..	84,825
Stationery and Printing	..	1,61,827
Miscellaneous	..	18,848
Rents, Rates, and Taxes	16,290	..
Famine Relief	4,64,029	..
Irrigation and Navigation	..	76,356
Other Public Works	..	65,511
Contribution to Local Funds	..	60,078
Contribution on account of Productive Public Works	1,00,000	..

6. Under *Receipts* there were increases under all heads except Marine, Miscellaneous, Allotment from Imperial, and Contribution from Local Funds. The increased receipts under Other Public Works is apparently due to the additional assignment of Rs. 1,00,000 to meet debits on account of Public Works Workshops. The special contribution of Rs. 4,00,000 was a refund by Imperial of payments made to it in the two previous years on account of the famine.

G.O., 23rd March 1882, No. 347, Miscellaneous.

7. Under *Charges* there were large savings under Jails due chiefly to the cheapness of food-grains. There were also considerable reductions under Stationery and Printing. On the one hand while there were considerable savings under several heads, on the other hand outstanding famine expenditure to the extent of Rs. 4,64,029 had to be adjusted, and a further Rs. 1,00,000 went towards the annual contribution from Provincial to Imperial on account of the Madras Water-supply and Irrigation Extension Project. But, as stated above, the charges having been well within the receipts, the year closed with a fair surplus to credit of Provincial.

8. *Regular Estimate for* 1882-83.—Adding to the balance of Rs. 9,83,426 brought over from the previous year, the balance (Rs. 3,69,241) at credit of the abolished Jungle Conservancy Fund, the current year started with a balance of Rs. 13,52,667 to credit. The regular estimate of receipts for the current year based on the actuals of the first eight months of the year is fixed at Rs. 226,52,300, while the charges amount to Rs. 232,14,400, or Rs. 5,62,100 more than the receipts. This result, when compared with that expected by the estimates for the year, is due chiefly to the unexpected transfer to Imperial of the recovery of Rupees

5,67,000 from Local Funds on account of Famine outlay, the exemption of Municipalities from payment of the Police contribution of Rs. 1,56,000, and the adjustment of Rs. 1,41,000 outstanding in connection with the Palar Anicut system. But adding to the receipts the surplus of the previous year, the total anticipated receipts for the year will amount to Rs. 240,04,967. The charges being Rs. 232,14,400, the current year may therefore be expected to close with a credit balance of Rs. 7,90,567. This will now be raised by the sum of Rs. 6,50,000 liberally granted by the Government of India in the telegram read above.

9. *Budget Estimate for* 1883-84.—The estimated receipts for the coming year, exclusive of the opening balance, amounts to Rs. 223,41,100. The receipts under *Land Revenue* have been fixed at the normal realization both for the current year and for next year, owing to the unusually low receipts during the first eight months of the current year, and to the circumstance that the Deltaic districts suffered severely from the floods of July last. The increase under *Forest* is due to its amalgamation with the Jungle Conservancy Fund, and the entire provincialisation of all receipts and charges under this head. The receipts under *Excise* are better by Rs. 1,27,000 when compared with the estimate of the previous year. *Registration* exhibits a steady increase. The receipts under *Minor Departments* are slightly less than the estimated receipts for the current year. The exemption of Municipalities from the payment of contributions towards the cost of the Police force employed in towns has caused the decrease in the *Police* receipts both for the current as well as for next year. The other items of receipt call for no special remarks.

10. The charges for 1883-84, as submitted by the Accountant-General, are estimated at Rs. 234,23,200 against Rs. 218,48,500, the budget estimate for the current year. The increase is mainly under Land Revenue, Forest, Administration, Irrigation and Navigation, and Other Public Works.

Under *Land Revenue* the excess is due chiefly to the creation of the Anantapur Collectorate, to the transfer from Customs of one-third of the salary of the Collector of Sea Customs in Madras, to the addition of two Deputy Collectors, and to the increased expenditure sanctioned for expediting the survey of the Wynaad. Provision for an extra Survey Party was left for decision by this Department on finally passing the budget. But the Government think that the state of the finances as exhibited by the budget now before them precludes further enhancement of provision under any head.

Under *Forest*, charges relating to the abolished Jungle Conservancy Fund are included. A revised estimate has been called for, and the Revenue Department will now be requested to restrict the estimate to an amount not greater than the estimated receipts; the budget being now altered accordingly.

The increased provision under *Administration* is due chiefly to the inclusion of a sum of Rs. 48,000 for the first time under Provincial on account of Local Fund Establishments in Imperial and Provincial Offices. This debit is, however, covered by a corresponding credit under Contributions.

