No. 35

22/12/23 B.III ✓ 29.1.0

3156.

Govt. of 18 , Madras.

PUBLIC WORKS.

Print soon

Dated 3/4

Recd. Encl.

G.O., 1st April 1890 No. 457 R.

Mayavaram Mutupet Railway

Correspondence relating
to the construction
of & working of the
by the S. I. Ry Coy
Commd to the C.E. for Rys.

100/4

PUBLIC WORKS DEPARTMENT.
RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 1st April,

READ the following

Endorsement from the Local & Municipal Deptt. with enclosure.	H.E. No. 127 of 4th March 1890
Letter from the Govt. of India P.W. Deptt. with encls.	" " 244 R.C of 15th March 1890
Endorsement from the Consg. Engr. for Rys.	" " 220 of 26th — do —

17 B

Communicated to the District Board Tanjore in continuation of Procgs. of Govt. No. 315 R, dated 1st March 1890.—

L.S.
31.3.90

Ins
29 Mar.

91/14

L.S.
27.3.90

D.R

To The Consg. Engr. for Rys
" President Dist. Bd Tanjore
" Local & Municipal Deptt.
" Examiner Genl. Ry Accts.

No. 315 R of 1-3-90
" 685 R " 19-6-89
" 26 R " 11-1-89
" 1292 " 4-5-89
" 993 R " 17-11-88
" 201 R " 9-3-86
" 200 R " 9-3-86
" 1177 R " 11-12-84
" 387 R " 9-5-88
" 2558 W " 18-8-86
" 1702 W " 8-6-84
" 42 R " 18-1-88
" 535 R " 20-7-87

FOR RAILWAYS,
MADRAS,

No. 220

Dated 26th } March 1890
Received 27 }

No. OF ENCLOSURES. 5

Subject.

Submitting letter from the Agent South Indian Railway, No. 38/ dated 14th March 1890 with enclosures, re — Mayavaram Mutupet estimate.

R

Form No. 1.

PUBLIC WORKS DEPARTMENT.

From the
OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,
Madras, 26th March 1890.

Print
Write

Letter from the Agent, South Indian Railway, No: 387, dated 14th March 1890, with enclosures.

15 P

No. 220

~~Government~~t.

SUBMITTED. to Government in continuation of this office endorsement No: 25 A, dated 11th January 1890, embodied in G. O. No: 315 R, dated 1st March 1890.

Print

Sidney Smith
Major R.E.
Dy. Cons. Engr. for Rys.
R.

REGISTER
No. 366
FILE
No.

Endo. to Ag. No 387 of 14-3-90

P. W. Enc 5
3156/90.

Indian Railway,
Trichinopoly.
Engineer for
Railways,
Madras.

Form No. 1.

From the

OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,

Plant:- My figures have been arrived at by taking 3% on the final heads III IV & V

Establishment: My original figures under this head provided for an Engineering Establishment at Head Quarters - but no allowance was made for Home Charges, Audit or Agency. Two and a half per cent on the estimated English expenditure has now been entered to cover Home Charges under the head of Direction and 4% on the Indian expenditure has been allowed to cover Agency, Engineering, Audit &c. &c. at head quarters.

These items increase the establishment charges from Rs 86,490 as entered by the Consulting Engineer to Rs. 135,915/-

Contingencies: This figure represents 5% on Establishment

The Grand Total for 29.953 miles works out to Rs. 14,75635/- or Rs. 49265/- per mile.

Yours faithfully

Francis J. Smith

for Chief Engineer

SOUTH INDIAN RAILWAY,
ENGINEER'S OFFICE,
189

Indian Railway,
Trichinopoly.

Engineer for
Railways,
Madras.

Form No. 1.

From this

by taking the actual crossings in detail. 13 So3

Fencing:- The difference between the two estimates is very small viz. Rs. 378/-

Ballasting & Permanent Way - Ballasting:- The difference between the two estimates is very small - viz Rs. 8/- ℘ mile.

Permanent Way:- The figures entered in my estimate are based on the assumption that pyngadu sleepers at the rate of Rs. 2/8/- each will be used instead of steel sleepers. Up to the date of preparing this estimate, I have not been able to obtain any reliable information as to the cost of rectangular creosoted pine sleepers. Our latest price for half round was Rs. 1/11/- each and I imagine that square well seasoned pine would not be available for much less than the price entered for pyngadu. As soon as information as to price of square pine sleepers is obtainable a revised estimate shall be submitted.

