995-96R

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper :—

From the Consulting Engineer for Railways, dated Madras, 3rd July 1890, No. 464.

Nine copies of Establishment List, Madras Railway, for the half-year ending 31st December 1890, with Note thereon by the Consulting Engineer for Railways.

NOTE on the Establishment Lists, Madras Railway, for the half-year ending 31st December 1890.

Agent's Department.—An extra provision of Rs. 150 has been made under "Chief Clerk" to meet an increase of pay from Rs. 175 to Rs. 200 a month.

Chief Auditor's Department.—An extra provision of Rs. 1,500 has been made to cover the increased salary of the First Assistant Auditor, who is acting as Chief Auditor during the absence on furlough of that officer.

An allowance of Rs. 75 per mensem has been provided for each of the Traffic and Travelling Assistant Auditors.

To meet the development of traffic the number of clerks in the Traffic and Travelling Audit Branch has been increased by seven involving an extra cost of Rs. 510.

An extra provision of Rs. 290 has been made under travelling allowances to accord with actual expenditure incurred in second half of 1889.

A monthly provision of Rs. 438 has been made for the salary of the Acting Cashier, who, during the Cashier's absence on furlough, draws half his pay and allowance as Chief Travelling Inspector, viz., Rs. 187-8-0, together with half the Cashier's pay, viz., Rs. 250.

General Stores Department.—No remark.

Medical.—A provision of Rs. 139 has been made as "allowance to Senior Apothecary" for one month and twelve days, for which period he will be in charge of the administrative work of the Medical Department during the absence of the Medical Officer on privilege leave.

The following increases in salaries of vaccinators have been provided for to render their positions in the Railway service equivalent to similar posts in the Municipality :—

One first-class vaccinator, Rs. 5 per mensem.
Six second-class vaccinators, Rs. $2\frac{1}{2}$ per mensem.

Police Department.—Provision at Rs. 10 per mensem each has been made for two additional clerks, one for the Chief Prosecuting Inspector's office and the other as record-keeper for the office of the Superintendent of Watchmen.

Extra provision has been made under "Naigues" for an increase of salary to one man from Rs. 6 to Rs. 7 a month.

Provision has been made for four additional watchmen (two for Salem, one for Mullapuram and one for Kodur) on a salary of Rs. 6 each, and for increase of salary to eight watchmen from Rs. $4\frac{1}{2}$ to Rs. 6 each per mensem.

A provision of Rs. 33 has been made as "water allowance" for the Prosecuting Inspector at Gooty, being 10 per cent. on his salary.

Telegraph Department.—Provision has been made for the salary of the Head Clerk being increased from Rs. 45 to Rs. 50. Under "Linemen" five additional men have been provided for without extra cost.

Extra expenditure is anticipated under travelling allowance of Rs. 50 and maintenance of Rs. 1,000, Rs. 500 of the latter increase being due to rent, &c., of Government Telegraph wires.

A provision of Rs. 187 has been made for "clothing to linemen and peons" to cover the cost of uniforms similar to those worn by Traffic porters.

General and Miscellaneous.—Extra provision of Rs. 2,500 has been made under "Rates and taxes" to accord with actual expenditure incurred in second half of 1889.

Engineering Department.—An allowance of Rs. 227 a month has been provided to Chief Engineer (*vide* G.O., No. 408 R., dated 22nd March 1890).

A provision has been made for increased pay to an Assistant Engineer on promotion to a higher class.

Provision has been made for the following men hitherto shown in the muster rolls :—

	NO.	RS.
Time-keeper	2	150
Clerks	6	690
Loading Clerks	4	408
Store Lascars	4	240
Peons and Watchmen	1	42

Maintenance.—The maintenance estimates for the current and ensuing half-years are compared in the following table :—

	FIRST HALF OF 1890		SECOND HALF OF 1890.	
	Ordinary.	Extra-ordinary.	Ordinary.	Extra-ordinary.
	RS.	RS.	RS.	RS.
First division, South-west Line	1,07,859	14,441	1,09,552	43,600
Second do. do.	65,886	...	66,350	...
Third do. do.	64,665	...	64,415	6,850
Fourth do. do.	81,101	50,492	81,101	50,492
First division, North-west Line	68,608	4,000	89,423	50,440
Second do. do.	46,288	1,50,000	62,458	23,000
Third do. do.	37,984	20,000	..	...
Total ...	4,72,391	2,38,933	4,73,299	1,74,382
	7,11,324		6,47,681	
General superintendence	1,33,662		1,31,219	
Total ...	8,44,986		7,78,900	
Per mile of single line maintained (882 miles).	958		883	
Per mile of track including sidings (995 miles).	851		783	

The abstract maintenance estimate for a total length of 882 miles of single line (inclusive of double line from Madras to Arkónam) works out to Rs. 883 per mile for the half-year under review, of which Rs. 198 is due to extraordinary expenditure.

The number of divisions on the North-west line has been reduced from 3 to 2.

Locomotive Department.—A personal allowance of Rs. 25 per mensem having been granted to the Head Clerk, during the absence on furlough of the Acting Deputy Locomotive and Carriage Superintendent, a provision of Rs. 150 has been made for the half-year.

The variations in the provisions for clerks are due to the reorganization of the office establishment ; no extra expense is however entailed.

An extra provision of Rs. 6 has been made under "Naigues" to meet an increase of pay to the Second Naigue from Rs. 8 to Rs. 9.

An increase of Rs. 120 is shown under "Fuel Inspector" due to this official's salary being increased from Rs. 250 to Rs. 270 a month.

Extra provision has been made under the following heads :—

	RS.	
Coal	30,000	Due to increased cost.
Oil, tallow, &c.	2,000	
Stores, oil, grease, &c.	1,000	
Water (including wages and stores)	1,000	To work up to actuals of second half of 1889.
Rent allowance	200	
Loss by exchange	20,000	To accord more nearly with actuals of second half of 1889.
Carriage of return stores	8,000	

A personal allowance of Rs. 198 to Carriage Builder has been provided for (*vide* G.O., No. 1359 R., dated 7th December 1889), and an extra provision of Rs. 136 has been made for the increased pay of the Carriage Painter.

Traffic Department.—The variations in this department have been fully explained in the column of remarks.

General Results.—The total charges for the half-year under review are estimated at Rs. 28,30,787, being 64·48 per cent. of the anticipated gross earnings.

(Signed) SIDNEY SMITH, Major, R.E.,
Offg. Consulting Engineer for Railways.

Submitted to Government for transmission to the Director-General of Railways.

ORDER—dated 11th July 1890, No. 995 R., Public Works.

Approved.

2. Nine copies of the Establishment lists will, as usual, be forwarded to the Director-General of Railways.

(Here enter No. 996 R., dated 11th July 1890.)

(True Extract.)

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

To the Consulting Engineer for Railways.
" Examiner, Guaranteed Railway Accounts.

ENDORSEMENT—dated 11th July 1890, No. 996 R., Public Works.

Forwarded.

(By Order.)

Lt.-Col., R.E.,
Ag. Joint Secy. to Govt., P.W.D.

Exd. J. Moses.
Spare Copies

RAILWAY.

Govt. of {1890} Madras.

PUBLIC WORKS.

Dated July, 11th.

Recd. *Encl.*

G.O., 11th July 1890, Nos. 995 R., 996 R.

JULY.

Establishment Lists, Madras Railway

Forwarding the — for the second half of 1890.

Print

Note on the Establishment Lists, Madras Railway, for the half year ending 31st December 1890.

Agents Department. An extra provision of Rs 150 has been made under "Chief Clerk" to meet an increase of pay from Rs 175 to Rs 200 a month.

Chief Auditors Department. An extra provision of Rs 1500 has been made to

cover

over the increased in salary of the 1st Assist. Audit Auditor who is acting as Chief Auditor during the absence on furlough of that Officer.

An allowance of Rs 75 per mensem has been provided, for each of the traffic and travelling Assist. Audit Auditors.

To meet the development of traffic the number of Clerks in the Traffic and Travelling audit branch has been increased by Seven involving

involving an extra cost of Rs 510.

An extra provision of Rs 290 has been made under Travelling allowances to accord with actual expenditure incurred in second half of 1889.

A monthly provision of Rs 438 has been made for the salary of the acting Cashier who during the Cashier's absence on furlough draws half his pay and allowance as Chief Travelling Inspector, viz. Rs 187-8 together with half the

Cashiers

Cashier's pay viz, 250.

General Stores Depart= ment - No remark.

Medical. A provision of Rs 139 has been made as "allowance to Senior Apothecary" for one month and twelve days for which period he will be in charge of the Administrative work of the Medical Department during the absence of the Medical Officers on privilege leave.

The following in= creases in salaries of vaccinators have been provided for to render

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their positions in the railway service equi= valent to similar posts in the Municipality,

One first class vaccinator 5 Rs per mensem

Six second class vaccinators 2½ Rs per mensem

Police Department - Pro= vision at 10 Rs per men= sem each has been made for 2 additional clerks, one for the Chief Prosecuting Inspectors Office and the other as Record Keeper for the Office of the Super= intendent of watchmen.

Extra provision has been made under

Prisons

"Naigues" for an increase of salary to one man from Rs 6 to Rs 7 a month.

Provision has been made for 4 additional watchmen (2 for Salem 1 for Mullapuram and 1 for Hodur) on a salary of Rs 6 each, and for increase of salary to 8 watchmen from Rs 4½ to Rs 6 each per mensem.

A provision of Rs 33 has been made as "water allowance" for the prosecuting Inspector at Ooty, being 10 percent on his salary.

Telegraph

Telegraph Department.

Provision has been made for the salary of the Head Clerk being increased from Rs 45 to 50. Under "Linemen" 5 additional men have been provided for without extra cost.

Extra expenditure is anticipated under Travelling allowance of Rs 50 and Maintenance of Rs 1,000, Rs 500 of the latter increase being due to rent &c of Government Telegraph wires.

A provision of Rs 187 has been made for 6 clothing

"Clothing to Lascars and peons" to cover the cost of uniforms similar to those worn by Traffic Porters.

General and Miscellaneous.

Extra provision of Rs 2,500 has been made under "Rates and Taxes" to accord with actual expenditure incurred in 2nd half of 1889.

Engineering Department.

An allowance of Rs 227 a month has been provided to Chief Engineer (vide G. O. No: 408 R. dated 22nd March 1890).

A provision has been made for increased pay to an Assistant Engineer on promotion to a higher class.

Provision has been made for the following men hitherto shown in the Muster rolls.

	No:	Rs
Time Keeper	2	150
Clerks	6	690
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Store Lascars	4	240
Peons & watchmen	1	42

Maintenance. The maintenance estimates for the current and ensuing half years are compared in

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the following table:-

	First half of 1890		Second half of 1890	
	Ordinary	Extra Ordinary	Ordinary	Extra Ordinary
	Rs	Rs	Rs	Rs
First Division S.W.L	107,859	14,441	109,552	43,600
Second ___ do ___ S.W.L	65,886	"	66,350	"
Third ___ do ___ S.W.L	64,665	"	64,415	6,850
Fourth ___ do ___ S.W.L	81,101	50,492	81,101	50,492
First ___ do ___ N.W.L	68,608	4,000	89,423	50,440
Second ___ do ___ N.W.L	46,288	150,000	62,458	23,000
Third ___ do ___ N.W.L	37,984	20,000	"	"
Total	472,391	238,933	473,299	174,382
	711,324		647,681	
General Superintendence	133,662		131,219	
Total	844,986		778,900	
Per Mile of Single line maintained (882 miles)	958		883	
Per Mile of track including Sidings (995 miles)	851		783	

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The abstract maintenance estimate for a total length of 882 miles of single line (inclusive of double line from Madras to Arkonam) works out to Rs 883 per mile for the half year under review, of which Rs 198 is due to extraordinary expenditure.

The number of divisions on the North West Line has been reduced from 3 to 2.

Locomotive Department:-

A personal allowance of Rs 25 per mensem having been granted to the Head Clerk, during the absence on furlough of the

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Acting Deputy Locomotive and Carriage Superintendent, a provision of Rs. 150 has been made for the half year.

The variations in the provisions for clerks are due to the reorganization of the office establishments; no extra expense is however entailed.

An extra provision of Rs 6 has been made under "Naigues" to meet an increase of pay to the 2nd Naigue from Rs 8 to Rs 9.

An increase of Rupees 120 is shewn under "Fuel Inspector" due to this official's salary being increased from Rs 250 to Rs 270 a month.

Extra provision has been made under the following heads:-

Coal ——	30,000	Due to increased cost
Oil, Tallow &c —	2,000	
Stores, oil, greased &c	1,000	
Water (including wages & stores) —	1,000	To work up to actuals of 2nd half of 1889
Rent allowance -	200	
Loss by Exchange -	20,000	To accord more nearly with actuals of 2nd half of 1889.
Carriage of Returns stores	8,000	

A personal allowance of Rs 198 to Carriage builder has been provided for (vide G.O. No 1359R dy 7th Dec: 1889)

dated 4th December 1889),
and an extra provision
of Rs. 136 has been made
for the increased pay
of the Carriage Painter.

PW 2nd 6299/90

Traffic Department. The
variations in this depart-
ment have been fully
explained in the column
of remarks.

General Results. The total
charges for the half year
under review, are esti-
mated at Rs 28,30,787
being 64·48 percent of
the anticipated gross
earnings.

Sidney Smith
Major R.E.
Offg: Consg: Engr: for Rys.

H.S.

FORM No. 1.

PUBLIC WORKS DEPARTMENT.

OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,

Madras. 31st July 1890.

Subject.— Copies of Establishment List Madras Railway for the half year ending 31st December 1890 with Note thereon by the Consulting Engineer for Railways.

No. 464

SUBMITTED _____ to _____ Government, for transmission to the Director General of Railways.

Sidney Smith
Major R.E.
offg: Cons: Engr: for Railways.

PWC No. 6299.

Form No. 3.

From

THE CONSULTING ENGINEER
FOR RAILWAYS,
MADRAS,

No. 464

Dated 3rd } July 1890
Received 4. }

No. of Enclosures. 2+(+8 s.c.) Enc 2

Subject.

Establishment Lists, Madras Railway, for the second half of 1890, with a note thereon

A

No. 995-96 Rg 11- July/90.

Fr. Acct. 1359 R 7.12.89
... 408 R 22.3.90
A No. 995 Rg 11- July/90.
J.K.J 11/7/90
Approved.-

2. Nine copies of the Establishment lists will, as usual, be forwarded to the Director General of Railways.-

H.E. No. 996 R 11th July 1890
Forwarded.

Jr.
8/7/90 Clerk

Jr
22/7

To
The Consy: Engr for Rys
— Asst & Dy Rys: Accts:

5/7/90 R 14.7.90
Actn. 8-7-90. R 11.7.90

0299.

Govt. of 18 Madras.

PUBLIC WORKS.

Dated

Read. Encl.

G.O., 11th July 1890, No. 993 R.

Establishment Lists Ry.

The — for the second half of 1890 approved & ordered to be forwarded to the Director Genl of Railways

Establt Lists Ry.

Forwarded — for the second half of 1890.

60/2

40/2

5 Dec 1891

18

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers :—

From the Consulting Engineer for Railways, dated Madras, 3rd July 1890, No. 462.

Office note from the Examiner, Guaranteed Railway Accounts, dated Madras, 14th May 1890, No. 696.

With reference to para. 3 of India's Public Works Department letter No. 174 R.C., dated 21st February 1890, to the Government of Madras, and to your office memo. No. 516, dated 12th March, I beg to report that the Chief Auditor, the Chief Engineer and myself have lately discussed para. 11 of Colonel Smith's memo. No. 510, dated 11th December 1889, on the scrutiny of expenditure, and the following is the conclusion we have arrived at.

2. A District Engineer is now in a position to know the whole of his cash expenditure on works, if he properly writes up his register, by at the latest the 15th of the month succeeding that to which the expenditure relates.

3. As regards stores, *i.e.*, issues from *the General Stores and the Chief Engineer's stores*, he knows the debits against him by the 25th or at latest the 30th of the month succeeding that to which the expenditure relates. He consequently is or should be in a position to know the state of the expenditure on a work as far as these main items of charge are concerned within one month and not three as noted in the report.

4. There has been, however, considerable delay in bringing to debit the cost of works executed for an Engineer either in the Locomotive shops or in the Engineer's store and workshops, and this delay is still unremedied.

5. The practice in the shops is not to raise debits against a department until the work has been completed, and consequently the Engineer may be three or four months or even six months before he knows what the work has cost him.

6. In the case of large orders this might seriously affect the work.

7. I have suggested for the consideration of the Chief Auditor and Chief Engineer whether it would not be feasible to charge off monthly the cost incurred on such jobs without waiting until their final completion and the submission of a bill.

8. This is under consideration of the Chief Auditor.

9. If this were done and estimates were prepared for any work undertaken by the shop when the work is considerable, the Engineer is in a position to know his expenditure almost accurately within one month, and he should accordingly be able to take timely action in preventing his works being exceeded without proper sanction.

10. I have suggested to the Chief Engineer the introduction of a work's register similar to the one in use on State lines, and given him a form. At present there is no definite form for use on all divisions for recording expenditure.

11. The Chief Auditor has seen the form and advocates its introduction.

12. If Engineers were further instructed to at once report when 75 per cent. of the estimated cost of a work has been expended, there would be ample time, if necessary, to frame and submit revised estimates for sanction long before a work is actually exceeded.

From the Agent and Manager, Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 23rd June 1890, No. 5591/681.

Adverting to your letter No. 472 of 30th May last regarding the proposals made by the Examiner of Railway Accounts with a view to improving the system of accounts in the Engineering Department, I have the honor to quote for your information a letter addressed to me by the Acting Chief Auditor.

"Before replying to the proposals made by the Government Examiner for the future system of accounts to be adopted in the Engineer's Department, I think it should be pointed out that the remarks on our present system, made by the Consulting Engineer in para. 11 of his memo. No. 510 of the 11th December 1889, are far from being correct.

"The Chief Auditor's office is the last place in which the expenditure on works can be ascertained, and it is only at the Resident Engineer's office at the particular work that the latest details can really be gathered.

"All expenditure on works may be taken to consist of "cash" and "stores;" of the cash expenditure the Resident Engineer has the fullest information as it is incurred, and by the time the Contractors' bills and the monthly pay sheets are transmitted to the Chief Engineer's office (say by the 10th of each month) the Resident Engineer can have his books posted up to the end of the preceding month, so far as "cash" is concerned.

"The stores expenditure is a little more difficult to deal with, as the information has to be furnished from different sources.

"All issues from the General Stores are charged off to the respective departments by the 18th of the following month, so that Resident Engineers are, by the end of each month, in possession of all expenditure from the General Stores for the preceding month.

"Charges from the Locomotive Department for work done and stores supplied are made to other departments by the 20th of the second following month, and from the Engineer's stores and workshops by the same date; it should, however, be pointed out that the charges from the Locomotive Department in the case of such works as the Calicut extension are not of any importance, being, so far as I can ascertain, under 1 per cent. of the total expenditure.

"It may, however, be mentioned that the bulk of the work done by the Locomotive Department for the Engineers consists of castings, and when the orders are for large quantities it is already the custom to charge off each instalment as it is finished.

"The same custom obtains in the Engineer's Department in the case of large orders.

"It will thus be seen that if our present system be properly carried out, Resident Engineers are practically able by the end of each month to know what expenditure has been incurred up to the last day of the preceding month (excluding debits from workshops which are comparatively trifling), and I think this is recording expenditure as closely as is really possible.

"There are, however, exceptional cases which occur now and then and which delay the preparation of complete price lists, and they (with their appropriate remedies) are detailed below:—

"(1) Delay in ascertaining local charges on English stores through the neglect of our landing contractors to furnish bills.

"To remedy this I would propose that we should at once debit departments with the invoice cost of such stores (this includes the prime cost of the stores, four-fifths of the freight and cost of insurance), leaving the charges paid here to be adjusted as soon afterwards as possible.

"(2) Delay in debits from other departments and from the Terminal Works.

"To remedy this the Government Examiner's proposal to charge off the expenditure during each month without waiting for the finish of the work may be carried out, the only objection to this proposal is that at the end of the work it may be found that a credit for returned stores will have to be given, but this is not a matter of much importance.

"To carry out these changes in the case of every work, whether small or great, would probably require some small extra clerical labor in the Locomotive and Engineer's Accounts office, but it appears to me that the object of the Government of India would be gained by the change being made only in the case of important works like the Calicut extension or a large bridge.

"It might be left to the Chief Engineer to decide in what cases it is desirable to have the expenditure recorded by the Resident Engineer at the earliest possible date, and on his then advising this office the necessary orders would be given; in doing this for important works only no extra assistance would be required.

"The question of having the accounts at the head-quarters of each Resident Engineer kept in the same way throughout the line has already engaged the attention of the Chief Auditor; the Accountant has inspected the books of the divisions and made a report thereon, and as soon as the new Locomotive Accountant's arrival enables me to spare an officer for the purpose, I propose to depute Mr. Wake, Acting Second Assistant, to confer with the Resident Engineers with a view of at once bringing the whole of the District accounts into the same form."

2. With reference to this subject the Chief Engineer writes as follows:—

"The Acting Chief Auditor has sent me a copy of his letter to you regarding the future system of the divisional accounts of this department, with the contents of which I fully agree."

Submitted to Government with reference to the last portion of para. 2 of G.O., No. 644 R., dated 12th May 1890.

2. The Agent and Manager, Madras Railway, has been informed that the proposals of the Chief Auditor in connection with the suggestions made by the Examiner of Railway Accounts are approved, and should be carried out.

ORDER—dated 11th July 1890, No. 993 R., Public Works.

Ordered to be forwarded to the Government of India for information with reference to para. 3 of its letter No. 356 R.C., dated 25th April 1890.

(Here enter No. 994 R., dated 11th July 1890.)

(True Extract.)

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

To the Consulting Engineer for Railways.
" Examiner, Guaranteed Railway Accounts.

ENDORSEMENT—dated 11th July 1890, No. 994 R., Public Works.

Forwarded.

(By Order.)

Lt.-Col., R.E.,
Ag. Joint Secy. to Govt., P.W.D.

Exd. J. Moses.
Spare Copies

RAILWAY.

Govt. of {1890} Madras.

PUBLIC WORKS.

Dated July, 11th.

Recd. *Encl.*

G.O., 11th July 1890, Nos. 993 R., 994 R.

JULY.

Accounts

Forwarding report of the action taken with a view to improving the system of — in the Engineering Department of the Madras Railway, be forwarded to the Government of India.

FORM No. 5.]

GOVERNMENT OF INDIA. P. W. DEPARTMENT.

RAILWAY BRANCH.

OFFICE NOTE.

No. 696

EXAMINER, GUARANTEED RAILWAY ACCOUNTS' OFFICE,

Madras, 14th *May* 1890.

To

E. R.

With reference to para: 3 of India's P. W. D letter No. 174 R.C. dated 21st February last to the Government of Madras and to your office memo: 516 dated 12th March I beg to report that the Chief Auditor the Chief Engineer and myself have lately discussed para: 11 of Col: Smith's memo: No. 510 dated 11th December 1889 on the scrutiny of expenditure, and the following is the conclusion we have arrived at.

2. A District Engineer is now in a position to know the whole of his cash expenditure on works, if he properly writes up his register, by at the latest, the 15th of the month succeeding that to which the expenditure relates.

As regards stores - ie issues

from the General Stores and the Chief Engineers stores - he knows the debits against him by the 25th or at latest the 30th of the month succeeding that to which the expenditure relates - he consequently is, or should be in a position to know the state of the expenditure on a work as far as these main items of charge are concerned within one month, and not three as noted in the report.

4. There has been, however, considerable delay in bringing to debit the cost of works executed for an Engineer either in the Loco: shops or in the Engineer's store and workshops, and this delay is still unremedied.

5. The practice in the shops is, not to raise debits against a department until the work has been completed and consequently the Engineer may be three or four months or even six months before he knows what the work has cost him.

6. In the case of large orders this might seriously affect the work.

In the case of stores imputed from England in which the local charges have not been ascertained I know the delay which sometimes occurs in the passing of claims the invoice cannot be closed, & the local charges can be debited subsequently.