Irrigation and Navigation and Other Public Works.—The Public Works Department estimate the requirements under the former at Rs. 5,50,000 and under the latter at Rs. 23,50,000. The Accountant-General was instructed to adopt these figures provisionally, subject to modification by Government when passing the Civil Estimates with reference to the balance in hand; but, as already stated, the condition of the finances is such that the Government are not in a position to allot more than Rs. 3,50,000 for Irrigation and Navigation and Rs. 21,50,000 for Other Public Works proper.

The other departmental estimates having been separately and duly considered and fixed by Government, no reduction is feasible under other heads.

A sum of Rs. 18,000 is provided under "Interest on Service Funds and other Accounts" on account of interest on the Nílgiri-Rigi Railway capital.

Under Education, charges on account of Primary Education aggregating Rs. 25,000 have been transferred to Municipalities during the current year, and charges on account of Middle Education to the extent of Rs. 45,000 will probably be transferred to the same bodies next year.

11. The Provincial Services Budget Estimates, as revised, will stand as shown below:—

Regular Estimate for 1882-83.

	Rs.
Opening balance	13,52,667
Receipts	226,52,300
	240,04,967
Charges	232,14,400
	7,90,567
Add special contribution from Imperial as per telegram, dated 18th instant read above	6,50,000
	14,40,567

Estimate for 1883-84

	Rs.
Opening balance	14,40,567
Receipts	223,41,100
	237,81,667
Charges	229,73,200
Closing balance	8,08,467

12. The annexed abstract gives the actuals for 1881-82, the budget and regular estimates for 1882-83, and the estimates for 1883-84. The statement, *minus* the column containing the estimate figures for 1883-84 with reference to the Government of India Resolution, No. 2809, dated 2nd August 1882, will be published in the *Fort St. George Gazette*.

G.O., dated 14th August 1882, No. 931.

(True Extract.)

C. G. MASTER,
Chief Secretary.

To the Public Works Department.
„ Revenue Department.
„ Board of Revenue.
„ Inspector-General of Police.
„ Inspector-General of Jails.
„ Inspector-General of Registration.
„ Director of Public Instruction.
„ Surgeon-General with the Government of Madras.
„ Master Attendant, Madras.
„ Superintendent, Government Press.
„ Accountant-General.
„ Sanitary Commissioner.

ABSTRACT Budget Estimate of Provincial Services for 1883-84.

Receipts.	Actuals for 1881-82.	Estimate for 1882-83. Budget Estimate.	Estimate for 1882-83. Regular Estimate.	Budget Estimate for 1883-84.
	Rs.	Rs.	Rs.	Rs.
Opening balance	3,46,512	6,76,193	9,83,426	14,40,567
Opening balance of abolished Jungle Conservancy Fund	..	..	3,69,241	..
Land Revenue	..	130,54,000	130,42,000	130,43,000
Forest	..	2,41,000	8,25,000	7,67,000
Excise	..	30,50,000	31,77,000	31,77,000
Assessed Taxes	..	2,35,000	2,25,000	2,25,000
Customs	..	60,000	45,000	60,000
Salt	..	19,000	26,000	25,000
Stamps	..	27,00,000	26,50,000	27,00,000
Registration	5,88,216	2,95,000	2,95,000	3,12,500
Minor Departments	1,00,527	1,08,000	2,19,000	99,000
Law and Justice	2,84,335	6,68,000	7,13,000	7,13,000
Police	2,37,200	3,16,000	1,60,000	1,24,000
Marine	9,092	33,000	18,000	18,000
Education	1,67,740	1,72,000	1,76,000	2,05,000
Medical	50,965	84,000	75,000	78,000
Stationery and Printing	56,765	70,000	78,000	75,000
Interest	2,415	3,000	3,000	3,000
Superannuations	..	34,000	38,000	41,000
Miscellaneous	27,655	94,000	70,000	69,000
Irrigation	1,26,496	1,17,000	1,00,000	1,17,000
Other Public Works	2,69,077	1,68,000	1,68,000	2,05,000
Contributions from Local Funds	23,097	6,62,600	5,59,300	2,94,600
Allotment from Imperial	85,24,852	..	..	..
Special Contribution from Imperial	4,00,000	..	..	..
Total ..	108,68,432	221,63,000	226,52,300	223,41,100
Add— Special Contribution as per telegram read in Proceedings	..	..	6,50,000	..
Total ..	112,14,944	228,39,193	246,54,967	237,81,667