Stations & Offices:- It will be noted that my figures under this head are Rs. 43,986/- less than the Consulting Engineer's. I have allowed for one station only between Tiruvalur and Tiruturaipundi. Under staff quarters Rs. 1200/- only has been entered for each station master's bungalow and out houses.

Electric Telegraph:- My figures are practically the same as the Consulting Engineers -

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Indian Railway,
Trichinopoly.
G Engineer for
Railways,
Madras.

3

128

at the rate estimated for the land on the Southern Section which is lower than for that on the northern Section.

Earthwork: the difference between the two estimates viz. Rs.46/- per mile needs no explanation.

Bridgework: I have taken the enhanced rate for iron work.

It will be observed that my estimate exceeds the Consulting Engineers by Rs.1.09.488/- (Rs.4,25.431 — Rs.315943) But I cannot trace how the Consulting Engineer arrives at his figure of Rs.3,15,943/-

I have taken the bridges in detail and I have also checked my figures by comparing the lineal feet of waterway provided on the two sections which is as under:

	Northern Section	South. Sect.
Large Bridges	1480	1095
Minor Bridges	759	695
Total	2239	1790

I may add under this head, that the revised figures allow for girder erection at the rate suggested by the Consulting Engineer viz. Rs.25/- p. ton. The rates per span entered in my original figures work out to an all round rate of Rs.30/- per ton.

Level Crossings:- My figures are rather less than the Consulting Engineer's — they have been arrived at

AGENT,
South Indian Railway,
Trichinopoly.

ONSULTING ENGINEER FOR
RAILWAYS,
Madras.

March 1890.

No. 38
ENCLOSURE. 4.

Estimate for
ay
ilway.

P. 434

Enclosure

11 SP

SOUTH INDIAN RAILWAY,
Chief ENGINEER'S OFFICE,
Trichinopoly 11/3/1890.

SOUTH INDIAN RAILWAY
14.3.90
AGENT
4375

William S. Betts Esq
Agent
Trichinopoly

Dear Sir,

Your No. $\frac{3601}{311}$ of the 3rd March 1890
Mayavaram - Mutupet Estimate

I beg to submit herewith a revised summary for the Tiruvalur - Mutupet section of this line, working out to Rs. 49,265/- per mile - I also enclose a statement by which the rate per mile can be compared with the Consulting Engineer's Estimate, and on which I beg to offer the following remarks:-

Preliminary expenses - I have entered the full amount of Rs. 16.200/-.

Land: My estimate for the land works out to less than the Consulting Engineers, because I have taken the actual quantity required South of Tiruvalur

---

Registered
No. 380
File No.

P.W. Inct
3156/90

From
The Agent,
South Indian Railway,
Trichinopoly.

To
The Consulting Engineer for
Railways,
Madras.

Dated 14th March 1890.
Received 16th
No. 380
Enclosure. 4.

papers 6-2

Re. Estimate for
Mayavaram Mutupet
Railway.

Submit to Govt.

Consulting Engineers Endorsement leading

No 387

South Indian Railway,
AGENT'S OFFICE,

108

TRICHINOPOLY, 14th March 1890.

From

The AGENT,
SOUTH INDIAN RAILWAY,

To

The CONSULTING ENGINEER FOR RAILWAYS,
MADRAS.

Sir,

Your letter No. 261 of the 28th ultimo. I forward herewith the Chief Engineer's reply (C434 of the 11th instant) to your Note on the Mayavaram Mutupet estimate, together with a Revised estimate, and a Comparative statement of your and his figures.

I also forward a revised estimate (marked D) taking into account the price of rectangular Creosoted sleepers.

I am
Sir,
Your most obedient Servant
William Betts
Agent

4 Enclos

Indian Railway is from time to time worked at to be paid to the Company; 5 per cent. of the gross receipts for the hire of rolling stock if provided by the South Indian Railway Company, and one fourth of the net profits as the Company's remuneration for managing and working the District Board's line.

I am, &c.,
(Signed) HENRY W. NOTMAN,
Managing Director.

The Under Secretary of State
for India.

P W li
3019/

Consulting Engineer Endorsement leading

9 S8

ENCLOSURES.

No. 1.

P.W. 1909/89.

