



W H M #42
H. C. M. 10 M 1/20

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W 502064W
22-8-84

The following is a list of the names of the persons who have been admitted to the hospital since the 1st of August 1884. The names are given in alphabetical order of the surnames. The names of the persons who have been admitted to the hospital since the 1st of August 1884 are given in alphabetical order of the surnames.

10 M 1/20

6613

W. S. V.
Aug. 49/8. Liv. 12/8. 22/8
Or. 12/8. 22/8

No. 141V

FROM

THE SUPERINTENDENT,
MADRAS HARBOUR WORKS,

TO

The Secretary to Government.
P. W. Department
MADRAS, 28th July 1880

Sir, In order to prevent misunderstanding hereafter, and for any course you may consider it advisable to recommend, I have the honour to report that in consequence of the late action of the South Indian Railway Company, the Rubble base now being performed by the Orders of Government on the sea side of the North Pier will probably cost more per ton than Rubble base has hitherto cost on the Madras Harbour. The reason for this is explained in the correspondence (copy of which is enclosed) between the Acting Agent of the South Indian Railway and myself. - Beyond the following few remarks the correspondence explains itself. - The agreement referred to as that of 22nd July 1880 was, that as the trains were to consist of 29 waggons, we should pay for 29 waggons at the rate of

No 3. 3-11 per waggon of six tons equal
 $8\frac{1}{2}$ annas per ton, for the journey from
Pallavaram to the Beach whether the waggons
were loaded and run, or not, and that we were
to pay for the wear and tear or repairs to the
waggons as well. This agreement after work-
ing for sometime has been tacitly altered by
the Railway Company, I believe on account of
their engines not being powerful enough
to draw the 29 waggons, and they now send
trains and we pay for 24 waggons whether
loaded and run or not ~~run~~ - This apparently
is at the rate of 3 annas per waggon or
half an anna per ton per mile for
seventeen miles, though six miles of Railway
were made by the Harbour Works. -

2 I have not accepted the alternative
offered to me by the Agt. Agent in para 3 of
his Letter of 7 July 1884 of discontinuing to
use the Company's rolling stock as I
considered it better to pay the fine, rather
than cease my work or lessen the output of
stone: but with reference to the Agt. Agent's

4.6 m 30 20 4.8 84

McL 5259

Chapman

29th July/84

No 1319D

To

E R

For favor of
remarks.

Cy.

Dy W

28.7.84

Buildings & Roads

(7)

From the Ag Superintendent
Madras Harbour Works

M L W
Dated 28th July 1884
Rev 28

No 2064 w of 22nd August/84 -

South Indian Railway

Reports the want of roll-
ing stock for the South Indian
Railway to meet Harbour
works requirements To

@ 9.8.84 A. 21.8.84

The Off. Harbour
Supr. asks for three
trains instead of
two - in order that
there may be one
always in the quay
being loaded.
The Brit India Co.
reply that they cannot
spare the rolling
stock and that if
the Harbour staff
make due arrangements
they can do the loading
work in the day with
two trains.

The Off. Harbour Supr.
then objects to the terms
(agreed to by Mr.
Thompson) having been
modified - and compares
the terms with the ones
offered to trade.
The modification is terms
is practically accepted
by Mr. Thompson. and
whether they are or are not
in accordance with the

offer to trade.
is under the position
of S.

Mr. Beaudine uses
the demurrage question
to show that the
terms accepted
by Mr. Thompson
are illiberal; but
these terms are special
and are accepted.
Traders do not claim
24 hours demurrage.

I am not the user of
sugar and raisins
therefore I can
they claim their goods
within any short
time.

If the S. I. R. had stock
lying idle I would
have passed the goods
to some other place.

but they are losing
more paying trade than

Harbours some work, and

it is due to them to

pass the Harbour Supp

to get food and other
goods from the
bays of the

S. M. 6609

P. W. D., RAILWAY BRANCH.

CONSULTING ENGINEER'S OFFICE.

8th August 1884.

Recd 8 Aug 1884

N^o 624.N^o 2064 W a 22nd August 1884
Office Note.

The South Indian Railway
is very short of rolling
stock and I am not
prepared to urge them
to do more than they are
doing now.

Indents have already
gone forward for ad-
ditional rolling stock
and when received this
will, I hope, put an
end to the inconvenience
complained of by Mr. Beard-
more.