Charges.	Actuals for 1881-82.	Estimate for 1882-83. Budget Estimate.	Estimate for 1882-83. Regular Estimate.	Budget Estimate for 1883-84.
	Rs.	Rs.	Rs.	Rs.
Interest on Service Funds, &c.	..	..	..	18,000
Refunds	60,549	1,43,000	1,94,000	1,37,500
Land Revenue	27,203	42,64,000	43,28,000	44,32,000
Forest	29	2,36,000	7,07,000	7,67,000
Assessed Taxes	360	1,01,000	1,03,000	1,05,000
Customs	..	4,000	4,000	5,000
Stamps	6,018	2,10,000	1,84,000	1,83,000
Registration	906	72,000	73,500	78,000
Post Office	4,19,335	2,27,000	2,29,500	2,48,000
Administration	1,07,334	1,13,000	1,08,000	1,13,000
Minor Departments	2,338	9,48,000	10,74,000	10,03,500
Law and Justice	1,40,190	3,26,000	3,04,500	3,21,100
Police	10,27,604	48,00,000	47,50,000	47,71,000
Marine	36,83,140	37,23,000	36,59,000	37,60,000
Education	16,050	43,000	6,000	7,000
Medical	10,45,489	10,66,000	10,62,000	10,90,000
Stationery and Printing	6,38,471	6,84,000	7,09,000	10,56,000
Superannuations	4,87,847	10,50,000	10,24,000	6,97,000
Miscellaneous	..	8,27,000	8,46,000	8,60,000
Irrigation	2,45,605	2,65,000	2,86,000	2,18,000
Other Public Works	2,51,644	2,99,000	3,57,000	3,50,000
Famine Relief	14,17,455	23,57,500	23,99,000	24,03,000
Contributions	4,64,030	..	1,56,000	..
.. .. ..	1,89,921	1,00,000	6,52,900	3,50,100
Total ..	102,31,518	218,48,500	232,14,400	229,73,200
Closing balance	9,83,426	9,90,693	14,40,567	8,08,467
Total ..	112,14,944	228,39,193	246,54,967	237,81,667

(Signed) C. G. MASTER,
Chief Secretary.

PROVINCIAL SERVICES.

ANNUAL Account of the Revenue for 1881-82 comparing the Actuals with the Estimates.

No.	Heads of Receipts.	Budget Estimate, 1881-82.	Actual Revenue and Receipts, 1881-82.	More than Estimate.	Less than Estimate.
		RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.
1	Registration—				
	Fees for registering documents ..	5,65,000 0 0	5,84,855 6 10	..	..
	Miscellaneous	5,000 0 0	3,360 11 8	..	..
		5,70,000 0 0	5,88,216 2 6	18,216 2 6	..
2	Post Office—				
	District Post Collections	..	543 11 11	543 11 11	..
3	Minor Departments—				
	Botanical and other Public Gardens..	4,000 0 0	3,956 9 2	..	..
	Model or Experimental Farms ..	4,000 0 0	4,987 0 11	..	..
	Examination Fees	60,000 0 0	91,004 0 0	..	..
	Miscellaneous	..	34 15 7	..	..
		68,000 0 0	99,982 . 9 8	31,982 9 8	..
4	Jails—				
	Jail Manufactures	2,49,000 0 0	2,65,827 13 8	..	..
	Profits of Convict Labor	5,000 0 0	6,545 1 9	..	..
	Hire of Convicts	13,000 0 0	6,589 11 9	..	..
	Miscellaneous		5,372 4 2	..	..
		2,67,000 0 0	2,84,334 15 4	17,334 15 4	..
5	Police—				
	Police supplied to Railways		1,524 1 5	..	..
	Police supplied to Municipal Cantonment and Town Funds	1,80,000 0 0	1,44,044 1 7	..	..
	Police supplied to Public Departments, Private Companies and Persons ..		36,767 7 9	..	..
	Cash Receipts under Arms Act (XXXI of 1860)		40 0 0	..	..
	Fees, Fines, and Forfeitures	27,800 0 0	26,285 0 6	..	..
	Miscellaneous	22,000 0 0	28,539 3 8	..	..
		2,29,800 0 0	2,37,199 14 11	7,399 14 11	..
6	Marine—				
	Pilotage Receipts	14,000 0 0	9,092 3 2	..	4,907 12 10
7	Education—				
	Fees, Government Colleges	83,900 0 0	74,268 7 8	..	..
	Fees, Government Schools	58,300 0 0	65,242 9 11	..	..
	Contributions	600 0 0	..	..	..
	Sale-proceeds of Books	5,600 0 0	..	..	..
	Miscellaneous	16,600 0 0	28,228 6 7	..	..
		1,65,000 0 0	1,67,739 8 2	2,739 8 2	..
8	Medical—				
	Medical College Fees	6,500 0 0	12,153 0 0	..	..
	Hospital Receipts	10,900 0 0	6,652 15 2	..	..
	Lunatic Asylum Receipts	16,200 0 0	16,692 6 8	..	..
	Medicine sold by Civil Surgeons ..	1,700 0 0	393 1 7	..	..
	Income from Endowments	..	..	..	..
	Contributions	8,000 0 0	10,997 11 5	..	..
	Miscellaneous	5,700 0 0	4,076 0 8	..	..
		49,000 0 0	50,965 3 6	1,965 3 6	..
9	Stationery and Printing—				
	Sales of Gazettes and other Publications	15,000 0 0	24,285 15 5	..	..
	Other Press receipts	21,000 0 0	32,478 14 8	..	..
		36,000 0 0	56,764 14 1	20,764 14 1	..
10	Interest—				
	Interest on Government Securities ..	2,000 0 0	2,414 15 2	414 15 2	..
11	Miscellaneous—				
	Sale of Old Stores and Materials ..	1,000 0 0	1,282 12 3	..	..
	Rents	..	470 0 2	..	..
	Fees and Fines	18,000 0 0	17,222 5 4	..	..
	Miscellaneous	16,000 0 0	8,680 8 11	..	..
		35,000 0 0	27,655 10 8	..	7,344 5 4