India Office,
31st October 1889.

Sir,

With reference to this Office letter dated 7th January 1889, I am now directed to inform you that it has been decided that the best course, under the circumstances, will be to allow the funds required by the Tanjore Local Board for the construction of a metre gauge railway between Mayaveram and Mutupet to be advanced by the Government of India, the line in question being constructed by the South Indian Railway Company in direct communication with the Tanjore Local Board, but subject to the general control of Government as in the case of the Company's main undertaking.

I have to ask, therefore, if the Board are still disposed to undertake the line in question, that they will take the necessary steps for arranging with the Tanjore Local Board the terms of constructing and working it. These terms, when settled, will have to be submitted for the approval of the Government of India.

I have, &c.,
(Signed) A. GODLEY.

The Managing Director,
South Indian Railway Company.

No. 2.

No. 1813.

South Indian Railway Company,
55, Gracechurch Street, London, E.C.,
14th December 1889.

Sir,

In reply to Mr. Godley's letter P.W. 1909, 31st October 1889, I am desired to state that the Agent in India will be instructed to inform the Tanjore Local Board that the Directors of this Company are prepared to undertake the construction of the Mayavaram-Mutuput Railway in the same way as they are now constructing the Villupuram-Guntakal lines as Agents for the State, subject to a sum calculated at the rate of 2½ per cent. on the expenditure in England being placed at the disposal of the Board for supervision, to cover the remuneration of the Consulting Engineers, inspection of materials, and for such other charges as the Directors may sanction.

The Agent will at the same time be asked to state what, in his opinion, will be a fair and reasonable percentage on the outlay in India to cover general charges of supervision there during construction.

With regard to the working of the railway, the President of the District Board, Tanjore, has already been informed through the Agent that the Directors will undertake this duty on terms similar, *mutatis mutandis*, to those on which the Company now works the Nellore branch of the Villupuram-Guntakal State Railway under the Agreement of 15th September 1887, namely, the same percentage rate half yearly of the gross receipts of the Mayavaram-Mutuput Railway as the South

1076 R.C.

No. 8.

Railway

9th January 189

Copy

Letter to the Govt. of India

No. 6 enclosures.

P.W. Encl
3019/90

6 29/1

Print

RC

850

Enclosure

India Office,
London, 9th January 1890.

Railway,
No. 6.

To His Excellency The Most Honourable The Governor General of India in Council.

My Lord Marquis,

Employment of the agency of the South Indian Railway Company for constructing and working a railway from Mayaveram to Mutupet.

Herewith is transmitted, for information of your Excellency's Government, and in continuation of my Railway Despatch No. 121, dated the 7th November 1889, copy of correspondence* which has passed between this Office and the South Indian Railway Company in respect to the employment of the agency of that Company for constructing and working the projected Mayaveram-Mutupet Railway.

2. The Company's Agent in India will doubtless shortly place himself in communication with the Tanjore Local Board in respect to the terms suggested by the Company, but any arrangements which may be arrived at by these two parties will require the approval of your Government before being finally adopted. I have deemed it advisable, therefore, to place you in possession of the Company's proposals in the matter.

I have the honour to be,
My Lord Marquis,
Your Lordship's most obedient humble Servant,
(Signed) Cross.

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* Letter to Company, dated 31st October 1889.
Letter from ditto, dated 14th December 1889.

1076 RC.
1

P.W. C No 301

Rd 24 -
Enc 2

R/

being able to lend any money from that grant to the Tanjore Local Board for the Mayaveram-Mutupet line; and as the Secretary of State has directed that the loan which the Government of India had proposed to make must come out of this grant, and from no other source, the only alternative means of providing the money appears to be that that the Board should raise a loan for the purpose on its own credit in India, on the best terms that can be obtained in the local market.

5. The Secretary of State has been informed that no assistance in the shape of a loan can be given by the Government of India out of the annual grant for Productive Public Works under Head 48.

I have the honour to be,
Sir,
your most obedient Servant,

M Brackenbury
Major, R.E.

Under-Secretary.

Documents accompanying.
Copy of Despatch No. 6 R. of 1890, from the Secretary of State, with enclosures. Ja/Rs.

