Public Works (1894) Department.

RAILWAY BRANCH.

G.O., No. 442-3R

DATED 22nd August

[Despatch Abstract.]

Minutes of official meeting (No 4 of 1894), South Indian Railways.— The —, approved, and forwarded to the Govt of India.

Forwarded

Indexed.

[P. W. Ry. 1,000—11-8-99.]

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

SOUTH INDIAN RAILWAY COMPANY. Ltd

APPLICATION FOR GRATUITY.

1. Name, Age, and Nationality, of Applicant Muthu Renga Naidu, 55 years old, Hindu.

2. Department Engineering Department.

3. Employment Peon

4. Particulars of service Served under Permanent Way Inspectors at Karur 28½ years.

Date of first employment 10th October 1865.

Total length of service About 28½ years.

Present rate of pay Rs 7-0-0 (Rupees Seven only).

5. Reason Physically unfit for further service.

6. Recommendations, or remarks. The applicant having served the Company for 28½ years with approved service, he is entitled to consideration at their hands.

7. Certificate of the Company's Superintending Physician.

① Certifies that the peon is suffering from Hernia and is unfit for further Service.

① by letter to Resident Engineer No E 935/88 of 21st March 1894.

8. Remarks by Head of Department, amount of gratuity proposed, and clause under which recommended.

Recommended for a gratuity of six months pay under clause 4 of Government of India Circular XIV, Railway, of 26th August 1889.

9. Date forwarded to the Agent 25th April 1894.

10. Date sanctioned 28th June 1894, vide Minutes of Official Meeting No. 4 of 1894.

Trichinopoly
28th June 1894

J. H. Le Mesurier
for Agent

RULES FOR GRANT OF GRATUITIES.

The rules under which gratuities, or bonuses, may be given are quoted below, and all applications must be made to the Agent on this form.

The forms may be had on application to the Agent.

Heads of Departments are responsible that the paragraphs are correctly filled up.

These applications, when complete, are to be filed in a book kept for the purpose in the Head office.

When sickness or physical unfitness are the reasons given for leaving the service, the application must be supported by a certificate from the Company's Superintending Physician.

GOVERNMENT RULING AS TO PAYMENT OF GRATUITIES TO SERVANTS OF A GUARANTEED RAILWAY COMPANY.

Government of India Circular No. XIV., Railway, Simla, the 26th August 1889.

Nature of Gratuity.	Proposed powers of Sanction.		Remarks.
	Consulting Engineers to the Government of India for Railways.	Government of Bombay and Madras.	
(1).—Gratuities to servants for serious injuries received in the performance of their duties, which render them unfit for further service; Or to their widows or families, in case of death resulting from injuries received on duty.	Up to 6 months' pay in each case, subject to a maximum of Rs. 150.	Up to 6 months' pay in each case, subject to a maximum of Rs. 200.	All sanctions to be recorded in the Minutes of Meetings, with full particulars, and the amounts of gratuities previously sanctioned, brought forward from the commencement of the calendar year.
(2).—Rewards or bonuses to servants for exceptional service.	Up to Rs. 100 in each case, for specially courageous or meritorious service in the discharge of his duties and provided that the service rendered has been attended with considerable risk of bodily injury, or danger to the life, or property of servant concerned; or that it has been instrumental in averting serious accident, or important loss to the Railway.	Up to Rs. 200 in each case, for specially courageous or meritorious service in the discharge of his duties and provided, that the service rendered has been attended with considerable risk of bodily injury, or danger to the life, or property of servant concerned; or that it has been instrumental in averting serious accident, or important loss to the Railway.	All sanctions to be recorded as under Art. (1). The service should be quite exceptional and should not include mere instances of good conduct.
(3).—Gratuities to the widows or families of deceased servants in cases of destitution.	Up to Rs. 100 in each clear case of destitution, provided the man had served 20 years or more. The gratuity not to exceed 6 months' pay.	Up to Rs. 200 in each clear case of destitution, provided the man had served 20 years or more.	All sanctions to be recorded as under Art. (1). The whole sum at credit of deceased servant in the Provident Fund should be carefully taken into account, and the gratuity awarded according to the necessities of the case. The amount in the Fund should be recorded in the Minutes of Proceedings.
(4).—Gratuities on retirement, to servants who were premanently employed, and received a daily or monthly scale of pay.	Up to 6 months' pay, subject to a maximum of Rs. 500 to any individual. Gratuities should not be granted to employes who have served less than 15 years; nor in any case unless the claim be supported by a medical certificate of unfitness for further service.	Up to 6 months' pay subject to a maximum of Rs. 1,000 to any individual. Gratuities should not be granted to employes who have served less than 15 years; nor in any case unless the claim be supported by a medical certificate of unfitness for further service.	All sanctions to be recorded as under Art. (1). The whole sum at credit of retired servants in the Provident Fund should be considered and recorded as under Art. (3). Each sanction accorded in the case of the Great Indian Peninsula, and Bombay, Baroda and Central India Railways, to be charged off in a surplus half-year.
	After a service of 15 years, gratuities may be granted as follows:— Between 15 and 20 years, 5 months' pay. Not less than 20 years, 6 months' pay. Subject in both cases to above maximum.	After a service of 15 years, gratuities may be granted as follows:— Between 15 and 20 years, 5 months' pay. Not less than 20 years, 6 months' pay. Subject in both cases to above maximum.	