7. I have suggested for the consideration of the Chief Auditor and Chief Engineer, whether it would not be feasible to charge off monthly the cost incurred on such jobs without waiting until their final completion and the submission of a bill.

8. This is under consideration of the Chief Auditor.

9. If this were done and estimates were prepared for any work undertaken by the shops when the work is considerable the Engineer is in a position to know his expenditure almost accurately within one month, and he should accordingly be able to take timely action in preventing his works being exceeded without proper sanction.

10. I have suggested to the Chief Engineer the introduction of a Work's Register similar to the one in use on State Lines, and given him a form.

11. At present there is no definite form for use on all divisions for recording expenditure.

12. The chief auditor has seen the form and advocates its introduction.

12. If Engineers were further instructed to at once report when 75% of the estimated cost of a work has been expended, there would be ample time, if necessary, to frame and submit revised estimates for sanction long before a work is actually exceeded.

C. R.

Letter to Aud. No. 472 & 20/5/90

the work.

REGISTER
No. 327
FILE
No.

PW Enc 2
629/90

(No. I.)
No. 5591
681.

5,000—14-11-85.

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 23rd June 1890

From

The Agent and Manager.

To

The Consulting Engineer for Railways.

SIR,

Adverting to your letter No 472 of 30th May last regarding the proposals made by the Examiner of Railway Accounts with a view to improving the system of accounts in the Engineering Department I have the honour to quote for your information a letter addressed to me by the acting Chief Auditor.

"Before replying to the

the work.

HP

proposals made by the Govern-
-ment Examiner for the future
system of accounts to be adopted
in the Engineers Department.
I think it should be pointed
out that the remarks on our
present system, made by the
Consulting Engineer in para. 11
of his memorandum No. 510 of
the 11th December 1859 are far
from being correct.

The Chief Auditor's
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details can really be gathered.

MADRAS RAILWAY.

From The Agent and Manager.

To The Consulting Engineer for Railways.

Dated 188

Rcvd.

No.

the work.

5 ℓ

"All expenditure on works may be taken to consist of "cash" and "stores;" of the Cash expenditure the Resident Engineer has the fullest information as it is incurred, and by the time the Contractors' bills and the monthly pay sheets are transmitted to the Chief Engineer's office (say by the 10th of each month) the Resident Engineer can have his books posted up to the end of the preceding month, so far as "Cash" is concerned.

"The Stores expenditure is a little more difficult to deal with, as the information has

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer
for Railways.

Dated 188

No.

Subject.

4

has to be furnished from different sources.

"All issues from the General Stores are charged off to the respective departments by the 18th of the following month, so that Resident Engineers are by the end of each month, in possession of all expenditure from the Generals Stores for the preceding month.

"Charges from the Locomotive Department for work done and stores supplied are made to other Departments by the 20th of the second following month and from the Engineer's Stores and Workshops by the same date: it should, however, be

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated 188

Recd.

No.

be pointed out that the charges from the Locomotive Department in the case of such works as the Calicut Extension are not of any importance, being, so far as I can ascertain, under 1 per cent of the total expenditure

"It may however be mentioned that the bulk of the work done by the Locomotive Department for the Engineers consists of castings, and when the orders are for large quantities, it is already the custom to charge off each instalment as it is finished.

"The same custom obtains in the Engineer's Deptt.

MADRAS RAILWAY.

From The Agent and Manager.

To The Consulting Engineer for Railways.

Dated 188

Recd.

No.

in the case of large orders.

"It will thus be seen that if our present system be properly carried out, Resident Engineers are practically able by the end of each month to know what expenditure has been incurred up to the last day of the preceding month, (excluding debits from Workshops, which are comparatively trifling), and I think this is recording expenditure as closely as is really possible.

"There are, however, exceptional cases which occur now and then and which delay

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Recd.

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MADRAS RAILWAY.

From The Agent and Manager.

To The Consulting Engineer for Railways.

Dated 188

Read.

No.

delay the preparation of complete Price Lists, and they (with their appropriate remedies) are detailed below:-

1. Delay in ascertaining local charges on English stores through the neglect of our Landing Contractors to furnish bills.

To remedy this, I would propose that we should at once debit Department with the Invoice cost of such stores (this includes the prime cost of the stores, $\frac{4}{5}$ths of the freight and cost of insurance), leaving the charges paid here to be adjusted

MADRAS RAILWAY.

From The Agent and Manager.

To

The Consulting Engineer
for Railways.

Dated 188

Recd.

No.

adjusted as soon afterwards as possible.

2. Delay in debits from other Departments and from the Terminal Works.

"To remedy this, the Government Examiner's proposal to charge off the expenditure during each month without waiting for the finish of the work may be carried out, the only objection to this proposal is that at the end of the work, it may be found that a credit for returned stores will have to be given, but this is not a matter of much importance.

To

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer
for Railways.

Dated

Recd. 188

No.

"To carry out these changes in the case of every work, whether small or great would probably require some small extra clerical labour in the Locomotive and Engineers accounts office, but it appears to me that the object of the Government of India would be gained by the change being made only in the case of important works like the Calicut Extension or a large Bridge.

"It might be left to the Chief Engineer to decide in what cases it is desirable

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer for Railways.

Dated 188

Recd.

No.

192

to have the expenditure recorded by the Resident Engineer at the earliest possible date, and on his then advising this office, the necessary orders would be given:- in doing this for important works only no extra assistance would be required.

"The question of having the accounts at the Headquarters of each Resident Engineer kept in the same way throughout the line has already engaged the attention of the Chief Auditor: the Accountant has inspected the books of the Divisions and made a report thereon and as

MADRAS RAILWAY.

From The Agent and Manager.

To The Consulting Engineer for Railways.

Dated 188

Recd.

No.

12 P

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MADRAS RAILWAY.

From The Agent and Manager.

To The Consulting Engineer for Railways.

Dated 188

Read.

No.

13P

soon as the new Locomotive Accountant's arrival en-ables me to spare an officer for the purpose, I propose to depute Mr. Wake, Acting 2d assistant, to con-fer with the Resident Engineer with a view of at once bringing the whole of the District Accounts into the same form.

2. With reference to this subject the Chief Engineer writes as follows:-

"The Acting Chief Auditor has sent me a copy of his letter to you regarding the future system of the Divisional accounts

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer
for Railways.

Dated 188

Read.

No.

accounts of this Department, with the contents of which I fully agree."

I have the honour to be
Sir,
Your most Obedt Servt

W. Griffith

Agt Agent & Manager

REGISTER
No. 1899
FILE
No.

PW Encl 6291/90

MADRAS RAILWAY.

From The Agent and Manager.

To The Consulting Engineer for Railways.

Dated 23 June 1890

Recd. 25-6-90

No. 5591/681

Cr to inspy
for Pg & Acctt
Accounts & Audit Dept
Engineering Dept

Letter to A'm Rs 568
1-7-90.

FORM No. 1.

PUBLIC WORKS DEPARTMENT.

OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,

Madras, 3rd July 1890.

Office note from the Examiner of Railway Accounts, No. 696 dated 14th May 1890.
Letter from the Agent and Manager Madras Railway, No. 5591/681, dated 23rd June 1890.

No. 462

SUBMITTED _____ to _____ Government with reference to the last portion of para 2 of G.O. No. 644 R, dated 12th May 1890.

2. The Agent and Manager Madras Railway has been informed that the proposals of the Chief Auditor in connection with the suggestions made by the Examiner of Railway accounts are approved, and should be carried out.

Sidney Smith
Major R.E.

Govt. Offg: Consg: Engr: for Railways.

REGISTER
No. 899
FILE
No.

PW Ltr 629/90

MADRAS RAILWAY.

From The Agent and Manager.

To

The Consulting Engineer
for Railways.

Dated 23rd June 1890

Read 25-6-90

Rep.

No. 5591/681.

Ltr to Agent & Manager

Ltr to Accountant Genl

Engineering Dept

Letter to Audr Rs 568
1-7-90.

Form No. 1.

Public Works Department.

Office of Consulting Engineer for Railways,

Madras, 3rd July 1890.

Office note from the Examiner of Railway Accounts, No. 696 dated 14th May 1890.
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Sidney Smith
Major R.E.
Jnt. Offg. Cons. Engr. for Railways.

Form No. 3.

PW Cir. 6291

From

THE CONSULTING ENGINEER
FOR RAILWAYS,
MADRAS,

No. 462

Dated 3rd } July 1890
Received 3 }

No. of Enclosures. 2.

Subject.

Report of action taken with a view to improving the system of Accounts in the Engineering dept of the Madras Railway

A

No. 993-94 R dy 11-July/90.

A No. 993 R dy 11. July/90.
Jr. Acc. 6447 dy 12. 8. 90

Ordered to be forwarded to the Govt of India for information with reference to para 3 of its letter No. 356 R.C. dated 25th April 1890.

4th. No. 994 R dy 11th July 1890.

Forwarded.

Jr. r
8/7/90 J for R.

23/7

To The Comptroller for Rys:
" Exer. Guts Rys: accts:

D 4/7.
Acc. 8/7 R 11.7.90

6291.

Govt. of 18 Madras.

PUBLIC WORKS.

Dated

Read, Encl.

G.O., 11th July 1890 No. 993-4R.

Accounts.

Read that the report of action taken with a view to improving the system of — in the Engineering Dept. of the Rly. be forwarded to the Govt.

Accounts.—

Forward report of the action taken with a view to improving the system of — in the Engineering Dept. of the Rly. be forwarded to the Govt.

Proceedings of the Board of Revenue (Mis. No. 1108.

Read—Endorsement of Government, R[evenue] 1889, No. 7455; and the follo[wing] ber 1889:—

Communicated to the Collector of [Chingleput] spelling and return the papers as soon as [possible].

Read—also the following letter from the [Collector] 1889, B.R

In returning the papers received wit[h] No. 2475, dated 26th November 1889, [forwarding] spelling of the stations both in English a[nd] Telugu:—

1. Gulapâlyamu, గూళపాళ్యము.
2. Khadarpett, ఖాదర్‌పేట.
3. Kalluru, కల్లూరు.
4. Gârladinna, గార్లదిన్నె.

Resolution—dated 11th December 1889,

Submitted to Government with ref[erence] 20th November 1889. The proper trans[literation] ame గార్లదిన్నె is Gárladinné. The final l's Proceedings, dated 11th December o or అనంత్రపురము which strictly trans-uramu. The popular spelling of Anan- No. II in Board's Proceedings, dated —, according to strict transliteration, is erally omitted in such names. ated in the Collector's letter as Dhur- act.)

(Signed) M. HAMMICK, Secretary.

enue.

ment with the remark that the correct is—

— Kandakúr. Dharmavaram.

(Signed) C. A. GALTON, Secretary to Government.

(A true Cop[y] ublic Works.

nment of India with reference to its er 1889, and in continuation of Public 14th February 1890.

ed 31st March 1890.)

No. 38 act.)

Transferred to the Public Wo[rks] SIDNEY SMITH, Major, R.E., Under-Secy. to Govt., P.W.D., Railway Branch.

FORT ST. GEORGE, 6th January 1890.

Office note from the Joint Secretary t[o] Railway Branch, to the Secretar[y] Madras, 14th January 1890, N[o].

3 R., Public Works. d. r.)

The undersigned has the honor to [forward] Department endorsement No. 38, dated errors in the English equivalent of the T[elugu] on the Villupuram-Guntakal State Rail[way]

RAKE-BROCKMAN, Lt.-Col., R.E., Ag. Joint Secy. to Govt., P.W.D.

Proceedings of the Board of Revenue (Mis.

Under-Secretary to the Government of Railway Traffic), to the Joint Secretary e Works Department, Railway Branch, 96 R.T.

Read—Endorsement of the Secretary to January R., dated 31st March 1890, forward- the names of certain stations on the

Villupuram-Guntakal Railway, I am directed to communicate the approval of the Government of India to the spelling of the names of the stations quoted in the margin, as proposed in the letter under reply.

Gulapâlyamu.	Kalluru.
Khadarpett.	Gárladinné.

2. With regard to the names "Anantapur" and "Dharmavaram," I am to say that the spelling as here quoted has already been fixed by the Government of Madras and approved by the Government of India—*vide* the notification by the Government of Madras in the Revenue Department, dated 4th November 1879.

3. The same notification fixed the spelling of the name "Kandukúr" as here quoted, but it is noticed that, in the letter under reply, the correct spelling of that name in English is stated to be "Kandakúr." I am accordingly to inquire whether the correction is considered to be of sufficient importance to be worth making.

ORDER—dated 11th July 1890, No. 992 R., Public Works.

Communicated to the Consulting Engineer for Railways with reference to his endorsement No. 446, dated 6th November 1889.

2. The Revenue Department will be requested, with reference to Mis. G.O., dated 27th February 1890, No. 1428, to report whether there is any objection to the spelling suggested in para. 3 of the letter from the Government of India read above.

(True Extract.)

Major, R.E.,
Under-Secy. to Govt., P.W.D.,
Railway Branch.

To the Consulting Engineer for Railways.
" Examiner, Guaranteed Railway Accounts.
" Revenue Department.
" Postmaster-General.
" Military Department.
" Public "

Exd. J. Moses.
Spare Copies

RAILWAY.

Govt. of {1890} Madras.

PUBLIC WORKS.

Dated July, 11th.

Recd.

Encl.

G.O., 11th July 1890, No. 992 R.

JULY.

Stations

Regarding the spelling of the names of certain — on the Villupuram-Guntakal State Railway.

No 1404

South Indian Railway,

AGENT'S OFFICE,

TRICHINOPOLY, 5th November 1889.

From

The AGENT,

SOUTH INDIAN RAILWAY,

To

The CONSULTING ENGINEER FOR RAILWAYS,

MADRAS.

Sir,

In continuation of my letter No 969 of the 29th July 1889 subjoining a list of the stations between Villupuram and Dharmavaram and requesting the orders of Government as to their correct spelling &c I beg to give below a list of the stations between Dharmavaram and Guntakal, and I shall be obliged by your obtaining the orders of Government in regard to both the lists at an early date.

Name of station	District on which situated	Taluk in which situated
Gollapalium	Anantapur	Gooty
Kadirpet	"	"
Kullobu	"	"
Gazdalina	"	Anantapur
Anantapur	"	"
Kundoor	"	"
Dharmavaram	"	Dharmavaram

I am, Sir,
Your most obedient Servant
Walter J. Hoofer
for Agent

2nd

REGISTER
No.
FILE
No.

Encl. 3

W 10883 233/1890
89 2202/90

1
Rev. 331/90

2
Rev 1466 of 90

Subject as noted in margin

Returned.

3
Encl 178/90

C&C 1147/91

Form No. 1.

PUBLIC WORKS DEPARTMENT.

OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,
Madras, 6th November 1889.

Rec'd 2

Letter from the Agent, South Indian Railway
No 1404 dated 5th November 1889 regarding the correct
spelling &c of the stations proposed between
Dharmavaram and Guntakal
No. 446.

2B

SUBMITTED _____ for the orders of _____ Government, in
Rec'd
Continuation of this office endorsement
No 304 dated 31st July 1889

Rec'd 7/11/89

Copy
Col RR
for Con: Engr for Rys.

To

THE CONSULTING ENGINEER FOR
RAILWAYS,
Madras.

Dated 5th November 1889
Received 6th November 1889

No. 1404

ENCLOSURE.

From

THE AGENT,
South Indian Railway,
Trichinopoly.

Rec: 8865/89

2
Encl 1404/89

1
Encl 3886/89

2
Rec'd 7/11/89

No. 6578 d/ 10-8-89

1889.

P. W. DEPARTMENT.

Current No. 10583

From The Consg: Engr for Rys
Madras

ENCLOS.—

No. 446
Dated 6th Novr 1889
Received 7 — do —

SUBJECT.

Submitting letter from the Agent, S. I. Railway regarding the correct spelling &c of the stations proposed between Dharmavaram and Guntakal.

DISPOSAL.

(Ld) H. E. S.
9 Nov.

No. 5269C Dated 13th Novr 1889

Print 3P.

Referred to the Revenue Dept. in confirmation of P. W. D. Endt. No. 6578 d/10th Augt 1889, for verification of the spelling of the names of the stations both in

15/11

2/ Rw. 331/90

2/ Lnd 175/90

3/ Rw 1466 of 90

1/ Rw. 974/89

1/ Encl 2495/89

3/ Encl 3888/89

No. 6578 d/ 10-8-89

1889.

P. W. DEPARTMENT.

Current No. 10583

From The Consg: Engr for Rys
Madras

ENCLOS.—

No. 446
Dated 6th Nov: 1889
Received 7 — do —

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2/ Rw. 331/90

2/ Ext 175/90

3/ Rw 1466 of 90

1/ Rw. 976/89

1/ Ext 175/89

3/ Ext 3880/89

Print 3P

15/11

No. 6578 d/ 10-8-89

1889.

P. W. DEPARTMENT.

Current No, 10583

From The Consg: Engr for Rys
Madras

ENCLOS.—

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Dated 6th Nov: 1889
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2/ Rw. 331/90

2/ Endt 175/90

3/ Rw 1466 of 90

1/ Rw. 974/89

1/ Endt 175/89

3/ Endt 3888/89

6/11

Proceedings of the

(Land Rev

Dated 20th Feb

No. 1108

READ ..... Endorsem

Government,

dated 27th Jan

Resolution:-

The p

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Collector's

Proceedings

No 7629 is

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PUBLIC WORKS SECRETARIAT,

RAILWAY BRANCH.

No. 189. C

OFFICE NOTE.

Station Madras date 14 January 1890.

From The Secretary to Govt. P. W. D.
Railway Branch.

To The Secretary to Govt.
Revenue Department.

GOVERNMENT OF MADRAS
15 JAN 90
REVENUE DEPARTMENT

The undersigned has the honor to return the papers forwarded under Revenue Department Endorsement No. 38, dated 6th instant, and to invite attention to the errors in the English equivalent of the Telugu spelling of the names of certain stations on the Villupuram Guntakal State Railway.

C. Sankaran Nair
Joint Secretary to Govt. P. W. D.
Railway Branch.

1
Rev 1466 of 1889

G. O. of 27 Feb. 1890. No 478

Proceedings of the Board of Revenue

(Land Revenue).

Dated 20th February 1890.

No. 1108 Mis

READ ..... Endorsement of the Secretary to Government, Revenue department dated 27th January 1890 to 558.

—"—

Resolution:-

The proper transliteration of the Telugu name అనంతపురం is Śárladinné. The final a in the Collector's list submitted with Board's Proceedings dated 11th December last No 7629 is wrong.

2. "Anantapur" is in Telugu అనంతపురం or అనంతపురము which strictly transliterated would be anantapuram or Anantapu-ramu. The popular spelling of Anantapur has however always been used (Vide list

a

G.O. 0/27 7th Feb. 1890 No 478

Proceedings of the Board of Revenue

(Land Revenue).

Dated 20th February 1890.

No. 1108 Mis

READ ..... Endorsement of the Secretary to Government, Revenue department dated 27th January 1890 to 558.

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a

no II in Board's Proceedings dated 24th July 1889 no 4435 mis.)

3. Kandakur is in Telugu ಕಂದಕೂರು which according to strict transliteration is Kandakuru. The final "U" is, however, generally omitted in such names.

4. Dharmavaram was wrongly transliterated in the Collector's letter as Dhurmavaram.

(True Extract)

Secretary

To

The Secy to Govt R.D with 3 Encls
Copy to the Collr of Anantapur

No. 241-2 R dy 14-2-90
" 189 C " 14-1-90
" 5725 C " 6-12-89
" 5269 C " 13-11-89
" 1132 R " 22-10-89
" 657 D " 10-8-89
" 493 R " 7-7-89
" 359 R " 14-5-89

Public Judl No. 3151

turn over

Revenue department

1890.

Board of Revenue

(Land Revenue),

MADRAS.

No. 1466.

To

The Secretary to
Government Revenue
department

P.W.C. No 2202.

Rd 4-3-90
Enc 4

100

Order thereon 447 R dt 31st March 1890

Print

HLS 24 March 25/3/90

Ordered to be
forwarded to the Govern-
ment of India with reference
to its Resolution No: 494 R.T.
dated 16th September 1889, and
in continuation of P. W. D. Docket
No: 242 R dated 14th February
1890.

P.W.C No 448 R dt 31st March 1890.

Forwarded

25/3/90

for R.

Proceedings, dated 20th February 1890
No. 1108 Mis. Routine. Enclosures. 4

RECEIVED 21 FEB 1890 REVENUE DEPARTMENT

Rect 21 Feby

Subject.

Furnishing remarks
re: the transliteration
of the names of
certain stations
on the Villupuram
- Guntakal state
Railway.

R.O. mis 1127 Feby 1890 no 1428

Transferred to the P. W. D. with
the remark that the correct English
spelling of the four names in question

Gárladinné
Anantapúr
Kandakúr
Dharmavaram

Rect 1/4/90

RS 2/4/2 24/2

Secretary to Govt 25/2

Hm. 22-3-90 R 25-3-90

RECEIVED 25 MAR 1890 SECRETARIAT FOR GOVERNMENT MADRAS

Read also the following Papers

Print

All communications should be addressed to the Secretary.

No. 296 R. T.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY Traffic.

To

The Joint Secretary to the Government of Madras,

(Railway Branch),

Public Works Department.

Simla, the 25th June 1890.

Sir,

Remit to Govt on the 16/6/90

With reference to your docket No. 448 R. dated 31st March 1890, forwarding the spelling in English and Telugu of the names of certain stations on the Villupuram-Guntakal Railway, I am directed to communicate the approval of the Government of India to the spelling of the names of the stations quoted in the margin, as proposed in the letter under reply.

Gulapâlyamu
Khadarpett
Kalluru
Gárladinné

2. With regard to the names "Anantapur" and

Revenue department

1890.

Board of Revenue

(Land Revenue),

MADRAS.

No. 1466.

To

The Secretary to
Government Revenue
Department

Proceedings, dated 20th February 1890
No. 1108 Mis. Routine. Enclosures. 4

Rect 21 Feb.

Subject.

Furnishing remarks re: the transliteration of the names of certain stations on the Villupuram - Guntakal state Railway.

G.O. mis 27 Feby 1890 no 1428

Transferred to me P. W. D. with the remark that the correct English spelling of the four names in question

Gárladinné
Anantapur
Kandakúr
Dharmavaram

Secretary to Govt 25/2

P.W.C. dtd 2202

Rd 4-3-90
Enc 4

Order thereon 447 R dated 31st March 1890

Print

WES 24 March LS 25/3/90

Ordered to be forwarded to the Government of India with reference to its Resolution No: 494 R.T. dated 16th September 1889, and in continuation of P. W. D. Docket No: 242 R dated 14th February 1890.

S.C. No 440 R dated 31st March 1890.

Forwarded

LS 21/3/90

for R.

Print.

Letter 1/4/90

GOR 10/4

Rec. 22-3-90 R 25-3-90

No. 296 R. T.

All communications should be addressed to the Secretary.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY Traffic

To

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

LS 27-90

Simla, the 25th June 1890.

Sir,

Print to date on the 18/6/90

With reference to your docket No. 448 R. dated 31st March 1890, forwarding the spelling in English and Telugu of the names of certain stations on the Villupuram-Guntakal Railway, I am directed to communicate the approval of the Government of India to the spelling of the names of the stations quoted in the margin, as proposed in the letter under reply.

Gulapâlyamu
Khadarpett
Kalluru
Gárladinné

2. With regard to the names "Anantapur" and

6254,

Govt. of {18 } Madras.

PUBLIC WORKS.

Dated

Read. Encl.

G.O., 11th July 1890, No. 979R.

Additions.

Regarding the spelling of the names of certain — on the Villupuram-Pondicherry State Railways.

8TH JULY 1890, No. 979 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper:—

From the Consulting Engineer for Railways, dated Madras, 30th June 1890, No. 458.

From the Agent and Manager, Madras Railway Company, to the Officiating Consulting Engineer for Railways, dated Madras, 23rd June 1890, No. E 63/679.