C.S.
S. S. 4
E. R.

To.
Dy. W.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Under date the 22nd August 1884.

Read the following

From the Sup^{ts} M H W H. E. N^o 14 W d/ 28th
July 1884

Note from the Com Engineer
for Railways H. E. N^o 624 d/ 8th
August 1884

Don't quite understand.
Harbour Works Dept seems
to object only to demurrage
being charged before
expiration of 24 hours
and this seems to be the
rule of the S. I. R. which is
not observed in the case
of the Harbour Works.
18/8 1884

The Consulting En-
gineer's note will be
communicated to the
Superintendent Madras
Harbour Works - The
Government do not
consider that any further
action can be taken
at present -

(S. I. R. for favour of counter-
initials)

C.S.
H. E. 4

Suplt M H W
Com Engr for Rys

Cy.
9-8-84

W.
11-8-84

South Indian Railway
Agents Office
Meyapattam 26 June 1884

No 6353
993

From
Hdg. Agent
South Indian Railway

To,
The Superintendent
Madras Harbour Works
Madras,

Sir,
In reply to your letter of the 18th
June 1884, I have to refer you to your
letter of the 22nd July, 1880, in which you
expressed your consent to pay the South
Indian Railway Company for a full
train load even though a smaller num-
ber of vehicles might be on a train.

I return the seven enclosures to
your letter.

I am &c.
Signed Walter F. Hooper
for Agt. Agent.

No 17 S.I.R.

Madras Harbour Works
3 July 1884

Sir,
I have the honour to enclose
you a cheque for Rs 445. 8-0 (Four
hundred and forty five rupees and

eight annas in payment of your bill
550 of the 12th June 1880, but I protest
against the charge made for three
truck loads of stone not carried, and
if a similar charge is made again
while the present circumstances exist
I shall for the following reasons call
it in question and refuse to pay it -
I pay the charge on this occasion because
I had not given you notice which
perhaps might have been expected
under the existing arrangements, to
withdraw from the Letter of the Super-
intendent Marine Harbour Works, dated
22nd July 1880.

2 The reasons that I propose to with-
draw at least temporarily from the
agreement of that letter are that when
I discussed with Mr. Stanton and
Mr. Lea Hair the proposed arrange-
ments for resuming the Harbour Works
stone traffi I told them both that I
did not anticipate being able to
carry on the Works properly unless
they could allow me an extra set of
waggons to stand at the quarries

while the other train or trains were
running or were being unloaded at
the Harbour - I told this again to Mr.
Lea when discussing the proposal
to run two trains of stone per day from
the first of this week. I was told your
Company had not and could not spare
the extra trucks required and was
requested to try and work the traffic
with one or two sets of waggons
as the case might be or the Company
would be put to great loss in providing
the trucks - I replied I would do the best
I could, but protested against the incon-
venience which would be caused.

We are now running two hundred
of stone per day with two sets of waggons.
There is dreadful impunctuality &
inconvenience, and I am put to great
expense in paying overtime to my
work people - I have lately seen four
trains loaded at the Quarries on three
different days and I am satisfied
that under existing circumstances
three hours which is at present
allowed is not sufficient to load

each train properly. I must there-
fore beg to withdraw at least
temporarily from the arrangements
agreed to in our letter of 22 July 1880.

I am &c

Signed H S B Beardmore
Ag: Superintendent

No 6951
1047

South Indian Railway
Agents' Office
Kygapatnam 7 July 80

From

The Ag Agent
South Indian Railway

To The Superintendent of the Madras
Harbour Works
Madras

Sir I have to acknowledge your letter
No 17 S.M. dated 3 July 1880, and the
cheque for Rs 45.8.0 accompanying
it, and I attach hereto a formal
stamped receipt for the amount.

With reference to your intimation
that you decline to be bound any longer
by the terms mutually agreed to and
set forth in Harbour Superintendent's
letter of the 22 July 1880, and that you
decline to pay any similar charges
to that now objected to, I understand

2
this to mean that after I have had
reasonable notice you intend to with-
draw from the terms under which we
are now working.

3 We are doing the best we can for
your work at considerable inconvenience
to our very day ordinary traffic
and I regret that we cannot consent
to any alterations in the terms, you
will therefore please take notice that if
you continue to use the Company's Rolling
Stock I can only agree to your doing
so on the terms agreed to by Mr
Thurgood in his letter of 22 July 1880.