Annual Account of the Revenue for 1881-82 comparing the Actuals with the Estimates—*contd.*

No.	Heads of Receipts.	Budget Estimate, 1881-82.	Actual Revenue and Receipts, 1881-82.	More than Estimate.	Less than Estimate.
		RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.
12	Irrigation and Navigation	1,15,000 0 0	1,26,496 1 3	11,496 1 3	..
13	Other Public Works—				
	In charge of Public Works Officers ..	1,30,000 0 0	2,63,853 14 1	1,33,853 14 1	..
	In charge of Civil Officers	3,000 0 0	5,223 8 11	2,223 8 11	..
		1,33,000 0 0	2,69,077 7 0	1,36,077 7 0	..
14	Allotment from Imperial Funds	85,29,000 0 0	85,24,851 15 3	..	4,148 0 9
15	Contribution from Local Funds	98,000 0 0	23,096 9 6	..	74,903 6 6
16	Special Contribution from Imperial Funds.	..	4,00,000 0 0	4,00,000 0 0	..
	Total Receipts ..	1,03,10,800 0 0	1,08,68,431 14 1	5,57,631 14 1	..

PROVINCIAL SERVICES.

Annual Account of the Expenditure for 1881-82 comparing the Actuals with the Estimates.

No.	Heads of Disbursements.	Sanctioned Grant for 1881-82.	Actual Expenditure for 1881-82.	More than Estimate.	Less than Estimate.
		RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.
1	Refunds and Drawbacks—				
	Registration		2,828 8 7	..	..
	Minor Departments		762 8 0	..	..
	Jails		137 2 0	..	..
	Police	8,000 0 0	278 14 0	..	..
	Education		97 0 0	..	..
	Medical		6,275 3 3	..	..
	Printing		223 10 6	..	..
	Miscellaneous		49,946 3 8	..	..
	Total ..	8,000 0 0	60,549 2 0	52,549 2 0	..
2	Registration—				
	Superintendence	32,000 0 0	35,628 2 3	..	..
	District Charges	3,87,000 0 0	3,83,707 1 5	..	..
	Total ..	4,19,000 0 0	4,19,335 3 8	335 3 8	..
3	Minor Departments—				
	District Post Establishment	1,03,600 0 0	1,07,334 7 1	..	..
	Provincial Museums	15,000 0 0	16,314 0 9	..	..
	Model Farms	24,000 0 0	24,987 0 11	..	..
	Botanical and other Public Gardens ..	19,000 0 0	20,639 11 2	..	..
	Provincial Statistics	12,100 0 0	10,799 10 8	..	..
	Examinations	52,500 0 0	65,804 10 7	..	..
	Cemetery Establishments	5,000 0 0	4,210 6 5	..	..
	Total ..	2,31,200 0 0	2,50,089 15 7	18,889 15 7	..
4	Jails—				
	Inspection and General Superintendence	39,250 0 0	35,265 6 1	..	..
	Presidency Jails	67,090 0 0	57,237 6 9	..	..
	Central Jails	3,72,200 0 0	2,98,800 8 9	..	..
	District Jails	3,38,260 0 0	2,31,991 1 9	..	..
	Lock-ups	80,000 0 0	77,017 8 6	..	..
	Jail Manufactures	2,46,200 0 0	2,53,736 7 2	..	..
	Charges for transportation of convicts..	21,000 0 0	9,302 2 8	..	..
	Total ..	11,64,000 0 0	9,63,350 9 8	..	2,00,649 6 4
5	Police—				
	Presidency Police	1,89,900 0 0	1,85,899 5 6	..	..
	Superintendence	1,73,500 0 0	2,11,564 13 11	..	..
	District Executive Force	33,33,300 0 0	32,79,652 13 7	..	..
	Village Police	13,000 0 0	5,952 8 3	..	..
	Total ..	37,09,700 0 0	36,83,069 9 3	..	26,630 6 9
6	Marine—				
	Marine Establishments	10,600 0 0	14,912 0 8	4,312 0 8	..