In reply to your letter No. 509 of 11th June instant drawing attention to a note by the Consulting Engineer to the Government of India for State Railways, embodied in G.O., No. 709 R., dated the 22nd May 1890, I have the honor to quote the following letter addressed to me by the Company's Chief Engineer:—

"I beg to acknowledge your docket No. E 63/5389, dated 13th current, giving cover to copy of Consulting Engineer's letter No. 509, dated 11th idem, forwarding G.O., No. 709 R., dated 22nd May 1890. I wish to explain that although 'Morumboo' was 'recorded' as within 8 feet of the surface at the fallen abutment, the record was incorrect, as when borings were made morumboo was not reached until 15 feet below bed of river and rock at 21¼ feet. I may mention that when sinking the wells we found a No. 8 Pulsometer working day and night was barely able to keep the water in a well 6 feet internal diameter low enough to enable men to work, so that it would have been almost impossible with the pumping power available to keep a coffer dam sufficiently dry to allow of the foundation being got in.

"The depth of the wells of the abutment is 21¼ feet below ground level, so that the foundation can scarcely be called shallow. The wells for the new foundation of this abutment have been sunk through a boulder bed of varying thickness overlying decayed gneiss 5 feet in thickness through which they have to be sunk and let into the solid rock.

"Under these circumstances, I do not think there is any necessity for the flooring."

——

Submitted to Government with reference to G.O., No. 709 R., dated 22nd May 1890.

2. The Chief Engineer draws attention to the incorrectness of the recorded depth, at which moorum was found in the bridge at 258·10 North-west line. Recent borings disclose the non-existence of moorum at less depths than 15 feet below the bed of the river.

3. The wells for the new abutment have been sunk 21¼ feet to soil rock, passing through a boulder bed of varying thickness and a 5 feet stratum of decayed gneiss.

4. Under these circumstances, the Chief Engineer does not consider that there is any necessity for the dry stone flooring originally proposed.

6254,

Govt. of 18 Madras.

PUBLIC WORKS.

11/21/7/90

Dated

Rcd. Encl.

G.O., 11th July 1890, No. 979R.

Additions.

Regarding the spilling of the arches of Culvain — on the Villupuram-Pondicherry State Railways.

1/20 6

1/20 10

Ere 16/7

8TH JULY 1890, No. 979 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper:—

From the Consulting Engineer for Railways, dated Madras, 30th June 1890, No. 458.

From the Agent and Manager, Madras Railway Company, to the Officiating Consulting Engineer for Railways, dated Madras, 23rd June 1890, No. E 63/679.

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"The depth of the wells of the abutment is 21¼ feet below ground level, so that the foundation can scarcely be called shallow. The wells for the new foundation of this abutment have been sunk through a boulder bed of varying thickness overlying decayed gneiss 5 feet in thickness through which they have to be sunk and let into the solid rock.

"Under these circumstances, I do not think there is any necessity for the flooring."

———

Submitted to Government with reference to G.O., No. 709 R., dated 2nd May 1890.

2. The Chief Engineer draws attention to the incorrectness of the recorded depth, at which moorum was found in the bridge at 258·10 North-west line. Recent borings disclose the non-existence of moorum at less depths than 15 feet below the bed of the river.

3. The wells for the new abutment have been sunk 21¼ feet to sound rock, passing through a boulder bed of varying thickness and a 5 feet stratum of decayed gneiss.

4. Under these circumstances, the Chief Engineer does not consider that there is any necessity for the dry stone flooring originally proposed.

ORDER—dated 8th July 1890, No. 979 R., Public Works.

Ordered to be forwarded to the Government of India with reference to its letter No. 408 R.C., dated 8th May 1890.

(Here enter No. 980 R., dated 8th July 1890.)

(True Extract.)

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

To the Consulting Engineer for Railways.
„ Examiner, Guaranteed Railway Accounts.

ENDORSEMENT—dated 8th July 1890, No. 980 R., Public Works.

Forwarded.

(By Order.)

Lt -Col., R.E.,
Ag. Joint Secy. to Govt., P.W.D.

Exd. J. Moses.
Spare Copies

ORDER—dated 8th July 1890, No. 979 R., Public Works.

Ordered to be forwarded to the Government of India with reference to its letter No. 408 R.C., dated 8th May 1890.

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Major, R.E.,
Under-Secy. to Govt., P.W.D.,
Railway Branch.

To the Consulting Engineer for Railways.
" " Examiner, Guaranteed Railway Accounts.

Ed. J. Moses.
Spare Copies

RAILWAY.

Govt. of {1890} Madras.

PUBLIC WORKS.

Dated July, 8th.

Recd. *Encl.*

G.O., 8th July 1890, Nos. 979 R., 980 R.

JULY.

Bridge

Forwarding explanation of the Chief Engineer, Madras Railway, regarding the objections raised by the Consulting Engineer to the Government of India for State Railways for using wells for shallow foundations in connection with construction of the — No. 316 at mile 258, North-west line, Madras Railway.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper:—

From the Consulting Engineer for Railways, dated Madras, 30th June 1890, No. 458.

From the Agent and Manager, Madras Railway Company, to the Officiating Consulting Engineer for Railways, dated Madras, 23rd June 1890, No. E 63/679.

In reply to your letter No. 509 of 11th June instant drawing attention to a note by the Consulting Engineer to the Government of India for State Railways, embodied in G.O., No. 709 R., dated the 22nd May 1890, I have the honor to quote the following letter addressed to me by the Company's Chief Engineer:—

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"The depth of the wells of the abutment is 21¼ feet below ground level, so that the foundation can scarcely be called shallow. The wells for the new foundation of this abutment have been sunk through a boulder bed of varying thickness overlying decayed gneiss 5 feet in thickness through which they have to be sunk and let into the solid rock.

"Under these circumstances, I do not think there is any necessity for the flooring."

———

Submitted to Government with reference to G.O., No. 709 R., dated 22nd May 1890.

2. The Chief Engineer draws attention to the incorrectness of the recorded depth, at which moorum was found in the bridge at 258·10 North-west line. Recent borings disclose the non-existence of moorum at less depths than 15 feet below the bed of the river.

3. The wells for the new abutment have been sunk 21¼ feet to solid rock, passing through a boulder bed of varying thickness and a 5 feet stratum of decayed gneiss.

4. Under these circumstances, the Chief Engineer does not consider that there is any necessity for the dry stone flooring originally proposed.

ORDER—dated 8th July 1890, No. 979 R., Public Works.

Ordered to be forwarded to the Government of India with reference to its letter No. 408 R.C., dated 8th May 1890.

(Here enter No. 980 R., dated 8th July 1890.)

(True Extract.)

Major, R.E.,
Under-Secy. to Govt., P.W.D.,
Railway Branch.

To the Consulting Engineer for Railways.
" " Examiner, Guaranteed Railway Accounts.

Exd. J. Moses.
Spare Copies

RAILWAY.

Govt. of {1890} Madras.

PUBLIC WORKS.

Dated July, 8th.

Recd. *Encl.*

G.O., 8th July 1890, No. 979 R.

JULY.

Bridge

Ordered that the explanation of the Chief Engineer, Madras Railway, regarding the objections raised by the Consulting Engineer to the Government of India for State Railways for using wells for shallow foundations in connection with the construction of the — No. 316 at mile 258, North-west line, Madras Railway, be forwarded to the Government of India.

(No. I)

No. E 63

679

5,000—14-11-85.

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 23 June 1890

From

The Ag. *Agent and Manager.*
M. R. Co.

To

The Offg. *Consulting Engineer for Railways.*
Madras.

SIR,

In reply to your letter No. 509 of 11 June instant drawing attention to a note by the Consulting Engineer to the Government of India for State Railways embodied in G.O. 709 R. dated the 22nd May 1890, I have the honour to quote the following letter addressed to me by the Company's Chief Engineer:-

"I beg to acknowledge your Docket No. E 63/5389 dated 13 current giving cover to copy of Consulting Engineer's letter No. 509 dated 11 idem forwarding G.O. No. 709 R. dated 22nd May 1890, I wish to explain that although 'Allerumboo' was 'recorded' as within 8 feet of the surface at the fallen abutment the record was incorrect as when borings were made

Govt.

Madras
ernment of India.

Allorumboo was not reached until 15 feet below bed of river and rock at 21¼ feet. I may mention that when sinking the wells we found a 6 h.p. Pulsometer working day and night was barely able to keep the water in a well 6 feet internal diameter low enough to enable men to work so that it would have been almost impossible with the pumping power available to keep a coffer dam sufficiently dry to allow of the foundation being got in.

"The depth of the wells of the abutment is 21¼ feet below ground level so that the foundation can scarcely be called shallow. The wells for the new foundation of this abutment have been sunk through a boulder bed of varying thickness overlying decayed gneiss 5 feet in thickness through which they have to be sunk and let in to the solid rock.

"Under these circumstances I do not think there is any necessity for the flooring".

I have the honour to be,
Sir,
Your most obedient servant.

Exg. Agent & Manager.

Thos

REGISTER
No. 398
FILE
No.

PW Encl 6199/90

MADRAS RAILWAY.

From The Agent and Manager.

To The Consulting Engineer for Railways.

Dated 24th June 1890

Recd. 25.6.90

No. 679

Asks

Agreed

As to retaining a Gritty at the 25 pt Mid. Ch. R. -

Dispd with Surveyor

Form No. 1.

PUBLIC WORKS DEPARTMENT.

OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,

Madras. 30th June 1890.

Letter from the Agent and Manager, Madras Railway, No: E.63/679, dated 23rd June 1890.

No. 458

SUBMITTED _____ to _____ Government, with reference to G.O. 709 R., dated 22nd May 1890.

Subject.—

2. The Chief Engineer draws attention to the incorrectness of the recorded depth, at which moorum was found in the bridges at 258.10 North West Line. Recent borings disclose the non-existence of moorum at less depths than

than 15 feet below the bed of the river.

3. The walls for the new abutment have been sunk 21¼ feet to solid rock, passing through a boulder bed of varying thickness and a 5 feet stratum of decayed gneiss.

4. Under these circumstances the Chief Engineer does not consider that there is any necessity for the dry stone flooring originally proposed.

Sidney Smith
Major R.E.
Offg. Comy. Engr. for R.

Form No. 3.

B. No. 979 R 98 "July/90.

P.P. 24/7/90

Ordered Blue forwarded to the Government of India with reference to its letter No. 408 R.C. dated 8th May 1890.

H.C. No. 980 R. 8th July 1890.

Forwarded.

Gen. 3/7/90

Desp. despatched to India 8 July/90.

SCD 22/7

To The Comptroller Rys / — Exd. & Rly Sects.

12.10.7.90

0 1/7 Attn. 3/7 R 5-7-90

P.W. Cus. 6199

From

THE CONSULTING ENGINEER FOR RAILWAYS,

MADRAS,

No. 458

Dated 30th June 1890

Received 1-7-90.

No. OF ENCLOSURES. 1

Subject.

Explanation by the Chief Engr Madras Railways on a note by the Consulting Engineer to the Government of India for State Railways pointing out with reference to the proposed reconstruction of the bridge at 258th mile, the objection to the adoption of wells for shallow foundations and the doubtful efficiency of the proposed flooring

B. A

No. 979-980 R. 8th July/90.

6199.

Govt. of [18] Madras.

PUBLIC WORKS.

Dated 17

Recd. Encl.

G.O., 8th July 1890, No. 972-807R.

Bridge

Ordered that the explanation of the C.M. Railway Co. to the objections raised by the Chief Engineer of India for State Railways to the proposed method of sinking wells for shallow foundations in connection with the construction of the — No 3 Bridge at mile 25·0 Walajah Road Railway be forwarded to the Government of India.

By order, W. Bridge.

First explanation of the C.M. Ry. regarding the objections raised by the Consulting Engineer to the Govt. for State Railways for sinking wells for shallow foundations in connection with the construction of the — No 3 Bridge at mile 25·0 Walajah Road Railway.

8th July 1890, No. 972 R., Public Works.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers:—

From the 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 Simla, 24th June 1890, No. 557 R.C.

In continuation of the telegram marginally quoted, and Public Works Department letter No. 244 R.C., dated 15th March 1890, I am directed to forward herewith, for information, a copy of a despatch * from the Right Honorable the Secretary of State for India approving of a loan being raised in India by the Tanjore Local Board for the construction of the proposed Máyavaram-Mutupet Railway, provided that the conditions of the loan are such as the resources of the Local Board can sufficiently meet.

Public Works Department No. C. 64, dated 23rd June 1890.

C. 64. Your telegram of 12th May 1890, Máyavaram-Mutupet Railway. Your proposal to construct Tiruválúr-Mutupet section in first instance, supplementing District Board's funds to extent necessary, is approved, provided that local funds can be obtained for Board's share at reasonable rates. Letter follows.

* No. 48 Railway, dated 24th April 1890.

2. I am also to forward a copy of the telegrams marginally noted, from which it will be observed that the Secretary of State has no objection to the later proposal of the Government of Madras to construct the section from Tiruválúr to Mutupet in the first instance, and to supplement the funds of the Local Board, to such extent as is necessary, from Provincial balances, the profits being shared proportionately between the Government of Madras and the Local Board, on the condition that the Board's share of the funds necessary can be raised locally at reasonable rates.

To Secretary of State, dated 21st May 1890.
From Secretary of State, dated 17th June 1890.

3. I am to request that the Government of India may be informed of the precise arrangements made by the Tanjore Local Board for raising the necessary loan locally, and whether this loan will impose on that Board a liability which its resources are insufficient to meet.

Enclosures.

From the Right Honorable the Secretary of State for India, to His Excellency the Most Honorable the Governor-General of India in Council, dated India Office, London, 24th April 1890, No. 48, Railway.

Provision of Funds for construction of a Railway on the meter gauge between Máyavaram and Mutupet.

I have received your Excellency's Railway letter No. 18, of the 4th of March 1890, in respect to the provision of funds for construction of a line of metre gauge between Máyavaram and Mutupet, in the Tanjore district of the Madras Presidency.

2. In this letter you inform me that funds for construction of this line will not be available from resources at your command for four years at least, and that, in these circumstances, you have suggested to the Government of Madras that the Tanjore Local Board, who are prepared to guarantee interest on the necessary capital, should be allowed to raise a loan in India on the best terms obtainable, provided that the conditions of the loan are such as the resources of the Local Board can sufficiently meet.

3. On the understanding that Imperial funds are still not available for this project, I give my assent to the action which your Government has taken in this matter, and request that I may be kept informed of the result of your decision.

4. It is my intention to cause the Board of the South Indian Railway Company to be addressed in respect to the terms on which that Company can work the line when completed, and I will communicate with you again later on this subject.

5. The views stated in your letter under reply, and in your Railway letter No. 168, dated the 10th December 1889, on the subject of remuneration for working branch lines, will not be lost sight of.

Telegram from the Viceroy, to the Secretary of State, London, dated Simla, 21st May 1890.

Máyavaram-Tiruválúr-Mutupet Railway.

Government of Madras proposes to construct in the first instance section from Tiruválúr to Mutupet, Tanjore Board contributing rupees eight lakhs and Government of Madras contributing rupees eight lakhs from Provincial balances, sharing profits proportionately. Under the circumstances will your Lordship withdraw proposal contained in paragraph 3 of your Railway Despatch No. 121, dated 7th November last. We have received your letter of 24th April last, No. 48. Madras Provincial Governments balances are large. Arrangement now proposed offers best solution.

Telegram from the Secretary of State, to the Viceroy, Simla, dated London, 17th June 1890.

Your telegram in the Public Works Department, dated 21st May last, Máyavaram-Mutupet Railway. No objection to course proposed on the understanding that local funds can be obtained at reasonable rates.

Copy of telegram (urgent) sent to the President, District Board, Tanjore, on the 28th June 1890.

No. 253. The District Board is authorized to place one lakh from balance Railway Guarantee fund at disposal South Indian Railway for expenditure Tiruválúr-Mutupet Section, Máyavaram-Mutupet Railway. No time must be lost as operations begin on first proximo. The credit must be afforded through the Public Works Department, Railway Branch, to the Agent, and should be made by evening of 30th at latest.

Telegram from the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, to the Agent, South Indian Railway, dated 30th June 1890, No. 360 D.

District Board, Tanjore, has been directed to place one lakh at your disposal before 1st July for expenditure Tiruválúr-Mutupet Section, Máyavaram-Mutupet Railway.

G.O., dated 30th June 1890, No. 450, Financial.

Read again the following :—

G.O., dated 10th June 1890, No. 823 R., Public Works.

ABSTRACT.—Accepting the terms for the construction of a Railway between Tiruválúr and Mutupet by the South Indian Railway Company.

Read also the following papers :—

From the Agent, South Indian Railway, to the Consulting Engineer for Railways, Madras, dated Trichinopoly, 13th June 1890, No. 852.

In continuation of my letter No. 751 of the 28th ultimo, I forward the following copy of a report which I have received from the Chief Engineer : —

"On receipt of yours above quoted an immediate start was made with the preparation of land plans and schedules and one copy of this can be forwarded if required in 5 days; the indents also on England for permanent-way and girders are well advanced. The tracing of the plans and revision of the details of the estimate are also in hand; the latter I hope to be able to forward by the 21st instant, but a complete set of plans in duplicate will not be ready until about the end of July. In addition to the two copies of 30 miles of survey and section there are 50 drawings to be traced in duplicate and the number of draughtsmen available is limited.

"I enclose herewith an abstract of the estimate showing the amount that will probably be spent before the 31st March 1891, if early sanction to begin the works be obtained.

"I also send a preliminary establishment list for immediate sanction to allow of a start with the staking out of the land required and of the diversions recommended for the improvement of the alignment, the selection of brickfield sites, &c., &c., &c.

"It is not proposed to engage the whole of the establishment estimated for at once, but only as the works advance and their services are required."

The two statements above referred to are herewith sent.

ENCLOSURES.

MAYAVARAM-MUTUPET RAILWAY—TIRUVALUR-MUTUPET SECTION.

ABSTRACT of Estimate of probable Expenditure up to 31st March 1891.

Head of Account.	Description.	Estimated cost of Tiruvalur-Mutupet Section. 29·953 say 30 miles. Cash.	Stores.	Total.	Probable Expenditure up to 31st March 1891. Cash.	Stores. Indian.	Stores. English.	Total.	Balance.
		RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.
I	Preliminary Expenses	16,200	..	16,200	..	..	..	..	16,200
II	Land	75,329	..	75,329	75,329	..	..	75,329	..
III	Construction of line—								
	1. Earthwork	1,09,995	..	1,09,995	50,000	..	..	50,000	59,995
	2. Bridge-work—								
	(i) Minor bridges and culverts	1,60,260	8,121	1,68,381	50,000	1,587	4,461	56,048	1,12,333
	(ii) Large bridges	1,93,550	63,500	2,57,050	75,000	11,575	40,895	1,27,470	1,29,580
	3. Tunnels	..	..	..	..	..	..	..	..
	4. Level-crossings	8,742	2,682	11,424	2,000	..	..	2,000	9,424
	5. Fencing	462	4,158	4,620	..	..	4,620	4,620	..
	6. Temporary telegraph ..	..	..	..	..	..	..	..	..
IV	Ballast and Permanent-way—								
	1. Ballasting	32,003	..	32,003	5,000	..	..	5,000	27,003
	2. Permanent-way	28,029	4,74,350	5,02,379	1,000	1,78,200	2,15,954	3,95,154	1,07,225
V	Stations and Buildings—								
	1. Stations and offices ..	34,962	13,735	48,697	8,000	1,750	8,065	17,815	30,882
	2. Workshops and Store buildings	..	..	..	..	..	..	..	..
	3. Staff quarters	13,354	4,167	17,521	5,000	1,175	..	6,175	11,346
	4. Station machinery	14,197	23,243	37,440	1,000	1,686	15,401	18,087	19,353
VI	Electric Telegraph	16,200	..	16,200	8,100	..	..	8,100	8,100
VII	Plant at 3 per cent. on Final Heads III, IV and V	..	35,685	35,685	..	5,000	..	5,000	30,685
VIII	Rolling-stock	..	..	..	..	..	..	..	..
IX	Maintenance	..	..	..	..	..	..	..	..
X	Establishment—								
	1. Direction at 2½ per cent. on English expenditure ..	10,087	...	10,087	..	..	5,000	5,000	5,087
	2. Indian Agency at 4 per cent on Indian expenditure ..	37,178	..	37,178	9,687	..	..	9,687	27,491
	3. Engineering at Rs. 2,955 per mile	88,650	..	88,650	33,663	..	..	33,663	54,987
XI	Contingencies at 5 per cent. on Final Head X	6,796	..	6,796	2,400	..	..	2,400	4,396
	Total ..	8,45,994	6,29,641	14,75,635	3,26,179	2,00,973	2,94,396	8,21,548	6,54,087

TRICHINOPOLY, 12th June 1890.

(Signed) W. S. BETTS, Agent.

(Signed) D. LOGAN, Chief Engineer.

MAYAVARAM-MUTUPET RAILWAY—TIRUVALUR-MUTUPET SECTION.

PROPOSED Establishment List from 1st July to 31st March 1891.

Description.	Number of each grade.	Maximum rate of salary.	Total amount per mensem.	Total for half-year.	Remarks.
Field Staff required from 1st July to 30th September 1890.		RS.	RS.	RS.	
Assistant Engineer, 2nd class, 2nd grade ..	1	591	591	1,773	
Allowance of do. do. do. ..	1	75	75	225	
Assistant Inspectors	6	60	360	1,080	
Clerk	1	25	25	75	
Storekeeper	1	25	25	75	
Lascars	9	8	64	192	
Watchmen	4	7	28	84	
Allowance of subordinates	..	75	75	225	
Stationery and Office stores	..	50	50	150	
Total ..	..	..	..	3,879	
Field Staff required from 1st October 1890 to 31st March 1891.					
Engineers { one 1st class, 1st grade .. / one 2nd ,, 2nd ,, .. }	2	864	1,455	8,730	1/864, 1/591.
Allowance of do. do. ..	2	150	300	1,800	
Inspectors	4	250	660	3,960	1/250, 1/160, 2/125.
Assistant Inspectors	6	60	360	2,160	
Clerks	8	75	280	1,680	Two at Rs. 75 and 2 at Rs. 25 each and 4 at Rs. 20 each.
Cashiers	2	75	150	900	
Apothecaries	1	50	50	300	
Storekeepers	4	35	140	840	
Lascars	31	8	219	1,314	Two at Rs. 8 and 29 at at Rs. 7 each.
Watchmen	16	7	112	672	Four to each Storekeeper.
Allowance for Subordinate Superintendents ..	10	90	540	3,240	Four Inspectors at Rs. 90 and 6 Assistant Inspectors at Rs. 30 each.
Allowance for Cashiers and Apothecaries ..	4	15	60	360	
Stationery and Office stores	2	50	100	600	
Contingencies	2	50	100	600	
Total ..	..	..	..	27,156	
Employment at Head-quarter for 9 months.					
Clerks	3	50	80	720	One at Rs. 50, 1 at Rs. 20 and 1 at Rs. 10.
Draughtsmen	6	45	105	945	One at Rs. 45, 1 at Rs. 20 and 4 at Rs. 10 each.
Peon	1	7	7	63	
Stationery Office stores and other contingencies.	..	100	100	900	
Total ..	..	..	..	2,628	
Grand Total ..	..	..	..	33,663	

TRICHINOPOLY, 12th June 1890. (Signed) W. S. BETTS, Agent. (Signed) D. LOGAN, Chief Engineer.

No. 427.

Submitted to Government in continuation of endorsement No. 375, dated 28th May 1890.

2. The Agent submits an estimate of the probable expenditure on the Tiruválúr-Mutupet section of the Máyavaram-Mutupet Railway to the 31st March 1891, together with a proposed establishment list working up to the figures shown in this estimate under "X. Establishment—3 Engineering."

3. In this office endorsement No. 25 A,* dated 11th January 1890, it was pointed out that prior to construction it was desirable to institute a further investigation into the alignment south of the 33rd mile, with the hope of effecting a reduction in length. It is necessary that this work should be put in hand at once, and that the selection of brickfield sites, &c., be proceeded with. The Chief Engineer does not propose to engage at first the whole of the establishment estimated for, but will regulate the staff in proportion to the work.

* Embodied in G.O., No. 315 R., dated 1st March 1890.

4. Very early sanction is requested to the proposed establishment list and estimate of expenditure.

5. It is hoped that one copy of the land plans and schedules will be ready at an early date. The indents on England for permanent-way and girders are well advanced, and the tracing of the plans, and the revision of the estimate are in hand. The latter will be ready towards the end of the month.