4. An incident has gone home for a
large number of extra strong iron
waggons to meet the requirements
of the harbour works, stone traffic,
until they arrive we shall not be
in a position to do more than we are
now doing for you.

5. I ask you to accept my assurance
that we are most anxious to aid you
in every way, I would remind you
however that we have many interests
to serve in addition to the Harbour.

Works, and that our rolling stock
must be utilized to the utmost, as
for instance in putting on the
largest available force to load
and unload and so to avoid
permitting waggons to remain idle
longer than is absolutely necessary.

I am Sir
Sincerely David Logan
Ag. Agent.

No 24, S.S.R.

Madras Harbour Works
11th July 1887,

To The Ag Agent

South Indian Railway Company
Madras.

Sir Referring to your Letter ⁶⁹⁵¹/₁₀₁₁₇ of
the 7th Inst I do not call in question
your right to serve other interests
besides those of the Harbour Works, but
I object to be called on to pay extra sums
of money, and to be hampered by an
antiquated agreement made when
the conditions were different, merely
because your Company have not
sufficient rolling stock to carry on
their business to the convenience

of their customers -

If you cannot give me an
extra set of waggons or run the
traffic as I wish giving me longer
time at the quarries so or allow the
agreement referred to as that of 22nd
July 1880 to remain in abeyance
while the present circumstances

exist - I propose that the trains be
run of twenty trucks in each, and
I will agree for the time that that
number should be considered a
train load, and be charged for
accordingly - If you are unable
to agree to this last or to either of the
former propositions, I shall be
forced to report to Government
that I am paying larger sums
for stone than I ought to do, merely
because your Company have
not sufficient rolling Stock to
carry on the traffic rightfully &
properly - I am &c

Signed H P W Seaward
As Superintendent

no 7329
1165

South Indian Railway
Agents Office
Mysapattam 18 July 1884

From,

The Ag Agent
South Indian Railway

To,

The Superintendent of
Madras Harbour Works,
Madras

Sir,

In answer to your letter no 24
S.I.R., I beg to remark that this
Company does not profess and cannot
reasonably be expected to keep rolling
stock to meet at once every demand
that may spring up, and especially
were they not bound to provide before
hand such an abnormally large
number of waggons as to be ready
for what has until lately been
the uncertainty of a resuscitation of
the Harbour Works.

2 The Traffic of the line, especially
in the carriage of stone for the public
has considerably increased since we
last worked with you and we are

not therefore in a position to allow
any of the plotting stock to stand
at Quarries or elsewhere to await
the convenience of the Harbour Works
Contractors in loading or unloading,
without sacrificing many other interests
inclusive of those of the Government
itself - This is what I meant by asking
you in my last letter No 1047 dated 7th
July 1886 to bear in mind that we
have many interests to serve in
addition to the Harbour Works -

3 You are allowed 3 hours at the
Pallavaram Hill to load up the stone
train: we have ample experience
in the work of loading stone of all kinds
and know that under suitable ar-
rangements the loading can easily
be done within half that time, it is
not reasonable therefore to expect
the Railway Company to lock up plotting
stock and to undergo additional
expenditure in port dues and other
cartage charges, in order that
the Harbour Works may cheaper

their supply of stone.

" Under the circumstances therefore I am not inclined to alter our present arrangements, and I am not at all alarmed at the prospect of a reference to Government because our only desire is to be reasonable and just, and if Government or you or any one concerned can prove to us that we fail in this respect you will find none more willing to admit and try to rectify the error than

Sir,

Yours most obedient Servant

Signed David Logan
Ag. Agent.

True copies

W. B. Beardmore

25. 7. 84

4.6 In 80203 1.8.84

McL 5259
6659/2

Chapman

29th July 1884

N^o 1319D

To

E R

For favor of
remark N.S.

Ed.

Dy W

28.7.84

Buildings & Roads

(7)

Mr. H. A. Superintendent
Hudson Harbour Works

Ch 14 IV

Dated 28th July 1884

Mr. Chapman
Hudson Harbour Works

South Indian Railway

Reports the want of rolling
stock for the South Indian
Railway to meet Harbour
works requirements To

4.7.84 80203 1.8.84

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two - in order that
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