Annual Account of the Expenditure for 1881-82 comparing the Actuals with the Estimates—*continued.*

No.	Heads of Disbursements.	Sanctioned Grant for 1881-82.	Actual Expenditure for 1881-82.	More than Estimate.	Less than Estimate.
		RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.
7	Education—				
	University	..	67,206 2 7	..	..
	Deduct—		67,206 2 0		
	Transfer from University Fee Fund ..				
	Direction	41,700 0 0	43,107 5 5	..	..
	Inspection	1,97,000 0 0	1,99,227 4 3	..	..
	Government Colleges, General	2,39,500 0 0	2,39,854 2 9	..	..
	Government Colleges, Special	40,000 0 0	38,017 11 4	..	..
	Government Schools, High, Middle, and Low	1,40,500 0 0	1,45,510 11 6	..	..
	Girls Schools	5,600 0 0	5,899 8 0	..	..
	Normal Schools	38,000 0 0	34,437 7 9	..	..
	Technical Schools..	36,000 0 0	44,401 7 8	..	..
	Scholarships	19,000 0 0	19,709 6 2	..	..
	Prizes	..	118 0 0	..	..
	Grants for encouragement of Literature	..	250 0 0	..	..
	Government Book Depôt	5,600 0 0	5,628 0 0	..	..
	Grants-in-aid	1,92,300 0 0	1,76,558 0 3	..	..
	Payments by results	85,000 0 0	77,989 7 0	..	..
	Miscellaneous	17,800 0 0	14,630 13 11	..	..
		10,58,000 0 0	10,45,339 6 0	..	12,660 10 0
8	Medical —				
	Medical Establishments	1,35,500 0 0	1,07,974 2 3	..	..
	Hospitals and Dispensaries	3,47,900 0 0	3,26,755 9 0	..	..
	Deduct—				
	Amount recovered from Municipalities..	..	36,880 6 11	..	..
			2,89,875 2 1		
	Sanitary Commissioner	72,400 0 0	67,928 7 7	..	..
	Grants for Medical purposes	3,000 0 0	6,152 10 9	..	..
	Medical School and College	61,500 0 0	82,169 14 8	..	..
	Lunatic Asylums	75,000 0 0	64,488 9 5	..	..
	Lock Hospitals	15,200 0 0	9,386 14 4	..	..
	Chemical Examiner	11,500 0 0	9,198 13 7	..	..
		7,22,000 0 0	6,37,174 10 8	..	84,825 5 4
9	Stationery and Printing—				
	Stationery supplied from Central Stores.	3,89,000 0 0	2,44,639 15 3	..	..
	Government Presses	2,40,700 0 0	2,29,322 0 8	..	..
	Printing at Private Presses	17,000 0 0	10,910 4 0	..	..
		6,46,700 0 0	4,84,872 3 11	..	1,61,827 12 1
10	Miscellaneous—				
	Allowances to Civil Servants out of employ.	500 0 0	786 10 8	..	..
	Cost of Books and Publications.. ..	10,000 0 0	16,467 5 6	..	..
	Donations for charitable purposes ..	83,000 0 0	69,757 10 7	..	..
	Charges on account of European Vagrants.	18,000 0 0	22,175 7 9	..	..
	Rewards for destruction of Wild Animals	23,600 0 0	25,747 2 3	..	..
	Petty Establishments	19,200 0 0	37,941 2 10	..	..
	Miscellaneous and Unforeseen Charges .	36,700 0 0	1,882 14 3	..	..
	Cost of European Stores	6,000 0 0	3,392 14 5	..	..
		1,97,000 0 0	1,78,151 4 3	..	18,848 11 9
11	Rents, Rates, and Taxes	1,04,300 0 0	1,20,590 3 6	16,290 3 6	..
12	Famine Relief	..	4,64,029 13 8	4,64,029 13 8	..
13	Irrigation and Navigation	3,28,000 0 0	2,51,643 11 9	..	76,356 4 3

Annual Account of the Expenditure for 1881-82, comparing the Actuals with the Estimates—*continued.*

No.	Heads of Disbursements.	Sanctioned Grant for 1881-82.	Actual Expenditure for 1881-82.	More than Estimate.	Less than Estimate.
		RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.
14	Other Public Works—				
	In charge of Public Works Officers ..	13,11,000 0 0	12,18,997 4 8	..	..
	In charge of Civil Officers	2,23,000 0 0	2,49,491 3 4	..	..
		15,34,000 0 0	14,68,488 8 0	..	65,511 8 0
15	Contributions to Local Funds	1,50,000 0 0	89,921 5 0	..	60,078 11 0
16	Contribution on account of Productive Public Works.	..	1,00,000 0 0	1,00,000 0 0	..
	Total Expenditure..	102,82,500 0 0	102,31,517 11 7	..	50,982 4 5

(Signed) C. G. MASTER,
Chief Secretary.