MADRAS, 18th June 1890. (Signed) S. SMITH, Major, R.E., Offg. Consulting Engineer for Railways.

Reference No. 335 D.

Transferred to the Financial Department with reference to paragraph 3 of that Department G.O., No. 365, dated 14th May 1890.

OOTACAMUND, 23rd June 1890. (Signed) R. R. E. DRAKE-BROCKMAN, Lt.-Col., R.E., Ag. Joint Secy. to Govt., P.W.D.

Telegram from the Government of India, Public Works Department, dated 23rd June 1890.

C. 64. Your telegram of 12th ultimo. Máyavaram-Mutupet Railway. Your proposal to construct Tiruválúr-Mutupet section in first instance supplementing District Board's funds to extent necessary is approved provided that local funds can be obtained for Board's share at reasonable rates. Letter follows.

Order—dated 26th June 1890, No. 927 R., Public Works.

Communicated to the Consulting Engineer for Railways and to the Financial Department in continuation of Proceedings No. 823 R., dated 10th June 1890.

(True Extract.)

(Signed) R. R. E. DRAKE-BROCKMAN, Lt.-Col., R.E., Ag. Joint Secy. to Govt., P.W.D.

Order—dated 30th June 1890, No. 450, Financial.

The estimate of probable expenditure, between the 1st July 1890 and 31st March 1891, on the Tiruválúr-Mutupet Section of the Máyavaram-Mutupet Railway is placed

at Rs. 8,21,548, against a total estimate of Rs. 14,75,635, as shown below, and is accepted :—

	Total estimate.	Probable expenditure in 1890-91.
Preliminary expenses	[16,200 actuals]	...
Land	75,329	75,329
Construction of line	5,51,470	2,40,138
Ballasting and permanent-way	5,34,382	4,00,154
Stations and buildings	1,03,658	42,077
Electric Telegraph	16,200	8,100
Plant	35,685	5,000
Direction and Agency	47,265	14,687
Engineering	88,650	33,663
Contingencies	6,796	2,400
Total	14,75,635	8,21,548

2. Para. 3 of the * Proceedings of the District Board, Tanjore, dated 26th April 1890, shows that the accumulations of the Railway Guarantee Fund now amount to upwards of nine lakhs. The amount required for expenditure in the current official year will be met from this source and from Provincial services in equal shares. Orders will issue at once in the Local and Municipal Department, in view to the requisite funds being placed from time to time (through the Public Works Department) at the disposal of the South Indian Railway, on demand, and the Government of India will be requested by telegraph to sanction the appropriation of (4·11) four lakhs eleven thousand rupees from the Provincial balance.

* Page 2 of G.O., No. 823 R., Public Works, dated 10th June 1890.

3. Excluding the sum of Rs. 16,200 for Preliminary expenses, which has † already been spent, the balance of the estimate of construction will be Rs. 6,37,887. Of this amount (3·37) three lakhs thirty-seven thousand will fall against the Guarantee fund, and the remaining (3·00) three lakhs will be borne by Government, the necessary provision being made in the budget for 1891-92. The receipts to credit of the Railway Guarantee Fund from collections in 1890-91 and 1891-92 may be entered at (1·75) ‡ one lakh and three quarters, and this together with the balance will form a reserve for further expenditure on the Máyavaram-Mutupet Railway.

† Para. 1 of Consulting Engineer's note on page 7 of G.O., No. 315 R., dated 1st March 1890.

‡ At some Rs. 87,000 per annum (G.O., No. 685 R., Public Works, dated 19th June 1889).

4. With reference to its telegram, dated 23rd June 1890, the Government of India will be informed in the Public Works Department that under the foregoing circumstances there will be no necessity for the District Board, Tanjore, to borrow in the open market for the completion of the Tiruválúr-Mutupet section.

5. The other matters referred to in the Consulting Engineer's note will be dealt with in the Public Works Department.

(True Extract.)

(Signed) J. F. PRICE,
Chief Secretary.

APPENDIX to G.O., dated 30th June 1890, No. 450, Financial.

Copy of Telegram to the Secretary to the Government of India, Public Works (Railway) Department, dated 30th June 1890.

No. 258.—Máyavaram-Mutupet Railway.—Referring correspondence ending your telegram, 23rd instant, estimated cost Tiruválúr-Mutupet section fourteen lakhs seventy-five thousand including past expenditure on Survey. Please move Finance to

sanction appropriation in current year of four lakhs eleven thousand from Provincial balances being half estimated expenditure till April 91. Railway Guarantee Fund bear other moiety. Shares in 91/92 will be Provincial three lakhs, Guarantee Fund three lakhs thirty-seven thousand.

ORDER—dated 8th July 1890, No. 972 R., Public Works.

The proposed establishment list submitted by the Agent, South Indian Railway, and referred to in para. 4 of the Consulting Engineer's endorsement No. 427, dated 18th June 1890, is sanctioned subject to the confirmation of the Government of India.

2. The documents promised in para. 5 of the Consulting Engineer's endorsement quoted above will be awaited.

3. The Government of India will be addressed with reference to para. 3 of its letter read above.

(Here enter No. 973 R., dated 8th July 1890.)

(True Extract.)

Major, R.E.,
Under-Secy. to Govt., P.W.D.,
Railway Branch.

To the Consulting Engineer for Railways.
" Examiner, Public Works Accounts.
" Examiner, Guaranteed Railway Accounts.
" Financial Department.
" Local and Municipal Department.
" Revenue Department.

Exd. J. Moses.
Spare Copies

RAILWAY.

Govt. of {1890} Madras.

PUBLIC WORKS.

Dated July, 8th.

Recd.

Encl.

G.O., 8th July 1890, No. 972 R.

JULY.

Establishment

The — list for the Tiruválúr-Mutupet Section of the Máyavaram-Mutupet Railway sanctioned subject to the confirmation of the Government of India.

PUBLIC WORKS DEPARTMENT.

Railway.

LETTER—from

LIEUT.-COLONEL R. R. E. DRAKE-BROCKMAN, R.E.,
Acting Joint Secretary to the Government of Madras,
Public Works Department,
Railway Branch,

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,
PUBLIC WORKS DEPARTMENT,
SIMLA.

SIR,

I am directed to acknowledge the receipt of your letter, with enclosures, No. 557 R.C., dated 24th June 1890, on the subject of the provision of funds for the construction of the Tiruválúr-Mutupet Section of the Máyavaram-Mutupet Railway.

2. In reply to para. 3 thereof I am to state that, under the circumstances explained in Financial G.O., No. 450, dated 30th June 1890, embodied in the Proceedings of this Government, No. 972 R., dated 8th July 1890, there will be no necessity for the District Board, Tanjore, to borrow in the open market for the completion of this section of the line.

3. I am to request that the Government of India will be pleased to confirm the sanction provisionally accorded in the Proceedings of Government (herewith forwarded) to the list of establishment proposed for this Railway.

I have the honor to be,
Sir,
Your most obedient servant,

Lt.-Col., R.E.,
Ag. Joint Secy. to Govt., P.W.D.

OOTACAMUND,
8th July 1890.

Exd. J. Moses.
Spare Copies

RAILWAY.

Govt. of {1890} Madras.

PUBLIC WORKS.

Dated July, 8th.

Recd. *Encl.*

8th July 1890, No. 973 R.

JULY.

Tiruvalur-Mutupet Section of the Mayavaram-Mutupet Railway

Informing that there will be no necessity for the District Board, Tanjore, to borrow in the open market for the completion of the —, and requesting to confirm the sanction accorded to the establishment list for the section.

No. 557 R. 6.

All communications should be addressed to the Secretary.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY Construction

Ed. 1.7.90

To

The Joint Secretary to the Government of Madras

(Railway Branch), Public Works Department

Simla, the 24th June 1890.

Sir,

In continuation of the telegram* marginally quoted, and Public Works Department letter No. 244 R.6. dated 15th March 1890, I am directed to forward herewith, for information, a copy of a despatch* from the Right Honourable the Secretary of State for India approving of a loan being raised in India by the Tanjore Local Board for the construction of the proposed Mayavaram — Mutupet Railway, provided that the conditions of the loan are such as the resources of the Local Board can sufficiently meet.

* Public Works Department, No. 664 dated 23rd June 1890. 664. Your telegram of 12th May 1890, Mayaveram Mutupet Railway. Your proposal to construct Tiruvallur-Mutupet Section in first instance, supplementing District Boards funds to extent necessary is approved, provided that local funds can be obtained for Board's share at reasonable rates. Letter follows.

* No. 48 Railway dated 24 April 1890.

2

PW Cur No. 6192

2. I am also to forward a copy of the telegrams* marginally noted, from which it will be observed that the Secretary of State has no objection to the later proposal of the Government of Madras to construct the Section from Tirivallur to Mutupet in the first instance, and to supplement the funds of the Local Board, to such extent as is necessary, from Provincial balances - the profits being shared proportionately between the Government of Madras and the Local Board - on the condition that the Board's share of the funds necessary can be raised locally at reasonable rates.

* To Secretary of State dated 21st May 1890
From " " " " 17th June "

Rd 1-7-90
Enc 2.

3. I am to request that the Government of India may be informed of the precise arrangements made by the Tanjore Local Board for raising the necessary loan locally, and whether this loan will impose on that Board a liability which its resources are insufficient to meet.

Fo. Accs 45-7 Dt. 1-4-90

I have the honour to be,
Sir,
Your most obedient servant,

Documents accompanying
Copy of Despatch from the Secretary of State No 48 R dated 24th April 1890.
Copy of Telegram to Secretary of State dated 21st May 1890
" " " from " " " 17th June "

Mayor, R.E.,
Under Secretary.

India Office,
London, 24th April 1890.

Railway,
No. 48.

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

MY LORD MARQUIS,

Provision of funds for construction of a railway on the metre gauge between Mayavaram and Mutupet.

I have received your Excellency's Railway Letter No. 18, of the 4th of March 1890, in respect to the provision of funds for construction of a line of metre gauge between Mayavaram and Mutupet, in the Tanjore district of the Madras Presidency.

2. In this Letter you inform me that funds for construction of this line will not be available from resources at your command for four years at least, and that, in these circumstances, you have suggested to the Government of Madras that the Tanjore Local Board, who are prepared to guarantee interest on the necessary capital, should be allowed to raise a loan in India on the best terms obtainable, provided that the conditions of the loan are such as the resources of the Local Board can sufficiently meet.

3. On the understanding that Imperial funds are still not available for this project, I give my assent to the action which your Government has taken in this matter, and request that I may be kept informed of the result of your decision.

4. It is my intention to cause the Board of the South Indian Railway Company to be addressed in respect to the terms on which that Company can work the line when completed, and I will communicate with you again later on this subject.

5. The views stated in your Letter under reply, and in your Railway Letter No. 168, dated the 10th December 1889, on the subject of remuneration for working branch lines, will not be lost sight of.

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

19640. I. 839.

Pw Enc 2
6192/90

5867 RC

Telegram dated 21st May 1890 3 SP
From - Simla - Viceroy.
To - London - Secretary.

Mayaveram Tiruvallur Mutupet Railway.
Government of Madras proposes to construct in the first instance section from Tiruvallur to Mutupet. Tanjore Board contributing Rupees eight lakhs and Government of Madras contributing Rupees eight lakhs from Provincial balances, sharing profits proportionately. Under the circumstances will Your Lordship withdraw proposal contained in paragraph 3 of Your Railway Despatch No. 121 dated 7th November last x We have received your letter of 24th April last No: 48. Madras Provincial Governments balances are large. Arrangement now proposed offers best solution.

Telegram dated 17th June 1890.
From - London - Secretary.
To - Simla - Viceroy.

Your telegram in the Public Works Department dated 21st May last. Mayavaram Mutupet Railway. No objection to course proposed on the understanding that local funds can be obtained at reasonable rates.

P W Encl
6192/90

Paid 5 ℳ

Copy of telegram (urgent) sent
to the President, Dt Board, Tanjore,
on the 28th ~~instant~~ June 1890.

No. 253. The District Board is
Authorized to place one lakh
from balance Railway Guarantee
Fund at disposal South Indian
Railway for expenditure Tiruvalur-
Mutupet Section Mayaveram
Mutupet Railway. No time must
be lost and operations begin on
first proximo. The credit must
be afforded through the Public
Works Department Railway
Branch to the agent and shall
be made by evening of 30th at
latest.

1/
30 June

N- 360 D / 30 Je 90

P. W. D.

Urgent telegram

To Superintendent S. I. Railway

District Board Tanjore has been directed to place one Vehicle at your disposal before 1st July/ for expenditure Irrigation Section Mayavaram Junction Railway

Gr. 30/6/90

Tel. despd 30-6-90

N- 360 D dy 30/6/90

972 R.

No 361 Day 30 June 90

Mayaveram Mutupet Railway

Tiruvalur Mutupet Section

Abstract of Estimate of probable Expenditure upto 31st March 1891

Head of Account	Description	Estimated cost of Tiruvalur Mutupet Section 29.953 Lay 30 Miles			Probable expenditure upto 31st March 1891				
						Stores		Total	Balance
		Cash	Stores	Total	Cash	Indian	English		
I	Preliminary Expenses	16200	"	16200	"	"	"	"	16200
II	Land	75329	"	75329	75329	"	"	75329	"
III	Construction of Line								
	1. Earthwork	109995	"	109995	50000	"	"	50000	59995
	2. Bridgework								
	i Minor Bridges & Culverts	160260	8121	168381	50000	1587	4461	56048	112333
	ii Larger Bridges	193550	63500	257050	75000	11575	40895	127470	129580
	3. Tunnels								
	4. Level Crossings	8742	2682	11424	2000	"	"	2000	9424
	5. Fencing	462	4158	4620	"	"	4620	4620	"
	6. Temporary Telegraph								
IV	Ballast and Permanent way								
	1. Ballasting	32003	"	32003	5000	"	"	5000	27003
	2. Permanent way	28029	474350	502379	1000	178200	215954	395154	107225
V	Stations and Buildings								
	1. Stations & Offices	34962	13735	48697	8000	1750	8065	17815	30882
	2. Workshops & Stores buildings								
	3. Quarters	1[illegible]	4167	17321	3000	1175	"	6175	11346
	4. Station Machinery	14197	23243	37440	1000	1686	15401	18087	19353
VI	Electric Telegraph	16200	"	16200	8100	"	"	8100	8100
VII	Plant @ 3% on Final Heads III, IV & V	"	35685	35685	"	5000	"	5000	30685
VIII	Rolling Stock								
IX	Maintenance								
X	Establishment								
	1. Direction at 2½% on English expenditure	10087	"	10087	"	"	5000	5000	5087
	2. Indian Agency at 4% on Indian expenditure	37178	"	37178	9687	"	"	9687	27491
	3. Engineering at Rs 2955 per mile	88650	"	88650	33663	"	"	33663	54987
XI	Contingencies @ 5% on Final Head X	6796	"	6796	2400	"	"	2400	4396
	Total	845994	629641	1475635	326179	200973	294396	821548	654087

Chief Engineer's Office
Trichinopoly 12th June 1890

Dan Logan
Chief Engineer

Williams & Bell
Agents

Copied Ex
Comptd Ex

REGISTER
No. 796
FILE
No.

GOVERNMENT OF MADRAS.

FINANCIAL DEPARTMENT.

READ—again the following :—

G.O., dated 10th June 1890, No. 823 R., Public Works.

ABSTRACT.—Accepting the terms for the construction of a Railway between Tiruvalur and Mutupet by the South Indian Railway Company.

Read—also the following papers :—

From W. S. BETTS, Esq., Agent, South Indian Railway, to the Consulting Engineer for Railways, Madras, dated Trichinopoly, 13th June 1890, No. 852.

In continuation of my letter No. 751 of the 28th ultimo I forward the following copy of a report which I have received from the Chief Engineer :—

"On receipt of yours above quoted an immediate start was made with the "preparation of land plans and schedules and one copy of this can be forwarded "if required in 5 days; the indents also on England for permanent way and "girders are well advanced. The tracing of the plans and revision of the details "of the estimate are also in hand; the latter I hope to be able to forward by the "21st instant but a complete set of plans in duplicate will not be ready until "about the end of July. In addition to the two copies of 30 miles of survey "and section there are 50 drawings to be traced in duplicate and the number of "draughtsmen available is limited."

"I enclose herewith an abstract of the estimate showing the amount that "will probably be spent before the 31st March 1891, if early sanction to begin the "works be obtained."

"I also send a preliminary establishment list for immediate sanction to "allow of a start with the staking out of the land required and of the diversions "recommended for the improvement of the alignment, the selection of brickfield "sites, &c. &c. &c.

"It is not proposed to engage the whole of the establishment estimated for "at once, but only as the works advance and their services are required."

The two statements above referred to are herewith sent.

No. 427.

Submitted to Government in continuation of endorsement No. 375, dated 28th May 1890.

2. The Agent submits an estimate of the probable expenditure on the Tiruvalur-Mutupet section of the Mayaveram-Mutupet Railway to the 31st March 1891, together with a proposed establishment list working up to the figures shown in this estimate under "X. Establishment—3 Engineering."

3. In this office endorsement No. 25 A*, dated 11th January 1890, it was pointed out that prior to construction it was desirable to institute a further investigation into the alignment south of the 33rd mile, with the hope of effecting a reduction in length. It is necessary that this work should be put in hand at once, and that the selection of brickfield sites, &c., be proceeded with. The Chief Engineer does not propose to engage at first, the whole of the establishment estimated for, but will regulate the staff in proportion to the work.

* Embodied in G.O. No. 315, R., dated 1st March 1890.

4. Very early sanction is requested to the proposed establishment list, and estimate of expenditure.

5. It is hoped that one copy of the land plans and schedules will be ready at an early date. The indents on England for permanent way and girders are well advanced, and the tracing of the plans, and the revision of the estimate are in hand. The latter will be ready towards the end of the month.

(Signed) S. SMITH, Major, R.E.,
Offg. Consulting Engineer for Railways.

MADRAS,
18*th June* 1890.

Reference No. 335 D., Ootacamund, 23rd June 1890.

Transferred to the Financial Department with reference to paragraph 3 of that department, G. O. No. 365, dated 14th May 1890.

(Signed) R. R. E. DRAKE-BROCKMAN, Lt.-Col, R. E.,
Ag. Joint Secy. to Govt., P.W.D.

Telegram from the Government of India, Public Works Department, dated 23rd June 1890.

C. 64. Your telegram of 12th ultimo. Mayavaram-Mutupet Railway. Your proposal to construct Tiruvallur, Mutupet section in first instance supplementing District Board's Funds to extent necessary is approved provided that Local Funds can be obtained for Board's share at reasonable rates. Letter follows.

Order thereon—26th June 1890, No. 927 R., Public Works.

Communicated to the Consulting Engineer for Railways and to the Financial Department in continuation of Proceedings No. 823 R., dated 10th June 1890.

(True Extract.)

(Signed) R. R. E. DRAKE-BROCKMAN, Lt.-Col., R.E.,
Ag. Joint-Secy. to Govt., P.W.D.

To the Consulting Engineer for Railways.
" Financial Department.
" Examiner, Public Work Accounts.
" do. Guaranteed Railway Accounts.
" Local and Municipal Department with copy of G. O. No. 823 R., dated 10th June 1890.

ORDER—dated 30th June 1890, No. 450, Financial.

The estimate of probable expenditure, betwee the 1st July 1890 and 31st March 1891, on the Tiruvalur-Mutupet section of te Mayavaram-Mutupet Railway is placed at Rs. 8,21,548, against a total estima e of Rs. 14,75,635, as shown below, and is accepted :—

	Total estimte.	Probable expenditure in 1890-91.
Preliminary expenses	[16,20 actuals]	...
Land	75,32	75,329
Construction of line	5,51,47	2,40,138
Ballasting and permanent way ...	5,34,32	4,00,154
Stations and Buildings ...	1,03,63	42,077
Electric Telegraph	16,20	8,100
Plant	35,65	5,000
Direction and Agency ...	47,25	14,687
Engineering	88,60	33,663
Contingencies	6,796	2,400
	14,75,635	8,21,548

2. Para. 3 of the *Proceedings of the District Board, Tanjore, dated 26th April 1890, shows that the accumulations of the Railway Guarantee Fund now amount to upwards of nine lakhs. The amount required for expenditure in the current official year will be met from this source and from Provincial services in equal shares. Orders will issue at once in the Local and Municipal Department, in view to the requisite funds being placed from time to time (through the Public Works Department) at the disposal of the South Indian Railway, on demand, and the Government of India will be requested by telegraph to sanction the appropriation of (4·11) four lakhs eleven thousand rupees from the Provincial balance.

3. Excluding the sum of Rs. 16,200 for preliminary expenses, which has †already been spent the balance of the estimate of construction will be Rs. 6,37,887. of this amount (3·37) three lakhs thirty-seven thousand will fall against the guarantee fund, and the remaining (3·00) three lakhs will borne by Government, the necessary provision being made in the budget for 1891-92. The receipts to credit of the Railway Guarantee Fund from collections in 1890-91 and 1891-92 may be entered at (1·75) ‡ one lakh and three-quarters, and this together with the balance will form a reserve for further expenditure on the Mayavaram-Mutupet Railway.

4. With reference to its telegram, dated 23rd June 1890, the Government of India will be informed in the Public Works Department that under the foregoing circumstances there will be no necessity for the District Board, Tanjore, to borrow in the open market for the completion of the Tiruvalur-Mutupet section.

5. The other matters referred to in the Consulting Engineer's note will be dealt with in the Public Works Department.

(True Extract.)

J. F. PRICE,
Chief Secretary.

To the Public Works Department.
" the Local and Municipal Department.
" the Revenue Department.
" the Accountant General.

* Page 2 of G. O., 823, R., P. W., dated 10th June 1890.
† Para. 1 of Consulting Engineer's note on page 7 of G. O. 315 R., dated 1st March 1890.
‡ At some Rs. 87,000 per annum, (G. O. 685 R., P. W., dated 19th June 1889.)

[SEE OVER APPENDIX.

Copy of Telegram to the Secretary to the Government of India, Public Works (Railway) Department, dated 30th June 1890.

No. 258.—Mayavaram-Mutupet Railway.—Referring correspondence ending your telegram, 23rd instant, estimated cost Trivalur-Mutupet Section fourteen lakhs seventy-five thousand including past expenditure on Survey. Please move Finance to sanction appropriation current year of four lakhs eleven thousand from Provincial balances being half estimated expenditure till April 91. Railway guarantee fund bear other moiety. Shares in 91/92 will be Provincial three lakhs, guarantee fund three lakhs thirty-seven thousand.

6509.

Govt. of {1890} Madras.

FINANCIAL.

Dated

Recd. Encl.

G.O., 30th June 1890, No. 450

JUNE.

Mayavaram-Mutupet Railway.

Issuing orders in view to the requisite funds being placed from time to time at the disposal of the South Indian Railway for the construction of the —.

A

No. 972 R

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 8th July 1890.

READ the following

Letter from the Govt. of India P.W. Deptt. — } I.E. No. 557 R.C. of 24th June 1890

Copy of Telegram to District Board Tanjore } — " — " — 253 of 28th do —

Telegram to Agent South Indian Railway } — " — " — of 30th do —

Progs. of the Madras Govt. Financial Deptt. — } — " — " — 450 of 30th do —

I.E. 5 57) 140

The proposed establishment list submitted by the Agent South Indian Railway and referred to in para 4 of the Consulting Engineer's Endorsement No. 427 dated 18th June 1890 is sanctioned subject to the confirmation of the Government of India.

2. The documents provided in para 5 of the Consulting

Consulting Engineer's Endorsement quoted above will be awaited.-

3. The Govt. of India will be addressed with reference to para 3 of the letter read above..

Ch.Fr.
I for R
4/7/90

To
The Comptroller for Rly
-"- Exams P. Works
-"- -do- G. Rlwaels
-"- Financial Dept.
-"- Local & Munl. Dept.
-"- Revenue Dept.

D
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15-P

No. 973 R.

Government of Madras.

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

To

The Secy: to the Govt: of India

P. W. Department

Simla

8th July 1890.