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similar to those under which it now works the Nellore Branch of the Villupuram-Guntakal State Railway, viz:- the same percentage rate to be paid to the Company half yearly of the gross receipts of the Mayaveram-Mutupet Railway as the South Indian Railway is itself worked at; together with 5 per cent of the gross receipts for the hire of rolling Stock, if this is provided by the Company; and one-fourth of the net profits as the Company's remuneration for managing and working the line.

3. With reference to this last condition, the Secretary of State has been informed that the Government of India considers that in the case of the Mayaveram-Mutupet Line no share of the net profits can be allowed to the working Company, and His Lordship has been advised that this part of the Company's proposal should not be accepted.

4. I am to add that funds being with difficulty provided for lines of more general importance, from the limited grant at the disposal of Government for Railway Construction under head 48 of the Accounts, there is no prospect of the Government of India

being

Print

6 P

All communications
should be addressed
to the Secretary.

No. 244 R. C.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY *Construction*.

[illegible] 23/3/90

To

The Joint Secretary to the Government of
Madras (Railway Branch),
Public Works Department.

Calcutta, the 15th March 1890.

Sir,

In continuation of Public Works Department letter No. 1179 R.C. dated 17th December 1889, I am directed to forward herewith, for information, a copy of a Despatch+ from Her Majesty's Secretary of State for India enclosing correspondence with the Board of the South Indian Railway Company regarding the terms for the construction and subsequent working, by the agency of that Company, of the proposed metre gauge railway from Mayaveram to Mutupet.

+ No. 6 Railway dated 9th January 1890, with enclosures.

2. It will be observed from this correspondence that the South Indian Railway Company undertakes to work the Mayaveram - Mutupet Railway on terms similar

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1889 0.

P. W. DEPARTMENT.

Current No. 225 8.

From

Local and Municipal Dept.

ENCLOS.—

No. 127.

Dated 4 - 3 - 90.

Received 5 - 3 - 90.

SUBJECT.

Transferring letter from the President Dist. Board - Tanjore - "forwarding copy of letter from the Agent: S. I. Ry. regarding the working of the Mayavaram Mutupet Line —.

DISPOSAL.

No. Dated

R

P.W.C No. 2258

455L

Rd. 5-3-90

4 P

From
The President
District Board
Tanjore

To
The Chief Secretary to
Government
L. & M. Deptt.
Madras.

Dated 3rd } February 1890
Received }

No. 33

CHIEF SECRETARY
5 FEB 90
GOVERNMENT OF MADRAS

Forwarding copy of letter from the Agent S. I. Railway regarding the working of the Mayavaram Mutupet Line in continuation of letter No. 355 dated 28th November 1889.

No. 127

Transferred to the Public Works Department (Railway Branch), to which the previous communication referred to by the President, appears to have been sent direct.

A. Butterworth.

~~4/3/90~~
~~Fort St. George~~ }
4 March 1890 }

Ag: Assistant Secretary

5/3/90

To The Public Works Deptt.
Railway Branch

above referred to - that the South Indian Company will work the Mayavaram Mutupet Railway upon terms similar mutatis mutandis to those in force for the working of the Nellore Branch of the Villupuram Guntakal State Railway under the agreement of 15th September 1887, namely, the same percentage rate half yearly of the gross receipts of the Line as that at which the South Indian Railway is from time to time worked at, to be paid to the Company 5 per cent of the gross receipts for the hire of Rolling Stock if the provided by the South Indian Railway Company, and one fourth of the net profits to be paid to them as their

2 P

remuneration for managing and working the Mayavaram Line".

"The Directors have considered the request made by the President of the District Board conveyed in your letter now under reply, and they desire that you will inform him that as at present advised, they are not prepared to forego the one-fourth of the net receipts stipulated to be paid to the Company as above".

---

3 P No. 33

Submitted to Government in continuation of this office letter No. 355 dated 28th November 1889.

[illegible]
G.O. No. 315 R d/ 1-3-90
+ In Press

Tanjore Dt Board office
Vallam 3rd February 1890

L. Gibson
President

KR

Copy of communication from the Agent South Indian Railway to the President District Board Tanjore No. 190 dated 22nd January 1890.

In continuation of my letter No. 3134 of the 25th November 1889 I have to inform you I duly submitted to the Board of Directors a copy of our recent correspondence regarding the proposed working by the South Indian Railway Company of the Mayavaram Mutupet Railway and I have received from the managing Director the following reply.