Exd. J. Wright.

J.O. Incl 131 of 22. 1. 83
A. 692 R of 9. 11. 84
B 1895 ... of 26. 7. 84
A 43 R of 24. 1. 84

W. 8.S.C / 10/3/83

Govt. of {1883} Madras.

FINANCIAL.

Issued

Recd. Encl.

G.O., 22nd January 1883, No. 131.

JANUARY.

Budget Estimates.

Passing orders on the Consolidated Civil Budget Estimate for the year 1883-84.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

General.
Account.

No. 199.

READ—the following:—

Memorandum, dated 10th February 1883, No. 303, Financial.

In G.O., No. 261 W., dated 23rd January 1883, paragraph 4, it is observed that a provision of Rs. 50,000 is made for the road from Ootacamund to Naduvatam for the ensuing year, the amount to be placed at the disposal of the Local Fund Board, should that agency be employed in the execution of the work. A similar provision has already been made in the Financial Department for Ootacamund roads. The Public Works provision is apparently for the same purpose and in addition to that made by the Financial Department, in which case the Local Fund Board, Nílgiris, would receive a contribution of Rs. 1,00,000 from Provincial for roads in 1883-84, which was certainly not intended. The matter is pointed out as the Public Works grant was reduced owing to financial pressure, and it would now seem expedient to utilise this amount for such Provincial works as the Public Works Department may think proper.

(Signed) C. G. MASTER,
Chief Secretary.

To the Public Works Department, with copy of a statement read in G.O., No. 131, dated 22nd January 1883.

No. 200.

ORDER—dated 14th February 1883, No. 492 W., Public Works.

The allotment of Rs. 50,000 made for the road from Ootacamund to Naduvatam in the Provincial Budget of 1883-84 is withdrawn and credited to the Provincial Reserve.

(True Extract.)

(Signed) R. H. SANKEY, Colonel, R.E.,
Secretary to Govt., P.W.D.

To the Superintending Engineer, Fourth Circle.
„ Examiner, Public Works Accounts.
„ Financial Department.

Exd. A. F. Goodall.
Spare Copies

P. W. (1883) Department.

P.W.C No. 1755

From

The Financial Deptt

No. G.O. 451 Mis

Dated 27-2-83.

Recd. 28-2-

Subject.

Funds to meet the cost of the new survey from Beypore to Calicut (181/3)

Disposal.

No. 480 Dey 1st March/83

To R.

It will be very much more convenient to provide for the charge during the current official year. Please take the requisite steps to arrange this if possible. The money is available.

J.P.
Dy. W

Despd 1/3/83.

GENERAL.
ACCOUNT.

Govt. of {1883} Madras.

PUBLIC WORKS.

Dated February, 14th.

Recd. *Encl.*

G.O., 14th Feb. 1883, No. 492 W.

FEBRUARY.
Nos. 199-200.

Funds.

Withdrawing the allotment of— made in the Provincial Budget of 1883-84 for the road from Ootacamund to Naduvatam.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers :—

No. 84.

No. 29.

MEMORANDUM.

With reference to paragraph 3 of G.O., dated 9th November 1882, No. 692 R., the Agent of the Madras Railway states that the cost of the new survey from Beypore to Calicut is approximately estimated at Rs. 7,000, and that the same will be charged to Government early in the official year 1883-84. The undersigned has the honor to request that the necessary funds may be provided.

Madras,
6th February 1883.

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

To the Secretary to Government, Public Works Department,
Buildings and Roads Branch.

No. 395 C.

Transferred to the Financial Department.

9th February 1883.

(Signed) J. PENNYCUICK, Major, R.E.
Under Secy. to Govt., P.W.D.

No. 84-A. G.O., dated 27th February 1883, Mis. No. 451, Financial.

Read—memorandum from the Consulting Engineer for Railways, Madras, dated 6th February 1883, No. 29, through the Public Works Department, dated 9th February 1883, No. 395 C.

Order—dated 27th February 1883, Mis. No. 451, Financial.

The Public Works Department will be requested to consider whether the amount cannot be provided from the Rs. 50,000 recently made available and credited to their "Reserve" in Order No. 492 W., dated 14th February 1883.

(True Extract.)

(Signed) C. G. MASTER,
Chief Secretary.

To the Public Works Department.

No. 84-B. Telegram from the Secretary to the Government of India, Public Works Department, Calcutta, to the Secretary to Government, Public Works Department, Madras, dated 10th February 1883.

Wire at once estimated outlay this year and next on Beypore-Calicut and South Indian extension surveys.