Sir,

H.S. 5/7/90

I am directed to acknowledge the receipt of your letter, with enclosure, No. 557 R.C. dated 24th June 1890 on the subject of the provision of funds for the construction of the Tirwalur Guntupet section of the Kayarvaram Guntupet Railway.-

2. In reply to para 3 thereof I am to state that, under the circumstances explained in Financial G.O. No 450 dated

30th June 1890 embodied in the Progs: of this Govt: No 972 R dated 8th July 1890, there will be no necessity for the District Board Tanjore to borrow in the open market for the completion of this section of the line..

3. I am to request that the Government of India will be pleased to confirm the sanction provisionally accorded in the Proceedings of Government (herewith forwarded), to the list of establishment proposed for this Railway.

Progs despatched to India with 2 statements, Fwd G.O. No 450 - 30-6-90 & Do - - 972 R. 8-7-90.

for R
4/7/90

SCP 22/7

Advt. 3/7
Advt. 4/7. R 7-7-90

6509.

Govt. of [18] Madras.

PUBLIC WORKS.

Dated 11 Feb 1890

Recd. Encl.

G.O., 8th July 1890, No. 972 R
973 R.

Establishment

Sanction for the Tirumalur-Mutupet section of the Nagapattinam-Mutupet Railway, sanctioned subject to the completion of the Work of Indian.

12/2

Tirumalur Mutupet section of the Nagapattinam Mutupet Railway.

Informing that there will be no necessity for the Board to enquire to borrow in the open market for the completion of the — Works to confirm the sanction accorded to the Establishment for the section

10

05469

INDIAN TELEGRAPHS. Monthly Number.

Code Class. 205

To (Office) Madras

From (Office) Vizagapatam

Words.	Day.	Hour.	Minute.	Official Instructions.
29	14	19	6	Defd

To (Person) C. En

From (Person) En. C. E. C. Ry.

Plans for staff quarters sent on sixteenth april wish to start there soon as possible may if approved and return-

Rs. 15/5/90 Papers Sufficient

1

04 Word Form. F.C.2.

Recd. from LN. At Hrs. Mts. by

Sent to LN. At Hrs. Mts. by

MADRAS 14-5 90

Telegraph Master.

G. W. Allen & Co.—No. 109 T.—20-11-89—18,00,000.

Form No. 1.

PUBLIC WORKS DEPARTMENT.

OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,

Madras, 16th May 1890.

Telegram from the Engineer-in-Chief, East Coast Railway Survey, dated 14th May 1890.

No. 346-

Submitted to Government in continuation of this office Endorsement No. 210, dated 3rd May 1890.

~~SUBMITTED~~.

No: 640-41 R&K.S-90
going to press today 16/5

Siddungsmitto
Major RE
Dy consg: Engr for Rys.

Form No. 3.

From

THE CONSULTING ENGINEER

FOR RAILWAYS,

MADRAS,

No. 346

Dated 16th } May 1890

Received 16th }

No. OF ENCLOSURES. 1

Subject.

Submitting telegram from the Engineer-in-Chief, East Coast Railway Survey regarding staff quarters Bezwada & Coconada.

P.W.C No 4647.

Hon'ble Lt. Col. Stokes C.S.I.

0/715

Hm. 7.6.90 R 9.6.90

Code Class. D

INDIAN TELEGRAPHS. Monthly Number. 07317

To (Office) Madras

From (Office) Vizagapatam

Words.	Day.	Hour.	Minute.	Official Instructions.
26	19	19	hrs	Dd

To (Person) C. En

From (Person) Ex C. E. C Ry

what construction grant this year what Gauge is in line to be what about my staff quarter plans

64 Word Form. F.C.2.

Recd. from LN. At Hrs. Mts. by

Sent to LN. At Hrs. Mts. by

Telegraph Master.

G W Allen and Co.—No. 1of T—23-11 89—18,00,000.

MADRAS 20-5-90

Sidney Smith

Major, R.E.

Dy: Chief Engr: for Railways.

Form No. 3.

P. W. C. No. 4826.

From

THE CONSULTING ENGINEER

FOR RAILWAYS,

MADRAS,

No. 365

Dated 21st } May 1890
Received 22 }

No. OF ENCLOSURES. 1

Subject.

Question of Construction grant for the East Coast Railway during 1890-91.

Sm 7.6.90. R 9.6.90

~~URGENT~~
TELEGRAM ~~ORDINARY~~,
DEFERRED

FROM R.

To Works Simla

Please wire sanction to estimate for Staff Quarters at Bezwada & Cocanada forwarded with this Govrnment docket 641 R twelfth ultimo. Walker presses for orders and asks what construction grant will be given this year.

Rhodes
10.6.90
W for R

Telegram dispd 10-6-90

Form No. 3.

P. W. C. No. 4826.

From

THE CONSULTING ENGINEER
FOR RAILWAYS,
MADRAS,

No. 365

Dated 21st
Received 22 } May 1890

No. OF ENCLOSURES. /

Subject.

Question of construction grant for the East Coast Railway during 1890-91.

H.M. 7.6.90. R 9.6.90

~~URGENT~~
TELEGRAM ~~ORDINARY~~,
DEFERRED

FROM

R.

To

Works
Simla

Please wire sanction to estimate for Staff Quarters at Bezwada & Cocanada forwarded with this Govt. docket 641 R twelfth ultimo. Walker presses for orders and asks what construction grant will be given this year.

Rivers
10.6.90
W for R

Telegram dispd 10-6-90

TELEGRAM ~~URGENT~~ ~~ORDINARY~~ DEFERRED

FROM R.

TO Engineer-in-Chief East Coast Rly. Waltair

19 June India wireo message begins × East-Coast Railway × Govern-ment of India sanctions estimate for temporary staff quarters × Nothing definite can be said at present about construction Grant for this year pending Secretary of States orders × letter follows × message ends ×

Telegram despd 19-6-90

Recd 18.6.90 W for R

Smith, H.E. Stokes

Secret

Approved

F C.

Class D 5 | INDIAN TELEGRAPH. | Local No.

To (Station) Cotacamund | From (Station) Simla

Words.	Day.	Hour.	Minute.	Official Instructions.
47/5	17	17	32	dpd

To (Person) Madras Works Ry | From (Person) Works

1 C. 62 (1) applanding 641
2 R (2) abutment and (3) applan
3 (4) acclive east coast railway
4 government of India Sanctions
5 Estimate for temporary staff
6 quarters nothing definite can
7 be said at present
8 about construction grant for
9 this year pending receipt of
10 Stores orders letter
11 follows
12 (1) your letter numbers related as follows
13 (2) 12th inst last
14 (3) your telegram of
15 (4) 10th June last

SECRETARY TO GOVERNMENT P.W.D. DEPARTMENT MADRAS 18 JUN 90

Recd. from ... L. N. ... At ... Hrs. ... Mts., By

Sent to ... L. N. ... At ... Hrs. ... Mts., By

Date

Telegraph Master.

Telegraph. H.E. No 8

P.W. Lr. No. 639 R dt 19

RATES OF CHARGE FOR INLAND TELEGRAMS.

The address (including name of Sender and name and residence of Addressee) is transmitted free.

	First 8 words.	Each additional word.	
Deferred Message	... 8 Annas	... 1 Anna.	A group of 3 or l figures, is reckon as one word.
Ordinary "	... 1 Rupee	... 2 Annas.	
Urgent "	... 2 Rupees	... 4 Annas.	

No charge for delivery within a distance of 5 miles.

Read 18-6-90

T-7-90

963R

Orders vide Ltr. 17/6
Ltr. 18/6

Ltr. 17/6
Ltr. 18/6 R 19.6.90

B.

No. 817 R

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 10th June 1890

READ the following

Endorsement from the Consg. Engr for Rys.— } No. 346 dy 16th May 1890

— Do. — Do. — " — " — 365 dy 21st — do —

Telegram to the Govt. of India P. W. Depto. — } — " — " — dy 10 June 1890

Ordered to be forwarded to the Govt. of India (in continuation of P. W. D. Docket No. 641 R dated 12th May 1890.

Telegraph. Wo 8 June

No. 818 R dy 10th June 1890

Forwarded.

Inf despts to India 10/6/90.

7.6.90 W for R

P.W. Dock No 639 R 641

RATES OF CHARGE FOR INLAND TELEGRAMS.

The address (including name of Sender and name and residence of Addressee) is transmitted free.

	First 8 words.	Each additional word.	
Deferred Message	... 8 Annas	... 1 Anna.	A group of 3, or less figures, is reckoned as one word.
Ordinary "	... 1 Rupee	... 2 Annas.	
Urgent "	... 2 Rupees	... 4 Annas.	

No charge for delivery within a distance of 5 miles.

Read 18-6-90
T-7-90

963R

Orders issued
Actn. taken

Odl. 17/6
Actn. 18/6 R 19.6.90

B.

No. 817 R

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 10th June 1890

READ the following

Endorsement from the Consg: Engr for Rys. — } No. 346 of 16th May 1890

— Do. — Do. — " — " — 365 of 21st — do —

Telegram to the Govt: of India P. W. Depto: — } — " — " — of 10 June 1890

Ordered to be forwarded to the Govt: of India (in continuation of P. W. D. Docket No. 641 R dated 12th May 1890.

Telegraphs. Rs 8 June

No. 818 R of 10th June 1890

Forwarded.

Inf despts to India 10/6/90.

Rhodes 7.6.90 W for R

B.

No. 817. 18 R 7/10 June/90.

Hm. 7.6.90 Rq. 6-8°.

Recd 16/6

No. 548 R.C.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY Construction.

All communications should be addressed to the Secretary.

To

The Joint Secretary to the Government of Madras

(Railway Branch), Public Works Department.

Simla, the 18th June 1890.

Sir,

In continuation of the telegram* marginally quoted, I am now directed to communicate the formal sanction of the Government of India to the Estimate received with your No. 641 R. B.W dated 12th May 1890, amounting to Rs 138,000, of the cost of providing temporary Staff Quarters for the East Coast Railway between Bezwáda and Coconada.

2. With reference to the enquiry made

* Public Works Department No. C62 dated 14th June 1890 "Your letter numbered and dated as follows, 641 R, 12th May last, and telegram of 10th June last. East Coast Railway. Government of India sanctions Estimate for temporary staff quarters. Nothing definite can be said at present about construction grant for this year pending Secretary of States' orders. Letter follows.

P.W. Cno. 6036

made in your telegram of the 10th June 1890, as to the amount of the construction grant that will be given for expenditure on that Railway during the current financial year. I am to inform you that nothing definite can be said about the construction grant until the plans and estimates of the East Coast Railway now under preparation have been received and considered.

Ad. 26-6-90

3. You will be addressed in a separate communication about the transfer of Sub. Conductors J. Durand and W. Albert to the East Coast Railway Survey.

Ex. Aug. 640-41R 12.8.90
" " 616-617R 29.5.90
" " 435R 28.3.90

I have the honour to be,
Sir,
Your most obedient servant,

Mr Beachcroft Major, R.E.,
Under Secretary.

0/27/6

Documents accompanying.
- Nil -

Sdn. 30/6 R 3.7.90

A

No. 963 R.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 4th July 1890.
again
READ the following

Progs: of the Madras Govt: P. W. Depto:— } Dtd. No. 817-16R of 10th June 90

Read also the following:-

928

Telegram from the Govt: of India P. W. D. } Dtd. no. C 62 of 17th June 90

Letter from — do — " — 548 R.C. of 18th — do —

118

D.H.S. 3/7/90

Communicates to the Consulting Engineer for Railways with reference to Progs: No: 640 R dated 12th May 1890 and to his Endorsements as under:-

No. 346 of 16th May 1890
" 365 of 21st — do —

To Belongs: for Rep
— " — Exam. P.W. accts: 11/7

For 5/7/90
Supt R

A

No. 96 R of 4th July 1890.

12

Odl. 27/6
Mlm 30/6 R.B.D. 90

6036.
6392.

Govt. of 18 | Madras.

PUBLIC WORKS.

Dated

Urgent

Recd. Encl.

G.O., 4 July 1890 No. 962 R.

Chief Engineer
East Coast Railway.

Letter from the Govt
Sanctioning the
Rs 1,38,000, for providing
between Bezwada
& Coconada & stating
that nothing objection
can be said of the
Construction Sanctioned until
plans & estimates of the
Railway have been
received & examined
Sent to the Chief Engr.

10/3

17/7/90

4TH JULY 1890, No. 962 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper:—

Proceedings of the Board of Revenue (Land Revenue), dated 23rd June 1890, Mis No. 4001.

THE HON. J. GROSE.

Read—draft notification from the Collector of Kistna, dated 12th June 1890, No. 4296, for the acquisition of land required for a Railway Hospital at Bezváda.

Resolution—dated 23rd June 1890, Mis. No. 4001.

The draft notification is submitted to Government for approval and publication in the *Fort St. George Gazette*.

(True Extract.)

(Signed) A. G. CARDEW,
Acting Secretary.

No. 3980, Revenue.

Transferred to the Public Works Department (Railway Branch).

OOTACAMUND,
27th June 1890.

(Signed) C. A. GALTON,
Secretary to Government.

ORDER—dated 4th July 1890, No. 962 R., Public Works.

Ordered that the notification be published in the *Fort St. George Gazette*.

(True Extract.)

Major, R.E.,
Under-Secy. to Govt., P.W.D.,
Railway Branch.

To the Consulting Engineer for Railways.
„ Revenue Department, with Memorandum of Objection in original.

Exd. J. Moses.
Spare Copies

RAILWAY.

Govt. of {1890} Madras.

PUBLIC WORKS.

Dated July, 4th.

Recd. Encl.

G.O., 4th July 1890, No. 962 R.

JULY.

Railway Hospital in Bezvada

Ordered that the notification for the acquisition of land required for a — be published in the *Fort St. George Gazette.*

Proceedings of the Board of Revenue
(Land Revenue)
Dated 23rd June 1890.
Rw 4001 Mis
The Hon. J. Grose.

Read draft notification from the Collector of Kistna, dt 12th June 1890
No 4296. for the acquisition of land required for a Railway Hospital at Bezvada.

Resolution

The draft notification is submitted to Government for approval and publication in the Fort Saint George Gazette.

(True Extract)
a/c a. J. Cardew
a/c Secretary.

To
The Secretary to Government R. D.
with draft notification & memo of objection in regd. to the notn
Copy to Collector of Kistna

F-W-(No 6394.

(1890.)

REVENUE DEPARTMENT.

No. 4536

From

The Board of Revenue
Land Revenue

A
No 962 R dt 4th July 1890.

Dated 23 } June
Received 25 }
2-VII-90.
Enclosures 2 7-7-90.

No. 4001 Misc

SUBJECT.

Submitting to Government draft notification for acquisition of land required for a Railway Hospital in Bezwada, Kistna District.

Ans 2-VII
Dft 30/6 Abn. 3/7 R 4-7-90

ABSTRACT.

Endorsement No 3980.

Transferred to the Public Works Department (Railway Branch)

Collaccamund 27th June 1890.

Secretary to Government.

Ew.
A
No 962 R dt 4th July 1890.
Abstract of G.O. 5/7/90

Ordered that the notification be published in the Fort St George Gazette.

Jun
I for R
4
3/7

Do
The Revenue Secretary
for favour of records.

I
11/7

To The Collector for Rys:
" Rev: Depart: with
memo: of objection in original

notification sent to them 7-7-90.

6394,

Govt. of 18 | Madras.

PUBLIC WORKS.

Dated 7/7/90

Rcvd. Encl.

G.O., 4 July 1890 No. 962 R.

Railway Hospital
in Bezwada

Orders that the
Notifn for the acquisition
of land required for a —,
be published in the Fort
St George Gazette.

80
4

2ND JULY 1890, No. 949 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read again the following paper:—

G.O., dated 30th May 1890, No. 751 R., Public Works.

From the Consulting Engineer for Railways, dated Madras, 8th May 1890, No. 328.

Note by the Deputy Consulting Engineer for Railways.

The Examiner of Railway Accounts, Trichinopoly, in passing the South Indian Railway Home Indent No. 2 for stationery, &c., required for the half-year ending 30th June 1891, observes that a large quantity of Guaranteed Railway forms to the value of Rs. 12,000 have been included, which will be of no use if the State Railway forms are to be introduced from 1st January 1891, the date from which the line will be taken over from the Company.

2. It is requested that the question may be referred for the orders of the Government of India.

8th May 1890.

(Signed) SIDNEY SMITH, Major, R.E.,
Deputy Consulting Engineer for Railways.

From the Agent, South Indian Railway, to the Consulting Engineer for Railways, dated Trichinopoly, 16th May 1890, No. 680.

I beg to forward herewith, in duplicate, an English Indent No. 2 of 1890-91, amounting to Rs. 4,79,724-11-4, for a supply of miscellaneous stores required to meet our requirements during the half-year ending 30th June 1891.

2. Will you be so good as to return to me one copy of this indent enfaced with the sanction of Government to my sending it to my Directors for compliance.

Submitted to Government.

Order—dated 30th May 1890, No. 751 R., Public Works.

Ordered that the Government of India be addressed.

2. The indent is returned approved with the exception of items 1 to 204, amounting to Rs. 12,785, relating to books, forms, &c., which must await the decision of the Government of India whose orders on the subject have been requested.

(Here enter No. 752 R., dated 30th May 1890.)

(True Extract.)

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

Letter from the Acting Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, to the Secretary to the Government of India, Public Works Department, dated Madras, 30th May 1890, No. 752 R.

I am directed to forward herewith copy of Proceedings of this Government, No. 751 R., dated 30th May 1890, relating to Indent No. 2 of 1890-91, amounting to Rs. 4,79,724-11-4, for a supply of miscellaneous stores required on the South Indian Railway during the half-year ending 30th June 1891, which the Agent has submitted for approval preparatory to submission to the Board of Directors for compliance.

2. The indent shows that items 1 to 204, amounting to Rs. 12,785, are for books, envelopes and forms necessary for a Guaranteed Railway which will be of no use if the State Railway forms are to be introduced from the 1st January 1891, the date from which the line will be taken over from the Company.

3. I am therefore to request the favor of being informed as to the intention of the Government of India regarding the system of accounts that will be introduced on the 1st January 1891 so that there may be no types of books and forms sent out which may ultimately prove useless.

4. The favor of early orders is requested, as the Agent has been directed to send forward the indent to his Board with the proviso that tenders for the items in question are not to be applied for until the matter is decided by Government.

Read also the following paper:—

From the Officiating Deputy Secretary to the Government of India, Public Works Department (Account—Railway), to the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, dated Simla, 20th June 1890, No. 330 A.R.

In reply to your letter No. 752 R., dated the 30th ultimo, inquiring what system of accounts will be introduced on the South Indian Railway from the 1st January 1891, the date from which that line will be taken over by the State, I am directed to inform you that the monthly and other periodical accounts and returns to Government will have to be prepared in the State Railway forms and according to State Railway classification and procedure.

2. So long as all accounts and financial returns required by the Accountant-General, Public Works Department, and the Government of India are prepared in the forms and according to the classification and procedure laid down for State Railways generally, and so long as a sufficiently clear, efficient and simple system of acco unt is in force, the Government of India will not press on the Company against any stro ng objection preferred by its officers, the adoption, in all details, of the State Railw ay system of accounts; but I am to say that the Government of India would be glad to see the State Railway system adopted in its entirety on the Company's undertaking, and is inclined to think that this would facilitate the working of the new contract for the Company as well as for Government.

ORDER—dated 2nd July 1890, No. 949 R., Public Works.

Communicated to the Consulting Engineer for Railways with reference to Proceedings, No. 751 R., dated 30th May 1890.

(True Extract.)

Major, R.E.,
Under-Secy. to Govt., P.W.D.,
Railway Branch.

To the Consulting Engineer for Railways.
„ Examiner, Guaranteed Railway Accounts.

Exd. J. Moses.

Spare Copies

RAILWAY.

Govt. of {1890} Madras.

PUBLIC WORKS.

Dated July, 2nd.

Recd. *Encl.*

G.O., 2nd July 1890, No. 949 R.

JULY.

System of Accounts

Letter from the Government of India regarding the — to be introduced on the South Indian Railway from the 1st January 1891, communicated to the Consulting Engineer for Railways.

FORM No. 84.

P. W. D., RAILWAY BRANCH.

CONSULTING ENGINEER'S OFFICE.

8th May 1890.

Note.

The Examiner of Railway Accounts, Trichinopoly, in passing the South Indian Railway Home Indent No. 2. for stationery &c. required for the half year ending 30th June 1891, observes that a large quantity of Guaranteed Railway forms to the value of Rs 12,000 have been included, which will be of no use if the State Railway forms are to be introduced from

1st

1st January 1891 the date from which the line will be taken over from the Company.

2. It is requested that the question may be referred for the orders of the Government of India.

Pl w Encl
4382/90

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

FORM No. 1.

Ref to Rly Dte 1019 of 19-5-90

No 680

South Indian Railway.
AGENT'S OFFICE,
TRICHINOPOLY, 16th May 1890.

2P

From
The AGENT,
SOUTH INDIAN RAILWAY,

To
The CONSULTING ENGINEER FOR RAILWAYS,
MADRAS.

Sir,

I beg to forward herewith in duplicate an English Indent No. 2 of 1890-91 amounting to Rs. 4,79,724-11-4 for a supply of Miscellaneous Stores required to meet our requirements during the half year ending 30th June 1891.

Will you be so good as to return to me one Copy of this indent sanctioned with the sanction of Government to my sending it to my Directors for compliance.

I am
Sir,
Your most obedient Servant
William Betts
Agent.

(2. Encls.)

1st January 1891 the date.

REGISTER
No. 684
FILE
No. 3

From

The Agent,
South Indian Railway,
Trichinopoly.

To

The Consulting Engineer for
Railways,
Madras.

Dated 16th May 1890
Received 19th " "
No. 680
Enclosure. 2

Captain Lindsay's No. 2.
of 1890-91.

Form No. 1.

Public Works Department.

Office of Consulting Engineer for Railways,
Madras, 8th May 1890.

Note by the Deputy Consulting Engineer for Railways.

Letter from the Agent S. I. Ry. No. 680, dated 16th May 1890, with enclosure.

No. 328

Submitted _____ to _____ Government.

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

Form No. 3.

B
No. 751 R of 30th May 190

Ordered that the Ists for

the Government of India.

be addressed.

H.C. A. R.J. May 1890

2. The Indent is returned approved with the exception of items 1 to 204 amounting to Rs 12,785 relating to books, forms &c., which must await the decision of the Govt of India to whom orders on the subject have been requested.

No. No. 752 R of 30th May 1890 R. 5. 90

for R.

The Exr might identify the forms.

To
The Comptg for Rys:
" Exr Gen'l Rys: Jacob:

D. D/R

D/5 Clerk 6/6
H.M. 12/5/90. R 14. 5. 90
H.M. 26/5/90 R 28. 5. 90

From

THE CONSULTING ENGINEER
FOR RAILWAYS,
MADRAS,

No. 328

Dated 8th May 1890
Received 9th

No. of Enclosures. 1

Subject.

Submitting, Note by the Deputy Consulting Engineer for Railways, regarding the Examiner of Railway accounts' objection to a large quantity of guaranteed Railway forms being indented for by the South Indian Railway.

B
No. 751-52 R of 30th May 190

I. W. C. No. 4382

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To

The Secy to the Govt of India
P. W. D
Simla

30th May 1890.

Sir,

I am directed to forward herewith copy of Proc: of this Government No 751 R of 30th May 1890 relating to Indent No 2 of 1890-91 amounting to £4.79.724.11.4 for a supply of miscellaneous Stores required on the South Indian Railway during the half-year ending 30th June 1891 which the Agent has submitted for approval preparatory to submission to the Board of Directors for compliance.

The indent shows that items 1 to 204 amounting to £12,785 are for books, envelopes and forms necessary for a guaranteed

Form No. 3.

No. 751 R of 30th May 190

IES may
Ordered that the for.

~~ward for the orders of~~

the Government of India.

be addressed.-

~~H.E. No. R of May 190~~

2. The Indent is returned approved with the exception of items 1 to 204 amounting to Rs 12,785 relating to book forms &c, which must await the decision of the Govt of India whose orders on the subject have been requested.

No. No. 752 R of 30th May 1890 — Rivers 12.5.90 for Sec R.

The Exc might specify the forms.