"With regard to the working of the Line the Directors approve of the proposals made by you to the President of the District Board Tanjore reported in your letter

above

RAILWAY.

Govt. of {1890} Madras.

PUBLIC WORKS.

Dated April, 1st.

Recd. *Encl.*

G.O., 1st April 1890, No. 457 R.

APRIL.

Mayavaram-Mutupet Railway

Correspondence relative to the construction and working of the — by the South Indian Railway Company, communicated to the Consulting Engineer for Railways.

Copy of communication from the Agent South Indian Railway to the President District Board Tanjore No. 190 dated 22nd January 1890.

In continuation of my letter No. 3134 of the 25th November 1889 I have to inform you I duly submitted to the Board of Directors a copy of our recent correspondence regarding the proposed working by the South Indian Railway Company of the Mayavaram Mutupet Railway and I have received from the managing Director the following reply

"With regard to the working of the Line the Directors approve of the proposals made by you to the President of the District Board Tanjore reported in your letter above

---

1st April 1890, No. 457 R., Public Works.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers :—

From the Consulting Engineer for Railways, dated Madras, 26th March 1890, No. 220.

Copy of communication from the Agent, South Indian Railway, to the President, District Board, Tanjore, dated 22nd January 1890, No. 190.

In continuation of my letter No. 3134 of the 25th November 1889, I have to inform you I duly submitted to the Board of Directors a copy of our recent correspondence regarding the proposed working by the South Indian Railway Company of the Máyavaram-Mutupet Railway and I have received from the Managing Director the following reply :—

"With regard to the working of the line, the Directors approve of the proposals made by you to the President of the District Board, Tanjore, reported in your letter above referred to, that the South Indian Company will work the Máyavaram-Mutupet Railway upon terms similar, *mutatis mutandis*, to those in force for the working of the Nellore Branch of the Villupuram-Guntakal State Railway under the agreement of 15th September 1887, viz., the same percentage rate half-yearly of the gross receipts of the line as that at which the South Indian Railway is from time to time worked at, to be paid to the Company, 5 per cent. of the gross receipts for the hire of rolling-stock if provided by the South Indian Railway Company, and one-fourth of the net profits to be paid to them as their remuneration for managing and working the Máyavaram line.

"The Directors have considered the request made by the President of the District Board conveyed in your letter now under reply, and they desire that you will inform him that, as at present advised, they are not prepared to forego the one-fourth of the net receipts stipulated to be paid to the Company as above."

No. 33.

Submitted to Government in continuation of this office letter, No. 355, dated 28th November 1889.

Vallam,
3rd February 1890.

(Signed) E. GIBSON,
President.

No. 127, Local and Municipal.

Transferred to the Public Works Department (Railway Branch), to which the previous communication referred to by the President appears to have been sent direct.

Fort St. George,
4th March 1890.

(Signed) A. BUTTERWORTH,
Acting Assistant Secretary.

From Major M. C. BRACKENBURY, R.E., Under-Secretary to the Government of India, Public Works Department (Railway Construction), to the Joint Secretary to the Government of Madras, Public Works Department (Railway Branch), dated Calcutta, 15th March 1890, No. 244 R. C.

In continuation of Public Works Department letter No. 1179 R. C., dated 17th December 1889, I am directed to forward herewith, for information, a copy of a Despatch * from Her Majesty's Secretary of State for India, enclosing correspondence with the Board of the South Indian Railway Company regarding the terms for the construction and subsequent working by the Agency of that Company, of the proposed metre-gauge railway from Máyavaram to Mutupet.

* No. 6, Railway, dated 9th January 1890, with enclosures.

2. It will be observed from this correspondence that the South Indian Railway Company undertakes to work the Máyavaram-Mutupet Railway on terms similar to those under which it now works the Nellore Branch of the Villupuram-Guntakal State Railway, viz., the same percentage rate to be paid to the Company half yearly of the gross receipts of the Máyavaram-Mutupet Railway as the South Indian Railway is itself worked at, together with 5 per cent. of the gross receipts for the hire of rolling-stock, if this is provided by the Company, and one-fourth of the net profits as the Company's remuneration for managing and working the line.

3. With reference to this last condition, the Secretary of State has been informed that the Government of India considers that in the case of the Máyavaram-Mutupet line no share of the net profits can be allowed to the working Company, and His Lordship has been advised that this part of the Company's proposal should not be accepted.