No. 84-C. Telegram from the Joint Secretary to Government, Public Works Department, Railway Branch, Madras, to the Secretary to the Government of India, Public Works Department, Calcutta, dated 12th February 1883.

Beypore-Calicut survey estimated outlay this year nothing. Next year Rs. seven thousand. South Indian extension survey no further outlay contemplated at present.

No. 84-D. Telegram from the Secretary to the Government of India, Public Works Department, Calcutta, to the Joint Secretary to Government, Public Works Department, Railway Branch, Madras, dated 22nd February 1883.

Your telegram twelfth. Examiner in returns to Accountant-General provides for expenditure Rs. 2,741 on Beypore-Calicut survey and 4,000 South Indian extension survey. Current year your report no expenditure, please clear up differences and report correct figures. Wire also estimated expenditure next year on Vizagapatam-Raipur and Bellary-Guntúr surveys. Absence of budget estimates for surveys called for in telegram 22nd ultimo causing much inconvenience.

No. 84-E. Telegram from the Joint Secretary to Government, Public Works Department, Railway Branch, Madras, to the Secretary to the Government of India, Public Works Department, Calcutta, dated 23rd February 1883.

This office telegram 12th meant that no further expenditure to be incurred during remaining months of this official year on Beypore-Calicut survey and South Indian extension survey. Examiner's return to Accountant-General correct. Budget estimates for Vizagapatam-Raipur and Bellary surveys for next year have been called for, and will be sent at once on receipt. Please see this office telegram, 6th December; also Nos. 99 R. and 107 R., dated 26th and 30th January.

No. 84-F. Telegram from the Joint Secretary to Government, Public Works Department, Railway Branch, Madras, to the Secretary to the Government of India, Public Works Department, Calcutta, dated 12th March 1883.

Financial Department represent more convenient to provide this year funds for Beypore survey. Proposed to advance Rs. seven thousand to Agent, Madras Railway, who is doing work to be settled on completion. Please say if any objection.

No. 84-G. Telegram from the Secretary to the Government of India, Public Works Department, Calcutta, to the Joint Secretary to Government, Public Works Department, Railway Branch, Madras, dated 16th March 1883.

Your telegram twelfth. Advances to Agent, Madras Railway, should be restricted to the sum that will probably be expended on the Beypore-Calicut survey during current official year.

No. 85.

Order—dated 21st March 1883, No. 254 R., Public Works.

Communicated to the Consulting Engineer for Railways for immediate action.

(True Extract.)

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

To the Consulting Engineer for Railways.

Exd. A. F. Goodall.
Spare Copies

To S.W.

C. No: 1755:

If the S.W. Dept. are to make the change, it would be more convenient to provide the money this year?

K.S.
28/2.

Yes - very much so -

RAILWAY.

Govt. of {1883} Madras.

PUBLIC WORKS.

Dated March, 21*st*.

Recd. *Encl.*

G.O., 21st March 1883, No. 254 R.

MARCH.

Nos. 84-85.

Beypore-Calicut Railway Survey

Regarding advances to be made to the Agent, Madras Railway, on account of the—.

31ST MARCH 1883, No. 991 W., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

No. 222.

READ—again—

G.O., Financial Department, dated 27th February 1883, Miscellaneous No. 451, recorded in Proceedings, Public Works Department, No. 254 R., dated 21st March 1883.

No. 223.

ORDER—dated 31st March 1883, No. 991 W., Public Works.

It having been ascertained that a further sum of Rs. 5,200 will be spent during 1882-83 by the Madras Railway Company on the Beypore-Calicut New Railway Survey, an appropriation of this amount is now made from the Provincial Reserve.

(True Extract.)

(Signed) R. H. SANKEY, Colonel, R.E.,
Secretary to Govt., P.W.D.

To the Consulting Engineer for Railways.
„ Examiner, Public Works Accounts.
„ Financial Department.

Exd. C. Howarth.
Spare Copies

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of {1883} Madras.

PUBLIC WORKS.

Dated March, 31*st*.

Recd. *Encl.*

G.O., 31st March 1883, No. 991 W.

MARCH.
Nos. 222-223.

Beypore-Calicut New Railway Survey

Appropriating Rs. 5,200 *from the Provincial Reserve for expenditure on the* — in 1882-83.

No. 284 R A.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY ACCOUNT.

Fort William, March 16, 1883.

H—EXPENDITURE ON PUBLIC WORKS NOT CLASSED AS PRODUCTIVE.

42—STATE RAILWAYS—CAPITAL.

Capital Revised-Estimate of the Beypore-Calicut Survey for 1882-83.

Read—

Public Works Department telegram of the 22nd February 1883, to the Government of Madras.