To
The Comptr & Aud Genl:
" Exec Govt & Ry: Audrs:

D. P. W.

0/10/5 Rood 5/6

H.E. 12/5/90. R 14.5.90
H.M. 26/5/90 R 28-5-90

From

THE CONSULTING ENGINEER
FOR RAILWAYS,
MADRAS,

No. 328

Dated 8th May 1890
Received 9th

No. of Enclosures. 1

Subject.

Submitting, Note by the Deputy Consulting Engineer for Railways, regarding the Examiner, of Railway accounts' objection to a large quantity of guaranteed Railway forms being indented for by the Southern Indian Railway.

B.
No. 751-52 R of 30th May 190.

I.W. Cte No. 4382

No. 752 R

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To

The Secy to the Govt of India
P. W. D
Simla

30th May 1890.

Sir,

I am directed to forward herewith copy of Bro: of this Government No 751 R dy. 30th May 1890 relating to Indent No 2 of 1890-91 amounting to £4.79.724.11.4 for a supply of miscellaneous Stores required on the South Indian Railway during the half-year ending 30th June 1891 which the Agent has submitted for approval preparatory to submission to the Board of Directors for compliance.

The indent shows that items 1 to 204 amounting to £12,785 are for books, envelopes and forms necessary for a guaranteed

Railway which will be of no use if the State Railway forms are to be introduced from the 1st January 1891 the date from which the line will be taken over from the Company.

I am therefore to request the favour of being informed as to the intention of the Govt of India regarding the system of accounts that will be introduced on the 1st January 1891 so that there may be no types of books and forms sent out which may ultimately prove useless.

The favour of early orders is requested, as the Agent has been directed to send forward the indent to his Board with the proviso that tenders for the items in question are not to be applied for until the matter is decided by Government.

D 6/6/90
with 751 R
indent
22.5.90
D.R.

Rec'd 5/6
Advt. 10/5
Ldm. 26/5 R 28-5-90

Ls
27 May

To No. 752 R dy 30th May 90.

All communications should be addressed to the Secretary.

No. -330 AR

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

ACCOUNT.
Railway.

To
The Jt Secretary to the
Government of Madras,
Public works Department.
Railway Branch.

Ls
26/6/90

Simla the 20th June, 1890.

Sir,

× 00 by 12/6/90

In reply to your letter No. 752 R dated the 30th ultimo, enquiring what system of accounts will be introduced on the South Indian Railway from the 1st January 1891 the date from which that line will be taken over by the State, I am directed to inform you that the monthly and other periodical accounts and returns to Government will have to be prepared in the State Railway forms and according to State Railway classification and procedure -

2. So long as all accounts and financial returns required by the Accountant General, Public Works Department, and the Government of India are prepared in the forms and according to the classification and procedure laid down for State Railways generally, and so long as a sufficiently clear, efficient and simple system of account is in force, the Government of India will not press on the Company

against

P W C M. 6037

against any strong objection preferred by its officers, the adoption, in all details, of the State Railway system of accounts; but I am to say that the Government of India would be glad to see the State Railway system adopted in its entirety on the Company's undertaking and is inclined to think that this would facilitate the working of the new contract for the Company as well as for Government -

Rd 26-6-90

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

R. G. Macdonald
Offg Secy. to the Govt of India.

No 751.2R. 30-5-90.

Hm. 30/6 R 2-7-90

A

No 949 R.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 2nd July 1890 -

Again
READ the following

Progs: of the Madras Govt: P. W. Deptt: — } M.E. No: 751-52 R dy 30 May 90

Read also the following:

Letter from the Govt: of India P. W. Deptt: } M.E. No: 330 A.R. dy 20 June 90

Communicated to the Consulting Engineer for Railways with reference to Proceedings No: 751 R dated 30th May 1890.-

H.S. 1/8/90

Dy 30/7/90

for R

Dy 1617

To Insp dated 2-7-90.
The Consulting Engr for Rys
" Exr 6th Rly Circle

P.W. Coll. No 377

A

No 949 R of 2nd July/90.

8

Govt. of 18 } Madras.

PUBLIC WORKS.

Dated 18/7/90 Recd. 18/7/90 Encl.

G.O., 2nd July 18 , No. 949 R.

System of accounts

Letter from the Govt of India regarding the — to be introduced on the South Indian Railway from the 1st January 1891 Comm to the Consg Engineer for Railways.

W

Ad. 27/6
Ad. 30/6 R 2-7-90

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers :—

From the Consulting Engineer for Railways, dated Madras, 24th June 1890, No. 443.

From the Agent, South Indian Railway, to the Consulting Engineer for Railways, dated Trichinopoly, 28th May 1890, No. 751.

In continuation of my letter No. 718 of the 21st instant, I have to ask what description of sleeper Government wish to be provided for the Tiruválúr-Mutupet Railway. We require to know this before indents are prepared.

2. Is it desired that a separate estimate should be prepared for the Tiruválúr-Mutupet section? If so, will you please return to me the estimate already submitted as it will be useful to the Chief Engineer in recasting the figures.

From the Chief Engineer, South Indian Railway, dated Trichinopoly, 14th June 1890, No. C 3578.

ENCLOSURE.

From the Chief Engineer, South Indian Railway, to the Agent, South Indian Railway, dated Trichinopoly, 14th June 1890, No. C 6/9.

[*Your letter No.* 8939-762 *of this date*].

I estimate the cost per mile of the different descriptions of permanent-way as under :—

	Per mile. Rs.
1. Steel transverse sleepers	14,024
2. Pyngadu	13,288
3. Rectangular fir	10,671
4. Rectangular fir and pyngadu mixed	11,544

I recommend No. 2 for adoption on the Tiruválúr-Mutupet Railway as I do not consider, from our experience of transverse steel sleepers, that they are likely to be so durable as the pyngadu. We have had to remove some 7½ miles of this type from our line after they had been in from 3 to 4 years, and from the comparatively closer proximity to the sea air of the situation of the Tiruválúr-Mutupet line, I believe steel sleepers would deteriorate more rapidly than they have been found to do further inland.

Our experience of fir on this line also leads me to look upon them as much inferior to pyngadu.

Submitted for the orders of Government.

2. In the revised estimate of the Máyavaram-Mutupet Railway submitted to Government with endorsement No. 25 A,* dated 11th January 1890, provision was made for steel transverse sleepers, but as the market prices of iron and steel had recently risen considerably, the question of substituting wooden for iron sleepers was

* Embodied in G.O., No. 315 R., dated 1st March 1890.

raised, and the Chief Engineer was asked to revise the estimate by allowing for rectangular creosoted fir sleepers. This officer was, however, unable to obtain reliable information regarding the cost of this description of sleeper, and in submitting a revised summary of the Tiruválúr-Mutupet section, estimated for pyngadu sleepers at Rs. 2-8-0 each.

3. The Chief Engineer now recommends pyngadu in preference to steel, in consequence of the proximity of the line to the coast being prejudicial to the durability of a corrosive metal like steel. The pyngadu sleeper is decidedly durable, and those laid in the Irrawaddy Valley line were found to be for the most part as good as ever, after being in the road for 7 and 8 years. Both types of sleepers make excellent roads and opinions regarding their merits are evenly balanced. The wooden rectangular sleeper is somewhat easier to pack, but when once properly ballasted both descriptions seem equally easy to maintain. The price of steel has recently fallen, and the difference in cost between the two kinds of sleepers is not so pronounced as formerly. The Chief Engineer estimates the present cost per mile of different descriptions of permanent-way as under:—

	Per mile.
	RS.
Steel transverse sleepers	14,024
Pyngadu	13,288
Rectangular fir	10,671
Rectangular fir and pyngadu mixed	11,544

4. As no decision has as yet been arrived at regarding the description of sleeper to be used on the line, early orders are requested in order that the Agent, South Indian Railway, may complete the home indents.

5. I concur in the opinion expressed by the Chief Engineer and recommend the adoption of pyngadu sleepers as cheaper than steel in the first instance, and as being more durable on a line under the influence of sea air than either steel or fir.

ORDER—dated 2nd July 1890, No. 948 R., Public Works.

The substitution of "pyngadu" for "steel transverse" sleepers on the Tiruválúr-Mutupet Railway is approved.

(True Extract.)

Major, R.E.,
Under-Secy. to Govt., P.W.D.,
Railway Branch.

To the Consulting Engineer for Railways.
" Examiner, Guaranteed Railway Accounts.
" " Public Works Accounts.
" Financial Department.
" Local and Municipal Department.

Exd. A. Aubert,
Spare Copies

No. C3578. South Indian Railway,

Mayaveram Mutupet Railway

SOUTH INDIAN RAILWAY,
CHIEF ENGINEER'S OFFICE,

No. C/6/9

Trichinopoly 14th June 1890.

William S. Betts Esquire
Agent
Trichinopoly

Dear Sir,

Your letter No. 8939/762 of this date.

I estimate the cost per mile of the different descriptions of permanent Way as under.

		Per mile.
1.	Steel transverse Sleepers.	Rs. 14,024.0.0
2.	Pyngadu	13,288.0.0
3.	Rectangular fir	10,671.0.0
4.	Rectangular fir and pyngadu mixed.	11,544.0.0

I recommend No. 2 for adoption on the Tiruvallur. Mutupet Railway as I do not consider from our experience of transverse steel sleepers that they are likely to be so durable as the pyngadu. We have had to remove some 7/2 miles of this type from our line after they had been in from 3 to 4 years and from the Comparatively closer proximity to the Sea air of the situation of the Tiruvallur Mutupet

Nov

700.

PW Rec 3
5995/90.

No. C3578. South Indian Railway,

Mayaveram Mutlupet Railway

SOUTH INDIAN RAILWAY,
Chief ENGINEER'S OFFICE,

Trichinopoly 14th June 1890.

No. C/6/9

William. S. Betts Esquire
Agent
Trichinopoly

Dear Sir,

Your letter No. 8939/762 of this date.

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	Per mile.
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2. Pyngadu	13,288.0.0
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Mod

From
THE AGENT,
South Indian Railway,
Trichinopoly.

To
THE CONSULTING ENGINEER FOR
RAILWAYS,
Madras.

E.R. Mutlupet

Dated 28th June 1890
Received 29.6.90
No. 4257
Enclosure.

Re Tiruvallur Mutlupet Railway.

Mod 4/30.6.90

No. C3570

Madupet line; I believe steel sleepers would deteriorate more rapidly than they have been found to do further inland.

Our experience of fir on this line also leads me to look upon them as much inferior to pyngadu.

Yours faithfully

Dare Logan

Chief Engineer

Hod.

Chief Engineer

Hod

ilway,
Trichinopoly.

ER FOR
RAILWAYS,
Madras.

1890

y Executive

No. C3578.

South Indian Railway,
CHIEF ENGINEER'S OFFICE,

TRICHINOPOLY, 14th June 1890.

From

The CHIEF ENGINEER,
SOUTH INDIAN RAILWAY,

To

The Consulting Engineer
for Railways
Madras

Sir,

To save delay I have the honor to forward herewith direct my letter to the Agent re estimates for four different types of permanent way.

The Covering letter from the Agent will follow.

I have the honor to be,
Sir,
Your most ob. Servant.

Enclosure. 1.

Franc. F. Smith
Chief Engineer

Rec'd 16.6.90 papers

Rec'd

PW Rec 2
5995/90

700

1890

Railways,
Madras.

Railway,
Trichinopoly.

P.W. Encl 5995/90

Form No. 1.

5 P

Public Works Department.

Office of Consulting Engineer for Railways,

Madras. 24th June 1890.

Letter from the Agent, South Indian Railway, No. 751, dated 28th May 1890.
Letter from the Chief Engineer, South Indian Railway, No. C 3578, dated 14th June 1890, with enclosure.

No. 443

Submitted for the orders of Government.

Subject.—

× Embodied in G.O. No. 315 R, dated 1st March 1890.

2. In the revised estimate of the Mayaveram Muttupet Railway submitted to Government with endorsement No. 25 A, dated 11th January 1890, provision was made for steel transverse sleepers, but as the market prices of iron and steel had recently risen considerably, the question of

substituting

substituting wooden
for iron sleepers was
raised, and the Chief
Engineer was asked to
revise the estimate by
allowing for rectangular
creosoted fir sleepers:—
This officer was however
unable to obtain reliable
information regarding
the cost of this descrip-
tion of sleeper, and in
submitting a revised
summary of the Tirutalai
- Muttupet section, esti-
mated for pyngadu
sleepers at Rs 2-8-0 each.

3. The Chief Engineer
now recommends pyngadu
in preference to steel,
in consequence of the
proximity of the line to
the coast, being pre-

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judicial to the durabili[ty]
of a corrosive metal like
steel. The pyngadu
sleepers is decidedly du-
rable, and those laid in
the Irrawaddy Valley
line were found to be
for the most part as good
as ever, after being in
the road for 7 and 8
years. Both types of
sleepers make excellent
roads and opinions
regarding their merits
are evenly balanced. The
wooden rectangular
sleeper is somewhat
easier to pack but when
once properly ballasted
both descriptions seem
equally easy to maintain.
The price of steel has
recently fallen, and the

difference

difference in cost between the two kinds of sleepers is not so pronounced as formerly. The Chief Engineer estimates the present cost per mile of different descriptions of permanent way as under

	Per mile
Steel transverse sleepers Rs	14,024
Pyngadu	13,288
Rectangular fir	10,671
Rectangular fir + pyngadu mixed	11,544

4. As no decision has as yet been arrived at, regarding the description of sleeper to be used on the line, early orders are requested in order that the Agent, South Indian Railway, may complete the home indents.

5. I concur in the opinion expressed by the Chief Engineer and recommend the adoption of pyngadu sleepers, as cheaper than steel in the first instance; and as being more durable on a line under the influence of sea air than either steel or fir.

Sidney Smith
Major R.E.,
offg. Consg. Engr. for Rys.

SH

~~Hdqrs. 1st J. A. Corps C.S.~~

Special

For Orders.

Rhett Butler Barbour
Lt Col P.A.

Aj. J. A. Corps. & Gen. C. S. A.

Form No. 3.

P.W Cur. 5995

From

THE CONSULTING ENGINEER
FOR RAILWAYS,
MADRAS,

No. 443

Dated 24th
Received 25th } June 1890

No. OF ENCLOSURES. 3

Subject.

Submitting for the orders of Govt., a reference from the Agent, S. I. Ry., as to the description of Sleeper to be provided for the Tirunalveli-Mantapet Ry.

As the Chief Engr. & Consulting Engr. both recommend 'Pyngadu' in preference to steel sleepers let them be adopted.

28/6/90

Will like to know what 'Pyngadu' is. I have not known the type.

+ Apparently it is some kind of hard wood. vide from 15 to C. 60 15/1/90 letter from Ch. Engr. S. I. R. under P. No. S. 355 R 13/2/90

30/6/90

2 5. 7. 90

26/6 Chief R 30-6-90 Consg. 30-6-90 R 2-7-90

No. 928 R

Endorsement

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 2nd July 1890.

READ the following

Endorsement from the Consulting Engr. for Railways — } No. 443 dated 24th June 90

The substitution of "pyngadu" for "Steel transverse" sleepers on the Tirunalveli-Mantapet Railway is approved.

1/7/90

For 30/6/90
Sec. to Govt.

1/7

To the Consulting Engr. for Rys.
Exd. to Rly. Board
do. to Accts.

5995

TAG

ADRAS,

890

of Govt:,
gent:,
plan
for

A

No 928 R dy 2nd July 190

Govt. of 18 Madras.

PUBLIC WORKS.

Dated

Read. Encl.

G.O., 2 July 1890 No. 948R.

Erratum - Mutupet Railway.

Reinbobikation of "pyngxdw" for "thel transverse" clapas on the — approved.

100/6

RAS,

Govt. of 18 Madras.

PUBLIC WORKS.

1910

Dated

Read. Encl.

G.O., 2 July 1890 No. 948R.

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100/6

RAS,

2950

26/6

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GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

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Additional workshop accommodation at Negapatam, South Indian Railway.—Sanction of the Government of India to the estimate for —, communicated to the Consulting Engineer for Railways.	1890. 23rd July No. 1054 R.	...	16th May 1890, Nos. 668-9 R.
Brake vans for the Madras Railway.—Memorandum from the Consulting Engineer for Railways reporting that sanction has been communicated to a revised estimate, amounting to Rs. 42,108, the cost of constructing twelve — for the Madras Railway, ordered to be forwarded to the Government of India.	24th July No. 1059 R.	...	18th June 1889, No. 682 R. 6th April 1889, Nos. 376-7 R.
Forwarded	24th July No. 1060 R.	...	.....
Railway Extensions.—Orders relating to transfers of upper subordinates for employment on —.	24th July No. 1061 R.	...	.....
Rai Sahib Baroda Prosad Bosu, Executive Engineer.—Transfer of — from the Villupuram-Guntakal State Railway to the East Coast Railway Survey.	24th July No. 1062 R.	...	.....
Copy of the above forwarded to the Government of India.	24th July No. 1063 R.	...	.....
State Railway Savings Bank.—Ordered that the proposals of the Agent and Manager for introducing the — rules on the Madras Railway, be forwarded to the Government of India.	25th July No. 1065 R.	...	20th Nov. 1880, No. 679 R. 6th Sept. 1880, No. 512 R. 28th March 1870, No. 788 R.
Forwarded	25th July No. 1066 R.	...	.....
Indent for Stores for the East Coast Railway.—Ordered that the —, be forwarded to the Government of India.	29th July No. 1074 R.	...	.....
Forwarded	29th July No. 1075 R.	...	.....
Mr. Phipps, Deputy Locomotive Superintendent, Madras Railway.—Sanction of the Government of India to the grant of a special allowance of Rs. 300 a month to — while acting as Locomotive Superintendent, communicated to the Consulting Engineer for Railways.	29th July No. 1076 R.	...	19th May 1890, Nos. 686-7 R.
Travelling allowances.—Passing orders on the claims to — of certain officers serving on the East Coast Railway Survey.	29th July No. 1077 R.	...	.....
Copy of the above forwarded to the Government of India.	29th July No. 1078 R.	...	.....

1 Subjects.	2 Dates of Proceedings.	3 Date of Report to Secretary of State for India.	4 Numbers and Dates of previous Proceedings.
Bridge No. 316 *at* 258*th mile, North-west line, Madras Railway.*—Ordered that the explanation of the Chief Engineer, Madras Railway, regarding the objections raised by the Consulting Engineer to the Government of India for State Railways for using wells for shallow foundations in connection with the construction of the —, be forwarded to the Government of India.	1890. 8th July No. 979 R.	...	.....
The above, forwarded to the Government of India.	8th July No. 980 R.	...	.....
Stations, Villupuram-Guntakal State Railway.—Regarding the spelling of the names of certain —	11th July No. 992 R.	...	.....
Accounts.—Ordered that the report of action taken with a view to improving the system of — in the Engineering Department of the Madras Railway, be forwarded to the Government of India.	11th July No. 993 R.	...	... ..
Forwarded	11th July No. 994 R.	...	.....
Establishment lists, Madras Railway.—The — for the second half of 1890, approved and ordered to be forwarded to the Director-General of Railways.	11th July No. 995 R.	...	.....
Forwarded	11th July No. 996 R.	...	.....
Mr. J. Devine, Chief Guard, Madras Railway.—The payment of a gratuity of six months' pay to —, sanctioned.	11th July No. 997 R.	...	.....
Madras Railway.—The schedule of estimates sanctioned on the — up to 30th April 1890, ordered to be forwarded to the Director-General of Railways.	15th July No. 1009 R.	...	17th May 1890, No. 681 R.
Forwarded	15th July No. 1010 R.	...	.....
Bezváda Extension Railway.—Letter from the Government of India sanctioning a grant of Rs. 12,000 for Capital outlay during the current official year on the — to meet the cost of the station-master's quarters at Bezváda and Permanent-way Inspector's bungalow at Kandapally, communicated to the Agent and Manager, His Highness the Nizam's Guaranteed State Railway.	15th July No. 1011 R.	...	.....
Madras Railway—The schedule of estimates sanctioned on the — up to 31st May 1890, ordered to be forwarded to the Director-General of Railways.	16th July No. 1020 R.	...	.....
Forwarded	16th July No. 1021 R.	...	.....

1 Subjects.	2 Dates of Proceedings.	3 Date of Report to Secretary of State for India.	4 Numbers and Dates of previous Proceedings.
Additional workshop accommodation at Negapatam, South Indian Railway.—Sanction of the Government of India to the estimate for —, communicated to the Consulting Engineer for Railways.	1890. 23rd July No. 1054 R.	...	16th May 1890, Nos. 668-9 R.
Brake vans for the Madras Railway.—Memorandum from the Consulting Engineer for Railways reporting that sanction has been communicated to a revised estimate, amounting to Rs. 42,108, the cost of constructing twelve — for the Madras Railway, ordered to be forwarded to the Government of India.	24th July No. 1059 R.	...	18th June 1889, No. 682 R. 6th April 1889, Nos. 376-7 R.
Forwarded	24th July No. 1060 R.	...	.....
Railway Extensions.—Orders relating to transfers of upper subordinates for employment on —.	24th July No. 1061 R.	...	... ...
Rai Sahib Baroda Prosad Bosu, Executive Engineer.—Transfer of — from the Villupuram-Guntakal State Railway to the East Coast Railway Survey.	24th July No. 1062 R.	...	.....
Copy of the above forwarded to the Government of India.	24th July No. 1063 R.	...	.....
State Railway Savings Bank.—Ordered that the proposals of the Agent and Manager for introducing the — rules on the Madras Railway, be forwarded to the Government of India.	25th July No. 1065 R.	...	20th Nov. 1880, No. 679 R. 6th Sept. 1880, No. 512 R. 28th March 1870, No. 788 R.
Forwarded	25th July No. 1066 R.	...	.....
Indent for Stores for the East Coast Railway.—Ordered that the —, be forwarded to the Government of India.	29th July No. 1074 R.	...	.....
Forwarded	29th July No. 1075 R.	...	.....
Mr. Phipps, Deputy Locomotive Superintendent, Madras Railway.—Sanction of the Government of India to the grant of a special allowance of Rs. 300 a month to — while acting as Locomotive Superintendent, communicated to the Consulting Engineer for Railways.	29th July No. 1076 R.	...	19th May 1890, Nos. 686-7 R.
Travelling allowances.—Passing orders on the claims to — of certain officers serving on the East Coast Railway Survey.	29th July No. 1077 R.	...	.....
Copy of the above forwarded to the Government of India.	29th July No. 1078 R.	...	.....

1 Subjects.	2 Dates of Proceedings.	3 Date of Report to Secretary of State for India.	4 Numbers and Dates of previous Proceedings.
	1890.		
Estimates sanctioned on the South Indian Railway.—Ordered that the schedule of — up to 30th April 1890, be forwarded to the Director-General of Railways.	29th July No. 1079 R.	...	.....
Forwarded	29th July No. 1080 R.	...	.....
Katpádi station, Madras Railway.—Letter from the Government of India sanctioning, with remarks, estimates amounting to Rs. 4,67,455, for alterations at the — rendered necessary by the junction with the Villupuram-Guntakal Railway, communicated to the Consulting Engineer for Railways.	29th July No. 1083 R.	...	9th June 1890, Nos. 803-4 R.
South Indian Railway.—The payment of interest on compensation paid for land acquired for additional accommodation and diversion of road at Egmore station —, sanctioned.	29th July No. 1086 R.	...	.....
Mr. F. B. Walker, Engineer-in-Chief, East Coast Railway Survey.—Directing — to proceed to Simla to discuss matters in connection with the examination of the main project.	29th July No. 1087 R.	...	.....
Copy of the above forwarded to the Government of India.	29th July No. 1088 R.	...	.....
Mr. Cramps, Chief Auditor, Madras Railway.—Ordered that the Government of India be addressed as to whether the claim of — to have the time occupied by him on the voyage out to India in 1887, when ordered to duty while on furlough, counted as duty, should be admitted.	30th July No. 1089 R.	...	.....
The Government of India addressed accordingly.	30th July No. 1090 R.	...	.....

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

TABULAR STATEMENT OF MISCELLANEOUS PROCEEDINGS AND MATTERS OF ROUTINE,

RAILWAY,

FOR THE MONTH OF JULY 1890.