4. I am to add that funds being with difficulty provided for lines of more general importance, from the limited grant at the disposal of Government for railway construction under head 48 of the accounts, there is no prospect of the Government of India being able to lend any money from that grant to the Tanjore Local Board for the Máyavaram-Mutupet line, and as the Secretary of State has directed that the loan which the Government of India had proposed to make must come out of this grant and from no other source, the only alternative means of providing the money appears to be that that the Board should raise a loan for the purpose on its own credit in India, on the best terms that can be obtained in the local market.

5. The Secretary of State has been informed that no assistance in the shape of a loan can be given by the Government of India out of the annual grant for Productive Public Works under head 48.

Enclosures.

From the Right Honorable VISCOUNT CROSS, Her Majesty's Secretary of State for India, to His Excellency the Most Honorable the Governor-General of India in Council, dated India Office, London, 9th January 1890, No. 6 (Railway).

Herewith is transmitted, for information of your Excellency's Government, and in continuation of my Railway Despatch No. 121, dated the 7th November 1889, copy of correspondence † which has passed between this office and the South Indian Railway Company in respect to the employment of the agency of that Company for constructing and working the projected Máyavaram-Mutupet Railway.

† Letter to Company, dated 31st Oct. 1889.
" from " " 14th Dec. "

2. The Company's Agent in India will doubtless shortly place himself in communication with the Tanjore Local Board in respect to the terms suggested by the Company, but any arrangements which may be arrived at by these two parties will require the approval of your Government before being finally adopted. I have deemed it advisable, therefore, to place you in possession of the Company's proposals in the matter.

From A. GODLEY, Esq., to the Managing Director, South Indian Railway Company, dated India Office, 31st October 1889, P.W. 1909/89.

With reference to this office letter, dated 7th January 1889, I am now directed to inform you that it has been decided that the best course, under the circumstances, will be to allow the

funds required by the Tanjore Local Board for the construction of a metre-gauge railway between Máyavaram and Mutupet to be advanced by the Government of India, the line in question being constructed by the South Indian Railway Company in direct communication with the Tanjore Local Board, but subject to the general control of Government as in the case of the Company's main undertaking.

I have to ask, therefore, if the Board are still disposed to undertake the line in question, that they will take the necessary steps for arranging with the Tanjore Local Board the terms of constructing and working it. These terms, when settled, will have to be submitted for the approval of the Government of India.

From H. W. NOTMAN, Esq., Managing Director, South Indian Railway Company, to the Under-Secretary of State for India, dated 55, Gracechurch Street, London, E.C., 14th December 1889, No. 1813.

In reply to Mr. Godley's letter P.W. 1909, 31st October 1889, I am desired to state that the Agent in India will be instructed to inform the Tanjore Local Board that the Directors of this Company are prepared to undertake the construction of the Máyavaram-Mutupet Railway in the same way as they are now constructing the Villupuram-Guntakal lines as Agents for the State, subject to a sum calculated at the rate of 2½ per cent. on the expenditure in England being placed at the disposal of the Board for supervision, to cover the remuneration of the Consulting Engineers, inspection of materials, and for such other charges as the Directors may sanction.

The Agent will at the same time be asked to state what, in his opinion, will be a fair and reasonable percentage on the outlay in India to cover general charges of supervision there during construction.

With regard to the working of the railway, the President of the District Board, Tanjore, has already been informed through the Agent that the Directors will undertake this duty on terms similar, *mutatis mutandis*, to those on which the Company now works the Nellore Branch of the Villupuram-Guntakal State Railway under the agreement of 15th September 1887, viz., the same percentage rate half-yearly of the gross receipts of the Máyavaram-Mutupet Railway as the South Indian Railway is from time to time worked at to be paid to the Company, 5 per cent. of the gross receipts for the hire of rolling-stock if provided by the South Indian Railway Company, and one-fourth of the net profits as the Company's remuneration for managing and working the District Board's line.

From W. S. BETTS, Esq., Agent, South Indian Railway, to the Consulting Engineer for Railways, dated Trichinopoly, 14th March 1890, No. 387.

[Your letter No. 261 of the 28th ultimo.]

I forward, herewith, the Chief Engineer's reply (C. 434 of the 11th instant) to your note on the Máyavaram-Mutupet estimate, together with a revised estimate, and a comparative statement of your and his figures.