Telegram, dated 23rd February 1883, from the Government of Madras. Railway

REVISED-ESTIMATE, 1882-83.

RESOLUTION.—It is reported that the outlay on the Beypore-Calicut Survey during 1882-83 is expected to amount to Rs. 2,740, and provision to this extent has been made in the Revised-Estimates of this Department for that year under 42—*State Railways—Capital*, the outlay being met from Provincial Funds.

BUDGET-ESTIMATE, 1883-84.

2. The Government of Madras reported that the expenditure on this Survey during 1883-84 was estimated at Rs. 7,000, but no provision has been made in the Budget-Estimates of this Department. A grant from Provincial Funds to this extent should be made by the Government of Madras if still considered necessary.

ORDER.—Ordered, that a copy be forwarded to the Government of Madras for information and guidance.

W. Pierce Colonel, R. E.,
Secretary to the Govt. of India.

with 30 plans

P.W.C. No. 2561

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY ACCOUNT.

To

No. 284 R A.

Dated March 16, 1883.

Received

S.C. 30.

Recd 26/3/83.

G.O. 43 R 24.1.83
369 R. 7.6.82
1895 W. 26.7.82
692 R. 9.11.82
395 C. 9.2.83
492 W. 14.2.83
254 R. 21.3.83

SWD / Rs 5200 additional allotted for expenditure in 1882-83. S.A. 30/3

42—State Railways—Capital.

Capital Revised-Estimate of the Beypore-Calicut Survey for 1882-83.

No. 303, P. W. D. Press—16-3-83—90.

B/

No. 289 R Public Works Department.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Under date the 5th April/83

Read the following

From,

The Government of India (P.W.D. No. 284 R.A., dated March 16th 1883)

Communicated to officers concerned.

2. In addition to the outlay of Rs. 2741 sanctioned in G.O. No. 369 R dated 7th June 1882, an allotment of Rs. 5,200 +/ has been made for Expenditure during 1882/83. The balance Rs. 1,800/ of the estimated cost of the survey will be allotted

+ G.O. No. 997 R dated 31st March 1883.

from Provincial Funds
in 1883/84 if still
found necessary.

3. Ordered that a
copy of these Proceedings
be forwarded to the
Govt. of India for
information.

(A.E. No. 290 R a/s 5th Apr 83)

No. 289 R d/ 5-4-83
" 290 R d/ 5 —do—

Forwarded.

O.L.S.

Cu 2.4.3

Despd 7/4

Despd B

F.C 7/4 M 6/3

B. No. 66 R. 15-1-84

To,

The Consg Engr for Rys
" Exr of P.W. Accts
" Exr of Ry Accts
" Financial Dept
" Revenue Dept

Entd in Receipt Regr

Jos/4

R

G. O. 991 W. d/. 31-3-83

W. C. No. 2854

[Exr. Wks. Form No. 111.]

GOVT. OF MADRAS. } 1883. { P. W. DEPT.

EXAMINER, P. W. ACCOUNTS.

Madras, 3d APRIL 1883.

Recd 4/4/83

OFFICE NOTE No. 10.

To

W.

I HAVE TO POINT OUT THAT THE SANCTION OF RS.5,200 FROM THE PROVINCIAL RESERVE ON ACCOUNT OF THE BEYPOOR CALICUT RAILWAY SURVEY ACCORDED IN G.O. NO. 991 W. OF 31ST. MARCH 1883 WILL INVOLVE A TRANSFER OF FUNDS BETWEEN TWO FINANCIAL HEADS, AND THUS AFFECT THE FIGURES OF THE REGULAR ESTIMATE ALREADY SUBMITTED TO THE GOVT. OF INDIA, ANY ALTERATIONS IN WHICH WILL NOT ACCORDING TO GOVT. OF INDIA'S RESOLUTION NO. 408 A.G. DATED THE 19TH. DECEMBER 1882 BE ACCEPTED AFTER THE 20TH. FEBRUARY 1883.

KEEP WITH Genl. No.

dated 18 .

× 34 OTHER P.W. PROVINCIAL.
32 RAILWAYS PROVINCIAL.

D. C.

C.

ET 3/4.

Ch 3/4

4/4/83

C No 2854.

No 1093 W Public Works Department.

Wrapo

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Under date the 12th April 83.

Read the following

G. O. No. 991 W dated 31st March 1883.

Erratum

For the last clause in the above G. O. "An appropriation of this amount &c"

Read

"The Examiner P. W. accounts will pass the expenditure as it is too late to make an assignment of funds."

Cn

D 6/4

Despd 12/4

To

The Consulting Engineer for Railways

" Examiner P. W. Accounts

" Financial Deptt.

Exmd 5/4

No 1093 Wy 12-4-83

13

Noted
[illegible]
12/4

Entd. in Receipt Regr.