Subjects.	Number and Date of Order.	Numbers and Dates of previous Orders.
Cuddapah-Nellore State Railway.—Ordered that the letters from the Agent, South Indian Railway, regarding the valuation of the rolling-stock taken over from the —, be forwarded to the Government of India.	1st July 1890, No. 933 R.	.....
Forwarded	1st do. do. No. 934 R.	.....
Mr. F. C. B. Burgess.—Sanction of the Government of India to the employment of — as a temporary Engineer on the Kistna Bridge Works, communicated to the Engineer-in-Chief, East Coast Railway Survey.	1st do. do. No. 935 R.	.....
Kadgodi station, Madras Railway.—Ordered that the sanction of the Government of India be requested to change the name of the — to Whitefield.	1st do. do. No. 936 R.	.....
The Government of India requested accordingly.	1st do. do. No. 937 R.	.....
Hindupur Railway Extension.—Letter from the Government of India acknowledging drawings pertaining to the —, and requesting to be furnished with reports and estimates relating to the line south of Dharmavaram, communicated to the Consulting Engineer for Railways, for compliance.	1st do. do. No. 938 R.	.....
Return of lead traffic.—Ordered that the — of the Nellore Branch, Villupuram-Guntakal State Railway for the 1st quarter of 1890, be forwarded to the Government of India.	1st do. do. No. 939 R.	.....
Forwarded	1st do. do. No. 940 R.	.....
Revenue stores.—Ordered that the reports from the Agents, Madras and South Indian Railways, on the system of charging for the carriage of —, be forwarded to the Government of India.	1st do. do. No. 941 R.	.....
Forwarded	1st do. do. No. 942 R.	.....

Subjects.	Number and Date of Order.	Numbers and Dates of previous Orders.
East Coast Railway Survey.—Ordered that the detailed estimates for the —, be forwarded to the Government of India, for sanction.	1st July 1890. No. 943 R.	3rd Feb. 1890, No. 168 R.
Forwarded	1st do. do. No. 944 R.	.....
Reserved forests and lands in the vicinity of railway lines.—Proceedings, Revenue Department, recording statement showing number and extent of — in the Southern circle, communicated to the Consulting Engineer for Railways.	2nd do. do. No. 945 R.	.....
Temporary establishment, Chicacole division, East Coast Railway.—The cost of the — amounting to Rs. 54-13-11, sanctioned with remarks.	2nd do. do. No. 946 R.	.....
Police guards with pay clerks.—Circular from the Government of India regarding the incidence of cost of —, communicated to the Consulting Engineer for Railways.	2nd do. do. No. 947 R.	.....
East Coast Railway.—Telegram from the Government of India communicating decision of the Secretary of State to construct the — as a State Railway, communicated to the Consulting Engineer for Railways and the Engineer-in-Chief, and Consulting Engineer for Railways requested to report which portions of the line should be first commenced.	3rd do. do. No. 950 R.	.....
Return of accidents on Indian railways.—Observations of the Government of India on the — for the 3rd quarter of 1889, communicated to the Consulting Engineer for Railways.	4th do. do. No. 951 R.	2nd Nov. 1889, Nos. 1265-66 R. 5th Dec. 1889, Nos. 1338-39 R.
Payments and adjustments by Examiners.—Resolution of the Government of India extending to State Railways the system of — applicable to the Buildings and Roads Branch of the Department, communicated to the Consulting Engineer for Railways.	4th do. do. No. 952 R.	20th Feb. 1890, No 593 W. 2nd Nov. 1889, No. 3109 R.
Powers of officers in charge of executive divisions.—Resolution of the Government of India extending to open lines of State Railways, the provisions of circular authorising local Governments to confer increased powers at their discretion to the extent noted upon selected officers in charge of executive divisions in the Buildings and Roads, Irrigation and Railway Construction Branches of the Public Works Department, communicated to the Consulting Engineer for Railways.	4th do. do. No. 953 R.	.....
Mr. H. Lightowler, late Chief Clerk, Bellary-Kistna State Railway.—Temporarily attaching — for duty in the office of the Consulting Engineer for Railways pending the appeal in the Derry case.	4th do. do. No. 954 R.	.....
East Coast Railway.—Telegram to the Government of India informing the bridge work and locomotive and rolling-stock required for the —.	4th do. do. No. $\frac{954}{A.}$ R.	.....

Subjects.	Number and Date of Order.	Numbers and Dates of previous Orders.
Minutes of meeting, Madras Railway.—The —, No. 5 of 1890, approved and ordered to be forwarded to the Director-General of Railways.	4th July 1890. No. 955 R.	.....
Forwarded	4th do. do. No. 956 R.	.....
Temporary establishment, Ellore division, East Coast Railway.—The cost of the —, amounting to Rs. 264, for March 1890, sanctioned.	4th do. do. No. 957 R.	.....
Kistna bridge survey.—Ordered that the estimate amounting to Rs. 34,960, of the cost of the —, be forwarded to the Government of India.	4th do. do. No. 958 R.	.....
Forwarded	4th do. do. No. 959 R.	.....
Agreements for junction stations of railways in the Madras Presidency.—Ordered that the endorsement of the Consulting Engineer for Railways submitting letter from the Agent and Manager, Madras Railway, regarding the —, be forwarded to the Government of India.	4th do. do. No. 960 R.	.....
Forwarded	4th do. do. No. 961 R.	.....
Villupuram-Guntakal State Railway.—Ordered that the correspondence with the Examiner, Railway Accounts, Madras, regarding the exemption of the — from local or municipal taxes, be forwarded to the Government of India.	5th do. do. No. 964 R.	.....
Forwarded	5th do. do. No. 965 R.	.....
English stores for the Villupuram-Guntakal State Railway.—The purchase of certain — in the local market, sanctioned.	5th do. do. No. 966 R.	.....
Minutes of a special meeting, Madras Railway.—The — held on 5th June 1890, approved and ordered to be forwarded to the Director-General of Railways.	7th do. do. No. 967 R.	
Forwarded	7th do. do. No. 968 R.	.....
Budget estimates for 1890-91.—Letter from the Government of India requesting the submission of certain — long overdue, reccorded in continuation of Proceedings No. 916 R., dated 24th June 1890.	7th do. do. No. 969 R.	.....
Lieutenant W. M. Burn, R.E., Assistant Engineer.—Letter from the Government of India requesting to warn — to hold himself in readiness for transfer to the Zhob Valley Railway Survey at the end of August next, communicated to the Consulting Engineer for Railways.	8th do. do. No. 970 R.	.....

Subjects.	Number and Date of Order.	Numbers and Dates of previous Orders.
Mr. D. F. Hogarth, Executive Engineer.—Report of the relief of — on the Mogulsarai Howrah Railway Survey on the 24th June, communicated to the Consulting Engineer for Railways.	8th July 1890, No. 971 R.	.....
Mr. G. T. Bridges.—Application for the employment of — on the Máyavaram-Mutupet Railway on the pay of 3rd-class, 2nd grade Resident Engineer, ordered to be forwarded to the Government of India.	8th do. do. No. 974 R.	.....
Forwarded	8th do do. No. 975 R.	.....
Gadilam bridge, South Indian Railway.—Ordered that the diagram showing the diagonals that appears slack on the —, be forwarded to the Government of India.	8th do. do. No. 976 R.	13th June 1890, No. 2637 C.
Forwarded	8th do. do. No. 977 R.	.....
Bridge over the Periyár channel.—Letter from the Government of India pointing out with reference to the schedule of sanctions to outlay on works on the South Indian Railway for quarter ending 30th June 1891 that the cost of the — at 327 miles 12½ chains being excess of Rs 5,000 it is beyond the powers of the Consulting Engineer to sanction the construction of the work, communicated to the Consulting Engineer for Railways.	8th do. do. No. 978 R.	.....
Establishment lists, Bezváda Extension Railway.—The — for the second half of 1890, sanctioned and copy of the Proceedings, ordered to be forwarded to the Government of India.	8th do. do. No. 981 R.	.....
Forwarded	8th do. do. No. 982 R.	.....
General rules for working railways under construction.—Ordered that the Government of India be informed that the Agents, Madras and South Indian Railways accept the — as modified.	8th do. do. No. $\frac{982}{A}$ R.	.....
Government of India informed accordingly ...	8th do. do. No. $\frac{982}{B}$ R.	.....
Villupuram-Guntakal State Railway.—Ordered that the letter from the Agent, South Indian Railway, regarding the revised budget estimate of the — for 1890-91, be forwarded to the Government of India.	9th do. do. No. 983 R.	.....
Forwarded	9th do. do. No. 984 R.	.....
Land required for the Hindupur Extension Railway.—Proceedings, Revenue Department, recording and communicating letter from the Collector of Anantapur stating why the entire extent of 92 cents of land instead of 50 cents of — was proposed to be acquired, communicated to the Consulting Engineer for Railways.	10th do. do. No. 985 R.	28th May 1890, No. 731 R. 18th April 1890, No. 534 R.

Subjects.	Number and Date of Order.	Numbers and Dates of previous Orders.
Rail-borne trade returns.—Resolution of the Government of India transferring the compilation of — of the Bombay Presidency to the Director of Land Records and Agriculture, communicated to the Consulting Engineer for Railways and to the Revenue Department.	10th July 1890, No. 986 R.	.....
Indian Railways Act of 1890.—Letter from the Government of India stating with reference to the application of the Agent, South Indian Railway, for the supply of abstract of the — that the publication with or without the general rules of an abstract of the Act is not required by the Act, and that an abstract of the Act will consequently not be made by the Government of India, communicated to the Consulting Engineer for Railways.	10th do. do. No. 987 R.	16th May 1890, Nos. 674-75 R.
Talangay tank, Madras Railway.—Ordered that the revised estimate of Rs. 37,615 for alterations at 60th mile, South-west line, — be forwarded for early sanction of the Government of India.	10th do. do. No. 988 R.	.....
Forwarded	10th do. do. No. 989 R.	.....
Mr. H. Lightowler, Chief Clerk, Engineer-in-Chief's office, Bellary-Kistna Railway.—Letter from the Government of Bombay forwarding copy of letter from the Agent and Chief Engineer, Southern Mahratta Railway, intimating that — has been informed that his services will not be required by the Railway Company beyond a month from 20th June 1890, forwarded to the Consulting Engineer for Railways for communication to Mr. Lightowler.	10th do. do. No. 990 R.	.....
East Coast Railway.—Letter from the Government of India transferring Mr. Durrand, Honorary Assistant Engineer, for constructing staff quarters and collecting materials for the Kistna bridge, and stating that orders regarding Sub-Conductor Albert will shortly be issued, communicated to the Consulting Engineer for Railways.	10th do. do. No. 991 R.	.....
Indian Railways Act 1890.—Letter from the Government of India forwarding ten copies of the — and stating that copies of the Act can be obtained from the Superintendent of Government Printing at Calcutta at 15 annas per copy, communicated to the Consulting Engineer for Railways.	11th do. do. No. 998 R.	.....
Contingent charges, office of the Consulting Engineer for Railways.—Sanctioning certain — disallowed by the Examiner, Public Works Accounts.	12th do. do. No. 999 R.	.....
Major R. O. Lloyd, R.E., Executive Engineer —Letter from the Government of India stating that — will be detained on railway work in the Madras Presidency till the end of the next cold weather, after which his services will be utilised in the Military Works Department, communicated to the Consulting Engineer for Railways.	12th do. do. No. 1000 R.	23rd May 1890, No. 718 R. 16th May 1890, No. 2273 C.

Subjects.	Number and Date of Order.	Numbers and Dates of previous Orders.
Mr. F. W. Morse, Executive Engineer, East Coast Railway.—Application from — to be exempted from the rule regarding retirement of officers who at the age of 50 years have not attained the rank of Superintending Engineers, ordered to be forwarded to the Government of India.	12th July 1890. No. 1001 R.	6th May 1889, No. 1200 W. 17th Oct 1887, No. 2766 W.
Forwarded	12th do. do. No. 1002 R.	.....
Bezváda-Vizianagrum section of East Coast Railway.—Telegram from and to the Government of India regarding the commencement of the — and Mahánadi bridge with suggestions for staff, communicated to the Consulting Engineer for Railways.	12th do. do. No. 1003 R.	6th July 1889, Nos. 754-5 R. 3rd Feb. 1890, No. 168 R. 3rd July 1890, No. 950 R.
Mr. F. V. Taylor, Executive Engineer, East Coast Railway.—Declining to pass the charges for the conveyance of camp equipage of — as he reached Bezváda twelve days before his tents arrived.	12th do. do. No. 1004 R.	.....
Prince of Arcot.—Proceedings, Political Department, forwarding programme of the intended journey of the —, communicated to the Consulting Engineer for Railways.	12th do. do. No. 1005 R.	.....
Government buildings occupied as residences.—Resolution of the Government of India extending to the Railway Branch of the department the provisions of Public Works Department resolution deciding that a fresh start be made with the accounts of — from the 1st April 1889 by omitting from the accounts all previous revenue receipts and maintenance and interest charges, communicated to the Consulting Engineer for Railways, and Examiner, Guaranteed Railway Accounts.	14th do. do. No. 1006 R.	.....
Coaching stock, Villupuram-Guntakal State Railway.—Telegram from the Government of India approving drawing of — sent with No. 735 R. of 1889, communicated to the Consulting Engineer for Railways.	14th do. do. No. 1006-A R.	.....
Mr. A. H. Mason, Assistant Engineer.—Ordered that the report on the conduct and qualification of —, be forwarded to the Government of India.	15th do. do. No. 1007 R.	14th June 1890, No. 2654 C.
Forwarded	15th do. do. No. 1008 R.	.....
Mr. T. W. Grant, Executive Engineer.—Ordered that the appeal of — to the Director-General of Railways, be forwarded to him.	16th do. do. No. 1012 R.	.....
Forwarded	16th do. do. No. 1013 R.	.....
Closet accommodation.—Ordered that the letter from the Agent, South Indian Railway, regarding — for the reserved use of female passengers in 3rd class carriages, be forwarded to the Government of India.	16th do. do. No. 1014 R.	.....
Forwarded	16th do. do. No. 1015 R.	.....

Subjects.	Number and Date of Order.	Numbers and Dates of previous Orders.
Road from the main road to the level crossing at Yerped.—Proceedings, Local and Municipal Department, communicating letter from the President, District Board, North Arcot, stating that the Taluk Board at Ranipet have resolved to construct the —, communicated to the Consulting Engineer for Railways.	16th July 1890, No. 1016 R.	18th Nov. 1889, No. 1271 R.
Land and supervision budget estimate for 1890-91, *Guaranteed Railways, Madras.*—Ordered that the information furnished by the Consulting Engineer for Railways in connection with the —, be forwarded to the Government of India.	16th do. do. No. 1017 R.	7th July 1890, No. 2956 C. 5th June 1890, No. 2494 C. 1st May 1890, Nos. 600-601 R.
Forwarded	16th do. do. No. 1018 R.	
Progress reports of Railway Surveys.—Resolution of the Government of India forwarding instructions for the submission of monthly narrative — and of railways partly under survey and partly under construction, communicated to the Consulting Engineer for Railways.	16th do. do. No 1019 R.	13th April 1878, No. 354 R.
Index of subjects discussed at official meetings held in 1889, *South Indian Railway.*—Ordered that nine copies of the list and alphabetical —, be forwarded to the Director-General of Railways.	16th do. do. No. 1022 R.	.....
Forwarded	16th do. do. No. 1023 R.	.....
Accounts.—Letter from the Government of India requesting that pending the receipt of the new contract with the South Indian Railway Company for the working of their present line and the State lines now under construction by them on the termination of their present contract, that the capital outlay on that section should be kept distinct from the outlay on the Dharmavaram-Pakal-Villupuram section, and requesting to issue the necessary instructions accordingly, communicated to the Consulting Engineer for Railways and to the Examiner, Guaranteed Railway Accounts.	16th do. do. No. 1024 R.	.....
Final issues of railway budget estimates.—Letter from the Government of India requesting the submission of only 25 copies of the — without the connected proceedings, recorded.	17th do. do. No. 1025 R.	13th May 1890, Nos. 653-4 R.
State Railway forms.—Letter from the Agent, South Indian Railway, regarding the adoption of — on the South Indian Railway, after 1st January 1891, ordered to be forwarded to the Government of India.	18th do. do. No. 1026 R.	.....
Forwarded	18th do. do. No. 1027 R.	.....
Accounts of the East Coast Railway Survey.—Explanation of the Examiner, Public Works Accounts, in asking the Engineer-in-Chief to compile the —, ordered to be forwarded to the Government of India.	18th do. do. No. 1028 R.	.....
Forwarded	18th do. do. No. 1029 R.	.....

Subjects.	Number and Date of Order.	Numbers and Dates of previous Orders.
Mr. W. R. Robinson, late Chief Engineer, Madras Railway.—Ordered that the letter from the Agent stating the circumstances under which — retired, and the reduction of establishment involved thereby, be forwarded to the Government of India.	18th July 1890, No. 1030 R.	27th Feb. 1890, Nos. 306-7 R. 20th June 1888, No. 516 R. 31st Aug. 1890, No. 941 R. 7th July 1883, No. 677 R.
Forwarded	18th do. do. No. 1031 R.	.....
Derry's contract case.—Letter from the Agent, South Indian Railway, requesting reply to letter regarding the application of Messrs. Bull, Stent and Brook Fox to be considered as on special duty while in Madras in connection with the —, ordered to be forwarded to the Government of India.	18th do. do. No. 1032 R.	.....
Forwarded	18th do. do. No. 1033 R.	.....
Kistna bridge.—Ordered that the plans and estimates of the —, be forwarded to the Government of India, and the Engineer-in-Chief directed to order Mr. Spring to proceed to Simla to discuss the plans with the Consulting Engineer to the Government of India.	18th do. do. No. 1034 R.	7th June 1890, No. 796 R.
Kistna bridge.—Plans and estimates of the —, forwarded to the Government of India with remarks.	18th do. do. No. 1035 R.	.....
Progress report of the Villupuram-Guntakal State Railway.—Ordered that the letter from the Agent, South Indian Railway, inquiring whether the monthly submission of form A of the — is necessary, be forwarded to the Government of India.	19th do. do. No. 1036 R.	3rd June 1889, No. 632 R. 25th April 1889, Nos. 451-2 R.
Forwarded	19th do. do. No. 1037 R.	.....
Railway carriages for the Villupuram-Guntakal State Railway.—Letter from the Agent, South Indian Railway, requesting information regarding the provision of first and second class —, ordered to be forwarded to the Government of India.	19th do. do. No. 1038 R.	.....
Forwarded	19th do. do. No. 1039 R.	.....
Correspondence.—The Government of India informed of the delay in forwarding Proceedings Nos. 797-8 R., dated 7th June 1890, relative to the Nilgiri Railway Company, and of printed copies of Proceedings generally which have to be printed in Madras and sent up to Ootacamund for signature.	19th do do. No. 1040 R.	.....
Tax on land lying within the Adóni station compound.—Letter from the Agent and Manager, Madras Railway Company, regarding a bill for Rs. 34-14-4 received from the Municipality of Adóni for —, recorded.	19th do. do. No. 1041 R.	10th Feb. 1890, No. 214 R. 20th Dec. 1889, No. 1413 R. 24th July 1889, No. 797 R.

Subjects.	Number and Date of Order.	Numbers and Dates of previous Orders.
Sleepers for the East Coast Railway.—Communicating to the Revenue Department telegram from the Engineer-in-Chief stating that two lakhs of — of certain dimensions will be taken by him if approved of and delivered in time.	21st July 1890, No. 1042 R.	.....
Overseers Babus H. C. Bannerjee and Asutosh Bannerjee.—Letter from the Agent, South Indian Railway, stating that he can employ — on the Villupuram-Guntakal State Railway, ordered to be forwarded to the Government of India.	21st do. do. No. 1043 R.	.....
Forwarded	21st do. do. No. 1044 R.	.....
Messrs. Oddie and Mitchell, Executive Engineers, Villupuram-Guntakal State Railway.—Reply of the Government of India to memorials from — to the Secretary of State, communicated to the Consulting Engineer for Railways for communication to the above officers.	21st do. do. No. 1045 R.	28th Mar. 1888, No. 1005 W. 6th June 1890, Nos. 266—227 D.
East Coast Railway.—Letter from the Government of India referring to telegram proposing the construction of the Bezváda-Vizianagrum section of the — with reference to telegram from the Engineer-in-Chief stating that the expenditure in India this year depends on the number of divisions to be started, recorded with reference to G.O., No. 1003 R., dated 12th July 1890.	23rd do. do. No. 1046 R.	12th July 1890, No. 1000 R. 21st June 1890, No. 883 R.
Troughs.—Ordered that the letter from the Agent and Manager, Madras Railway, requesting to be furnished with a definite description of — which the Military Department require at railway stations where rest-camps exist, be forwarded to the Government of India.	23rd do. do. No. 1047 R.	.....
Forwarded	23rd do. do. No. 1048 R.	.....
Batta.—Payment of Rs. 4-12-0 — to the Storekeeper, Villupuram-Guntakal State Railway, while employed in collecting labor, sanctioned.	23rd do. do. No. 1049 R.	.....
Travelling allowances to Consulting Engineers.—Resolution of the Government of India directing the grant of — on tours of inspection under article 1171, Civil Service Regulations.	23rd do. do. No. 1050 R.	.....
Mr. Rees, Honorary Assistant Engineer.—Ordered that the report of the death of —, be forwarded to the Government of India.	23rd do. do. No. 1051 R.	.....
Forwarded	23rd do. do. No. 1052 R.	.....
Salaries of subordinate Revenue establishment.—Resolution of the Government of India revising the scales of —, communicated to the Consulting Engineer for Railways.	23rd do. do. No. 1053 R.	26th Sept. 1888, No. 783 R. 5th Sept. 1882, No. 549 R. 9th June 1880, No. 334 R.

Subjects.	Number and Date of Order.	Numbers and Dates of previous Orders.
Audit Account and Pay offices, Madras Railway.—Letter from the Government of India requesting that the constitution and cost of the — to be exhaustively inquired into by the Examiner, and to effect considerable reduction in the establishment, communicated to the Consulting Engineer for Railways and to the Examiner, Guaranteed Railway Accounts.	24th July 1890. No. 1055 R.	.....
Indian Railways Act, 1890.—Letter from the Government of India stating that copies of the — for public service can be had from the Legislative Department of the Government of India, and for others from the Superintendent, Government Printing, Calcutta.	24th do. do. No. 1056 R.	.....
Leave allowances.—Letter from the Examiner, Railway Accounts, asking for a ruling regarding payment of — to officers of the Madras Railway when on furlough, ordered to be forwarded to the Government of India.	24th do. do. No. 1057 R.	7th July 1879, No. 581 R. 12th Aug. 1879, No. 676 R. 4th Sept. 1879, Nos. 739-40 R. 2nd Oct. 1879, No. 788 R. 25th Feb. 1880, No. 145 R.
Forwarded	24th do. do. No. 1058 R.	.....
Mr. Bull, Executive Engineer.—The Government of India informed that the Engineer-in-Chief, East Coast Railway, does not require —.	24th do. do. No. 1064 R.	29th April 1890, Nos. 579-80 R. 9th May 1890, No. $\frac{627}{A}$ R. 30th May 1890, No. 743 R. 13th June 1890, No. $\frac{834}{A}$ R. 22nd May 1890, No. 710 R. 27th Mar. 1890, Nos. 425-26 R. 7th June 1890, No. 791 R. 3rd May 1890, No. 2113 C. 28th Jan. 1890, No. 489 C. 21st Jan. 1890, No. 111 R. 14th April 1890, Nos. 506-7 R. 8th Mar. 1890, No. 1287 C.
Lieutenants Kincaid and Waghorn, R.E.—Report of the Consulting Engineer for Railways that substitutes will be required by the Engineer-in-Chief, East Coast Railway, if — are transferred, ordered to be forwarded to the Government of India.	25th do. do. No. 1067 R.	25th June 1890, No. 920 R.
Forwarded	25th do. do. No. 1068 R.	.....