2. I also forward a revised estimate (marked D) taking into account the price of rectangular creosoted sleepers.

Enclosure.

From the Chief Engineer, South Indian Railway, to the Agent, dated Trichinopoly, 11th March 1890, No. C. 434.

[Your No. 3601/311 of the 3rd March 1890—Máyavaram-Mutupet estimate.]

I beg to submit, herewith, a revised summary for the Tiruválúr-Mutupet section of this line, working out to Rs. 49,265 per mile. I also enclose a statement by which the rate per mile can be compared with the Consulting Engineer's estimate, and on which I beg to offer the following remarks:—

Preliminary expenses.—I have entered the full amount of Rs. 16,200.

Land.—My estimate for the land works out to less than the Consulting Engineer's, because I have taken the actual quantity required south of Tiruválúr at the rate estimated for the land on the southern section which is lower than for that on the northern section.

Earthwork.—The difference between the two estimates, viz., Rs. 46 per mile, needs no explanation.

Bridgework.—I have taken the enhanced rate for iron work.

It will be observed that my estimate exceeds the Consulting Engineer's by Rs. 1,09,488 (Rs. 4,25,431—Rs. 3,15,943), but I cannot trace how the Consulting Engineer arrives at his figure of Rs. 3,15,943.

I have taken the bridges in detail and I have also checked my figures by comparing the line at feet of waterway provided on the two sections which is as under—

	Northern section.	Southern section.
Large bridges	1,480	1,095
Minor do.	759	695
Total ...	2,239	1,790

I may add under this head, that the revised figures allow for girder erection at the rate suggested by the Consulting Engineer, viz., Rs. 25 per ton. The rates per span entered in my original figure work out to an all round rate of Rs. 30 per ton.

Level crossings.—My figures are rather less than the Consulting Engineer's; they have been arrived at by taking the actual crossings in detail.

Fencing.—The difference between the two estimates is very small, viz., Rs. 378.

Ballasting and Permanent-way—Ballasting.—The difference between the two estimates is very small, viz., Rs. 8 per mile.

Permanent-way.—The figures entered in my estimate are based on the assumption that pyngadu sleepers at the rate of Rs. 2–8–0 each will be used instead of steel sleepers. Up to the date of preparing this estimate, I have not been able to obtain any reliable information as to the cost of rectangular creosoted pine sleepers. Our latest price for half round was Rs. 1–11–0 each and I imagine that square well seasoned pine would not be available for much less than the price entered for pyngadu. As soon as information as to price of square pine sleepers is obtainable, a revised estimate shall be submitted.

Stations and Offices.—It will be noted that my figures under this head are Rs. 43,986 less than the Consulting Engineer's. I have allowed for one station only between Tiruválúr and Tiruturaipúndi. Under staff quarters Rs. 1,200 only has been entered for each Station-master's bungalow and out-houses.

Electric Telegraph.—My figures are practically the same as the Consulting Engineer's.

Plant.—My figures have been arrived at by taking 3 per cent. in the final heads III, IV and V.

Establishment.—My original figures under this head provided for an engineering establishment at head-quarters, but no allowance was made for home charges, audit or agency. Two-and-a-half per cent. on the estimated English expenditure has now been entered to cover home charges under the head of Direction and 4 per cent. on the Indian expenditure has been allowed to cover agency, engineering, audit, &c., &c., at head-quarters.

These items increase the establishment charges from Rs. 86,490 as entered by the Consulting Engineer to Rs. 1,35,915.

Contingencies.—This figure represents 5 per cent. on establishment.

The Grand Total for 29,953 miles works out to Rs. 14,75,635 or Rs. 49,265 per mile.

Submitted to Government in continuation of this office endorsement No. 25 A., dated 11th January 1890, embodied in G.O., No. 315 R., dated 1st March 1890.

Order—dated 1st April 1890, No. 457 R., Public Works.

Communicated to the District Board, Tanjore, in continuation of Proceedings of Government, No. 315 R., dated 1st March 1890.

(True Extract.)

(Signed) SIDNEY SMITH, Major, R.E.,
Under-Secy. to Govt., P.W.D.,
Railway Branch.

To the Consulting Engineer for Railways.
,, President, District Board, Tanjore.
,, Local and Municipal Department.
,, Examiner, Guaranteed Railway Accounts.

Exd. A. Aubert.
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