Subjects.	Number and Date of Order.	Numbers and Dates of previous Orders.
1*st Madras Pioneers.*—Proceedings, Military Department, sanctioning, conditionally, instruction on the South Indian Railway line of a few men of the — in plate-laying engine-driving and stoking, communicated to the Consulting Engineer for Railways.	25th July 1890, No. 1069 R.	.....
Mr. H. W. Clift, Executive Engineer.—Letter from the Government of India stating in reply to his inquiry whether his name is entered in the A or B class of Executive Engineers, that — is not recommended for promotion to the Superintending Engineer's class.	25th do. do. No. 1070 R.	12th Dec. 1887, No. 3391 W. 21st June 1890, No. 874 R.
Railway Warrant.—Resolution of the Government of India approving the revised form of — entitled "Form C" in supersession of the present "Forms C and D," communicated to the Consulting Engineer for Railways.	25th do. do. No. 1071 R.	.....
Indent for plant and stores for the Kistna bridge.—Ordered that the —, be forwarded to the Government of India.	29th do. do. No. 1072 R.	.....
Forwarded	29th do. do. No. 1073 R.	.....
Pointsmen at Cuddalore New Town.—Letter from the Agent, South Indian Railway, requesting to cancel his letter regarding the prosecution of the —, recorded.	29th do. do. No. 1081 R.	.....
Suit of Derry v. *the Secretary of State.*—Letter from the Government Solicitor forwarding a copy of the judgment of the Madras High Court in the —, recorded.	29th do. do. No. 1082 R.	.....
Gunput Krishnagi, Sub-Engineer.—Telegrams to and from the Government of India appointing — for employment on the Villupuram-Guntakal State Railway instead of Ganeshi Lal, who has taken leave, communicated to the Consulting Engineer for Railways.	29th do. do. No. 1084 R.	.....
Capital accounts of the Indian Guaranteed Railway Companys.—State of the — on 30th June 1890, communicated to the Consulting Engineer for Railways.	29th do. do. No. 1085 R.	.....
Accidents on the Madras and South Indian Railways.—Ordered that the return of — for the second quarter of 1890, be forwarded to the Director-General of Railways.	30th do. do. No. 1091 R.	.....
Forwarded	30th do. do. No. 1092 R.	.....
Local purchases of stores.—Ordered that the memorandum showing procedure in force on railways under the control of the Madras Government in regard to the amount of supervision and check exercised over — effected by early administration, be forwarded to the Government of India.	30th do. do. No. 1093 R.	7th July 1890, No. 2959 C.
Forwarded	30th do. do. No. 1094 R.	.....

Subjects.	Number and Date of Order.	Numbers and Dates of previous Orders.
Minutes of Meeting No. 2 of 1890, *South Indian Railway.*—Ordered that the —, approved and ordered to be forwarded to the Director-General of Railways.	30th July 1890, No. 1095 R.	.....
Forwarded	30th do. do. No. 1096 R.	.....
Temporary establishment employed in the Ellore division, East Coast Railway.—Proceedings, Educational Department, sanctioning the exemption of certain members of the —, communicated to the Consulting Engineer for Railways.	30th do. do. No. 1097 R.	4th July 1890, No. 957 R.
Examination rules.—Proceedings, Educational Department, sanctioning the exemption of certain persons from the — for employment on the East Coast Railway establishment only, communicated to the Consulting Engineer for Railways.	30th do. do. No. 1098 R.	2nd July 1890, No. 946 R.
Auditor's note on the Capital and Revenue accounts, South Indian Railway.—Memorandum from the Consulting Engineer for Railways stating that the — for the second half of 1889 was submitted with his No. 38, dated 2nd June 1890, ordered to be forwarded to the Government of India.	30th do. do. No. 1099 R.	21st June 1890, No. 888 R. 15th July 1890, No. 3035 C. 7th June 1890, No 794 R. 5th May 1890, No. 2121 C. 3rd May 1890, No. 2115 C. 1st Mar. 1890, No. 314 R.
Forwarded	30th do. do. No. 1100 R.	.....
Risk note forms.—Six — submitted by the Agent, South Indian Railway, for approval under section 72, sub-section 2-*b*, Act IX of 1890, ordered to be forwarded to the Government of India.	30th do. do. No. 1101 R.	.....
Forwarded	30th do. do. No. 1102 R.	.....
Villupuram-Guntakal State Railway.—Ordered that the progress report of the — for April and May 1890, be forwarded to the Government of India.	30th do. do. No. 1103 R.	.....
Forwarded	30th do. do. No. 1104 R.	.....
Lieutenant J. M. Burn, R.E.—Letter from the Agent, South Indian Railway, regarding the transfer of —, to the Zhob Valley Railway, ordered to be forwarded to the Government of India.	30th do. do. No. 1105 R.	.....
Forwarded	30th do. do. No. 1106 R.	.....
Revenue budget estimate of the South Indian State Railway.—Remarks of the Government of India on the — for the last 3 months of 1890-91, communicated to the Consulting Engineer for Railways.	30th do. do. No. 1107 R.	.....

Subjects.	Number and Date of Order.	Numbers and Dates of previous Orders.
Accounts.—Telegram from the Government of India stating that outlay including proper share of general charges should be recorded separately in books of Villupuram-Guntakal line, and that separate accounts need not be submitted for Dharmavaram-Guntakal section, communicated to the Consulting Engineer for Railways.	30th July 1890, No. 1108 R.	.....
Kistna terminus of the Bellary-Kistna Railway.—Sanction of the Government of India to estimate of Rs. 15,554 for lengthening the present siding on the canal berm at the —, communicated to the Chief Engineer for Irrigation.	31st do. do. No. 1109 R.	3rd Feb. 1890, No. 170 R. 10th Feb. 1890, No. 213 R. 5th April 1890, No. 481 R. 10th May 1890, No. 684 R. 13th May 1890, No. 646 R. 27th June 1890, No. 928 R.
Nilgiri Railway.—Confidential	31st do. do. No. 1110 R.	.....
Nilgiri Railway.—Confidential	31st do. do. No. 1111 R.	.....
Foreign goods stock for 1890.—Letter from the Government of India mentioning certain figures as the average weight and the average carrying capacity of —, communicated to the Consulting Engineer for Railways.	31st do. do. No. 1112 R.	15th Aug. 1889, No. 896 R.
Classification of the construction expenditure of State Railways.—Resolution of the Government of India sanctioning a revised —, communicated to the Consulting Engineer for Railways.	31st do. do. No. 1113 R.	.....
Officers proceeding on duty with troops.—Proceedings, Military Department, communicating ruling of the Government of India that it is unadvisable to separate — from their men as would be the case if they travelled by passenger train instead of by the troop train, communicated to the Consulting Engineer for Railways.	31st do. do. No. 1114 R.	.....
Troop extra train.—Proceedings, Military Department, communicating ruling of the Government of India that no alteration should be made in the minimum number of vehicles for a — as laid down in regulation, communicated to the Consulting Engineer for Railways.	31st do do. No. 1115 R.	.....
Mr. B. Baxter, Executive Engineer.—Letter from the Government of India stating, in reply to reference regarding salary of —, that he should draw pay from the 23rd October 1889, the date on which he reported himself from furlough.	31st do. do. No. 1116 R.	.....
Mr. Maine, Sub-Engineer.—The grant of charge allowance to — while he held charge of Mr. Swape's district No. 10, South Indian Railway, after his transfer, sanctioned.	31st do. do. No. 1117 R.	.....
Mr. J. Durrand, Honorary Assistant Engineer.—Directing — to proceed direct from Lahore to Bezváda without equipment.	31st do. do. No. 1118 R.	.....

2. In this letter you inform me that funds for construction of this line will not be available from resources at your command for four years at least, and that, in these circumstances, you have suggested to the Government of Madras that the Tanjore Local Board, who are prepared to guarantee interest on the necessary capital, should be allowed to raise a loan in India on the best terms obtainable, provided that the conditions of the loan are such as the resources of the Local Board can sufficiently meet.

3. On the understanding that Imperial funds are still not available for this project, I give my assent to the action which your Government has taken in this matter, and request that I may be kept informed of the result of your decision.

4. It is my intention to cause the Board of the South Indian Railway Company to be addressed in respect to the terms on which that Company can work the line when completed, and I will communicate with you again later on this subject.

5. The views stated in your letter under reply, and in your Railway letter No. 168, dated the 10th December 1889, on the subject of remuneration for working branch lines, will not be lost sight of.

Telegram from the Viceroy, to the Secretary of State, London, dated Simla, 21st May 1890.

Máyavaram-Tiruválúr-Mutupet Railway.

Government of Madras proposes to construct in the first instance section from Tiruválúr to Mutupet, Tanjore Board contributing rupees eight lakhs and Government of Madras contributing rupees eight lakhs from Provincial balances, sharing profits proportionately. Under the circumstances will your Lordship withdraw proposal contained in paragraph 3 of your Railway Despatch No. 121, dated 7th November last. We have received your letter of 24th April last, No. 48. Madras Provincial Governments balances are large. Arrangement now proposed offers best solution.

Telegram from the Secretary of State, to the Viceroy, Simla, dated London, 17th June 1890.

Your telegram in the Public Works Department, dated 21st May last, Máyavaram-Mutupet Railway. No objection to course proposed on the understanding that local funds can be obtained at reasonable rates.

Copy of telegram (urgent) sent to the President, District Board, Tanjore, on the 28th June 1890.

No. 253. The District Board is authorized to place one lakh from balance Railway Guarantee fund at disposal South Indian Railway for expenditure Tiruválúr-Mutupet Section, Máyavaram-Mutupet Railway. No time must be lost as operations begin on first proximo. The credit must be afforded through the Public Works Department, Railway Branch, to the Agent, and should be made by evening of 30th at latest.

Telegram from the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, to the Agent, South Indian Railway, dated 30th June 1890, No. 360 D.

District Board, Tanjore, has been directed to place one lakh at your disposal before 1st July for expenditure Tiruválúr-Mutupet Section, Máyavaram-Mutupet Railway.

G.O., dated 30th June 1890, No. 450, Financial.

Read again the following :—

G.O., dated 10th June 1890, No. 823 R., Public Works.

ABSTRACT.—Accepting the terms for the construction of a Railway between Tiruválúr and Mutupet by the South Indian Railway Company.

Read also the following papers :—

From the Agent, South Indian Railway, to the Consulting Engineer for Railways, Madras, dated Trichinopoly, 13th June 1890, No. 852.

In continuation of my letter No. 751 of the 28th ultimo, I forward the following copy of a report which I have received from the Chief Engineer : —

"On receipt of yours above quoted an immediate start was made with the preparation of land plans and schedules and one copy of this can be forwarded if required in 5 days; the indents also on England for permanent-way and girders are well advanced. The tracing of the plans and revision of the details of the estimate are also in hand; the latter I hope to be able to forward by the 21st instant, but a complete set of plans in duplicate will not be ready until about the end of July. In addition to the two copies of 30 miles of survey and section there are 50 drawings to be traced in duplicate and the number of draughtsmen available is limited.

"I enclose herewith an abstract of the estimate showing the amount that will probably be spent before the 31st March 1891, if early sanction to begin the works be obtained.

"I also send a preliminary establishment list for immediate sanction to allow of a start with the staking out of the land required and of the diversions recommended for the improvement of the alignment, the selection of brickfield sites, &c., &c., &c.

"It is not proposed to engage the whole of the establishment estimated for at once, but only as the works advance and their services are required."

The two statements above referred to are herewith sent.

ENCLOSURES.

MAYAVARAM-MUTUPET RAILWAY—TIRUVALUR-MUTUPET SECTION.

ABSTRACT of Estimate of probable Expenditure up to 31st March 1891.

Head of Account.	Description.	Estimated cost of Tiruvalur-Mutupet Section. 29·953 say 30 miles. Cash.	Stores.	Total.	Probable Expenditure up to 31st March 1891. Cash.	Stores. Indian.	Stores. English.	Total.	Balance.
		RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.
I	Preliminary Expenses	16,200	..	16,200	..	..	..	..	16,200
II	Land	75,329	..	75,329	75,329	..	..	75,329	..
III	Construction of line—								
	1. Earthwork	1,09,995	..	1,09,995	50,000	..	..	50,000	59,995
	2. Bridge-work—								
	(i) Minor bridges and culverts	1,60,260	8,121	1,68,381	50,000	1,587	4,461	56,048	1,12,333
	(ii) Large bridges	1,93,550	63,500	2,57,050	75,000	11,575	40,895	1,27,470	1,29,580
	3. Tunnels	..	..	..	..	..	..	..	..
	4. Level-crossings	8,742	2,682	11,424	2,000	..	..	2,000	9,424
	5. Fencing	462	4,158	4,620	..	..	4,620	4,620	..
	6. Temporary telegraph ..	..	..	..	..	..	..	..	..
IV	Ballast and Permanent-way—								
	1. Ballasting	32,003	..	32,003	5,000	..	..	5,000	27,003
	2. Permanent-way	28,029	4,74,350	5,02,379	1,000	1,78,200	2,15,954	3,95,154	1,07,225
V	Stations and Buildings—								
	1. Stations and offices ..	34,962	13,735	48,697	8,000	1,750	8,065	17,815	30,882
	2. Workshops and Store buildings	..	..	..	..	..	..	..	..
	3. Staff quarters	13,354	4,167	17,521	5,000	1,175	..	6,175	11,346
	4. Station machinery	14,197	23,243	37,440	1,000	1,686	15,401	18,087	19,353
VI	Electric Telegraph	16,200	..	16,200	8,100	..	..	8,100	8,100
VII	Plant at 3 per cent. on Final Heads III, IV and V	..	35,685	35,685	..	5,000	..	5,000	30,685
VIII	Rolling-stock	..	..	..	..	..	..	..	..
IX	Maintenance	..	..	..	..	..	..	..	..
X	Establishment—								
	1. Direction at 2½ per cent. on English expenditure ..	10,087	...	10,087	..	..	5,000	5,000	5,087
	2. Indian Agency at 4 per cent on Indian expenditure ..	37,178	..	37,178	9,687	..	..	9,687	27,491
	3. Engineering at Rs. 2,955 per mile	88,650	..	88,650	33,663	..	..	33,663	54,987
XI	Contingencies at 5 per cent. on Final Head X	6,796	..	6,796	2,400	..	..	2,400	4,396
	Total ..	8,45,994	6,29,641	14,75,635	3,26,179	2,00,973	2,94,396	8,21,548	6,54,087

TRICHINOPOLY, 12th June 1890.

(Signed) W. S. BETTS, Agent.

(Signed) D. LOGAN, Chief Engineer.

6199.

Govt. of [18] Madras.

PUBLIC WORKS.

Dated 17

Recd. Encl.

G.O., 8th July 1890, No. 972-807R.

Bridge

Ordered that the explanation of the C.M. Railway Co. to the objections raised by the Chief Engineer of India for State Railways to the proposed method of sinking wells for shallow foundations in connection with the construction of the — No 3 Bridge at mile 25·0 Walajah Road Railway be forwarded to the Government of India.

By order, W. Bridge.

First explanation of the C.M. Ry. regarding the objections raised by the Consulting Engineer to the Govt. for State Railways for sinking wells for shallow foundations in connection with the construction of the — No 3 Bridge at mile 25·0 Walajah Road Railway.

8th July 1890, No. 972 R., Public Works.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers:—

From the 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 Simla, 24th June 1890, No. 557 R.C.

In continuation of the telegram marginally quoted, and Public Works Department letter No. 244 R.C., dated 15th March 1890, I am directed to forward herewith, for information, a copy of a despatch * from the Right Honorable the Secretary of State for India approving of a loan being raised in India by the Tanjore Local Board for the construction of the proposed Máyavaram-Mutupet Railway, provided that the conditions of the loan are such as the resources of the Local Board can sufficiently meet.

Public Works Department No. C. 64, dated 23rd June 1890.

C. 64. Your telegram of 12th May 1890, Máyavaram-Mutupet Railway. Your proposal to construct Tiruválúr-Mutupet section in first instance, supplementing District Board's funds to extent necessary, is approved, provided that local funds can be obtained for Board's share at reasonable rates. Letter follows.

* No. 48 Railway, dated 24th April 1890.

2. I am also to forward a copy of the telegrams marginally noted, from which it will be observed that the Secretary of State has no objection to the later proposal of the Government of Madras to construct the section from Tiruválúr to Mutupet in the first instance, and to supplement the funds of the Local Board, to such extent as is necessary, from Provincial balances, the profits being shared proportionately between the Government of Madras and the Local Board, on the condition that the Board's share of the funds necessary can be raised locally at reasonable rates.

To Secretary of State, dated 21st May 1890.
From Secretary of State, dated 17th June 1890.

3. I am to request that the Government of India may be informed of the precise arrangements made by the Tanjore Local Board for raising the necessary loan locally, and whether this loan will impose on that Board a liability which its resources are insufficient to meet.

Enclosures.

From the Right Honorable the Secretary of State for India, to His Excellency the Most Honorable the Governor-General of India in Council, dated India Office, London, 24th April 1890, No. 48, Railway.

Provision of Funds for construction of a Railway on the meter gauge between Máyavaram and Mutupet.

I have received your Excellency's Railway letter No. 18, of the 4th of March 1890, in respect to the provision of funds for construction of a line of metre gauge between Máyavaram and Mutupet, in the Tanjore district of the Madras Presidency.

Form No. 3.

B. No. 979 R 98 "July/90.

P.P. 24/7/90

Ordered Blue forwarded to the Government of India with reference to its letter No. 408 R.C. dated 8th May 1890.

H.C. No. 980 R. 8th July 1890.

Forwarded.

Gen. 3/7/90

Desp. despatched to India 8 July/90.

SCD 22/7

To The Comptroller Rys / — Exd. & Rly Sects.

12.10.7.90

0 1/7 Attn. 3/7 R 5-7-90

P.W. Cus. 6199

From

THE CONSULTING ENGINEER FOR RAILWAYS,

MADRAS,

No. 458

Dated 30th June 1890

Received 1-7-90.

No. OF ENCLOSURES. 1

Subject.

Explanation by the Chief Engr Madras Railways on a note by the Consulting Engineer to the Government of India for State Railways pointing out with reference to the proposed reconstruction of the bridge at 258th mile, the objection to the adoption of wells for shallow foundations and the doubtful efficiency of the proposed flooring

B. A

No. 979-980 R. 8th July/90.

than 15 feet below the bed of the river.

3. The walls for the new abutment have been sunk 21¼ feet to solid rock, passing through a boulder bed of varying thickness and a 5 feet stratum of decayed gneiss.

4. Under these circumstances the Chief Engineer does not consider that there is any necessity for the dry stone flooring originally proposed.

Sidney Smith
Major R.E.
Offg. Comy. Engr. for R.

REGISTER
No. 398
FILE
No.

PW Encl 6199/90

MADRAS RAILWAY.

From The Agent and Manager.

To The Consulting Engineer for Railways.

Dated 24th June 1890

Recd. 25.6.90

No. 679

Asks

Agreed

As to retaining a Gritty at the 25 pt Mid. Ch. R. -

Dispd with Surveyor

Form No. 1.

PUBLIC WORKS DEPARTMENT.

OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,

Madras. 30th June 1890.

Letter from the Agent and Manager, Madras Railway, No: E.63/679, dated 23rd June 1890.

No. 458

SUBMITTED _____ to _____ Government, with reference to G.O. 709 R., dated 22nd May 1890.

Subject.—

2. The Chief Engineer draws attention to the incorrectness of the recorded depth, at which moorum was found in the bridges at 258.10 North West Line. Recent borings disclose the non-existence of moorum at less depths than

MAYAVARAM-MUTUPET RAILWAY—TIRUVALUR-MUTUPET SECTION.

PROPOSED Establishment List from 1st July to 31st March 1891.

Description.	Number of each grade.	Maximum rate of salary.	Total amount per mensem.	Total for half-year.	Remarks.
Field Staff required from 1st July to 30th September 1890.		RS.	RS.	RS.	
Assistant Engineer, 2nd class, 2nd grade ..	1	591	591	1,773	
Allowance of do. do. do. ..	1	75	75	225	
Assistant Inspectors	6	60	360	1,080	
Clerk	1	25	25	75	
Storekeeper	1	25	25	75	
Lascars	9	8	64	192	
Watchmen	4	7	28	84	
Allowance of subordinates	..	75	75	225	
Stationery and Office stores	..	50	50	150	
Total ..	..	..	..	3,879	
Field Staff required from 1st October 1890 to 31st March 1891.					
Engineers { one 1st class, 1st grade .. / one 2nd ,, 2nd ,, .. }	2	864	1,455	8,730	1/864, 1/591.
Allowance of do. do. ..	2	150	300	1,800	
Inspectors	4	250	660	3,960	1/250, 1/160, 2/125.
Assistant Inspectors	6	60	360	2,160	
Clerks	8	75	280	1,680	Two at Rs. 75 and 2 at Rs. 25 each and 4 at Rs. 20 each.
Cashiers	2	75	150	900	
Apothecaries	1	50	50	300	
Storekeepers	4	35	140	840	
Lascars	31	8	219	1,314	Two at Rs. 8 and 29 at at Rs. 7 each.
Watchmen	16	7	112	672	Four to each Storekeeper.
Allowance for Subordinate Superintendents ..	10	90	540	3,240	Four Inspectors at Rs. 90 and 6 Assistant Inspectors at Rs. 30 each.
Allowance for Cashiers and Apothecaries ..	4	15	60	360	
Stationery and Office stores	2	50	100	600	
Contingencies	2	50	100	600	
Total ..	..	..	..	27,156	
Employment at Head-quarter for 9 months.					
Clerks	3	50	80	720	One at Rs. 50, 1 at Rs. 20 and 1 at Rs. 10.
Draughtsmen	6	45	105	945	One at Rs. 45, 1 at Rs. 20 and 4 at Rs. 10 each.
Peon	1	7	7	63	
Stationery Office stores and other contingencies.	..	100	100	900	
Total ..	..	..	..	2,628	
Grand Total ..	..	..	..	33,663	

TRICHINOPOLY, 12th June 1890. (Signed) W. S. BETTS, Agent. (Signed) D. LOGAN, Chief Engineer.

No. 427.

Submitted to Government in continuation of endorsement No. 375, dated 28th May 1890.

2. The Agent submits an estimate of the probable expenditure on the Tiruválúr-Mutupet section of the Máyavaram-Mutupet Railway to the 31st March 1891, together with a proposed establishment list working up to the figures shown in this estimate under "X. Establishment—3 Engineering."

3. In this office endorsement No. 25 A,* dated 11th January 1890, it was pointed out that prior to construction it was desirable to institute a further investigation into the alignment south of the 33rd mile, with the hope of effecting a reduction in length. It is necessary that this work should be put in hand at once, and that the selection of brickfield sites, &c., be proceeded with. The Chief Engineer does not propose to engage at first the whole of the establishment estimated for, but will regulate the staff in proportion to the work.

* Embodied in G.O., No. 315 R., dated 1st March 1890.

4. Very early sanction is requested to the proposed establishment list and estimate of expenditure.

5. It is hoped that one copy of the land plans and schedules will be ready at an early date. The indents on England for permanent-way and girders are well advanced, and the tracing of the plans, and the revision of the estimate are in hand. The latter will be ready towards the end of the month.

MADRAS, 18th June 1890. (Signed) S. SMITH, Major, R.E., Offg. Consulting Engineer for Railways.

Reference No. 335 D.

Transferred to the Financial Department with reference to paragraph 3 of that Department G.O., No. 365, dated 14th May 1890.

OOTACAMUND, 23rd June 1890. (Signed) R. R. E. DRAKE-BROCKMAN, Lt.-Col., R.E., Ag. Joint Secy. to Govt., P.W.D.

Telegram from the Government of India, Public Works Department, dated 23rd June 1890.

C. 64. Your telegram of 12th ultimo. Máyavaram-Mutupet Railway. Your proposal to construct Tiruválúr-Mutupet section in first instance supplementing District Board's funds to extent necessary is approved provided that local funds can be obtained for Board's share at reasonable rates. Letter follows.

Order—dated 26th June 1890, No. 927 R., Public Works.

Communicated to the Consulting Engineer for Railways and to the Financial Department in continuation of Proceedings No. 823 R., dated 10th June 1890.

(True Extract.)

(Signed) R. R. E. DRAKE-BROCKMAN, Lt.-Col., R.E., Ag. Joint Secy. to Govt., P.W.D.

Order—dated 30th June 1890, No. 450, Financial.

The estimate of probable expenditure, between the 1st July 1890 and 31st March 1891, on the Tiruválúr-Mutupet Section of the Máyavaram-Mutupet Railway is placed