No. 692

South Indian Railway Co., Ld.,
AGENT'S OFFICE,
TRICHINOPOLY, 5th July 1894

Await copies of V2 Co. minutes from Jd 6/7.

From

The Agent,
SOUTH INDIAN RAILWAY,

To

The CONSULTING ENGINEER FOR RAILWAYS,
MADRAS.

Sir,

In reply to your telegram No. D. 152 of the 2nd instant I have the honor to inform you that Messrs Vest & Co., printers, have been instructed to send you three second proof copies of the Minutes of Official Meeting No. 4 of 1894, by midday on Saturday the 7th.

The last Sanction recorded is that accorded by your letter No. 1975 of 23rd ultimo. †

In support of the gratuity entered in Schedule B, item No. 8, I enclose a form giving the necessary details.

I have the honor to be,
Sir,
Your most obedient servant
J. H. L. Mesurier
for Agent

1 Enclosure
6d.

REGISTERED
No. 2953
FILE
No.

Private and Confidential—for the use of Heads of Departments only.

No. 4 of 1894.

SOUTH INDIAN RAILWAY.

MINUTES OF AN OFFICIAL MEETING

HELD AT

TRICHINOPOLY,

ON

THURSDAY, THE 12th JULY, 1894.

PRESENT:

W. S. BETTS, *Agent.*
D. LOGAN, *Chief Engineer.*
C. E. CRIGHTON, *Locomotive Superintendent.*
J. H. STENSON, *Traffic Manager.*
W. M. SIMPSON, *Chief Auditor.*
F. W. KŒNEMAN, *General Storekeeper.*
F. R. UPCOTT, *Consulting Engineer for Railways, Madras.*
A. GRANT, *Examiner of Railway Accounts, Madras.*
H. W. CONDUITT, *Examiner of Railway Accounts, Trichinopoly.*

Minutes of Previous Official Meeting.

No. 30. Read and recorded the Minutes of Official Meeting No. 3 of 1894, sanctioned as per G. O. No. of 1894.

GENERAL SANCTIONS.

No. 31. The following sanctions are recorded:—**List A. CAPITAL.**

Serial No.	Authority. Government. No. of Letter.	Date.	Register No.	Company.	Particulars.	Amount of Estimate.	Allotment out of current year's grant. Cash.	Stores.	Date on which Sanction closes.	Remarks.
						Rs.	Rs.	Rs.		
19	1661	28-5-94	...	Agent.	Transfer of a portable Steam Engine for the Tank House at Egmore, from Engineerig Plant to Station Machinery.	2,856	...	...	27-6-94	The necessary adjustment has been made in the suplementary accounts for March, 1894.
20	1782	8-6-94	...	Do.	Transfer of a portable Engine, for the Cuddalore Old Town, Locomotive Workshop from Engineering Plant to Locomotive Plant.	1,500	...	...	31-3-94	Do.
21	1845	13-6-94	...	Do.	Inserting iron bars in the Ticket windows of 86 stations.	2,307	...	2,307	12-5-95	
22	1869	14-6-94	...	Do.	Manufacturing Bricks for new works at Negapatam.	8,000	8,000	...	31-3-95	Sanctioned pending submission of detailed Estimates for the various works.
23	61/0	19-6-94	...	Do.	Fitting iron bars to the windows of 45 Station Master's bungalows.	1,237	...	1,237	18-4-95	
24	63/0	19-6-94	...	Do.	Construction of a short dead end safety siding at Kurabala Kota Station, on the Villupuram-Dharmavaram section.	2,417	1,656	761	18-4-95	

List B. REVENUE.

Serial No.	Authority. Government.	Company.	Particulars of Sanction.	Amount of Estimate.	Chargeable to.	Remarks.
				Rs. A. P.		
5	..	Agent.	Matting for the Officers' Rest House at Pakala station.	40 0 0	Abstract A.	
6	...	Do.	Putting up a shunshade between the iron columns of the spring Furnace Shop, at Negapatam.	141 0 0	Do.	
7	Consulting Engineer's No. 1781 8-6-94.	Do.	Constructing 21 stretchers for the conveyance of sick and injured persons.	262 8 0	Do. E.	

List C. REVENUE NEW MINOR WORKS.

Against provision of Rs. 31,500 in the Establishment Rolls for twelve months ending 31st March, 1895.

Serial No.	Authority. Government	Authority. Company.	Particulars of Sanction.	Amount of Estimate.	Chargeable to.	Date on which sanction closes.	Remarks.
				Rs. A. P.			
6	Consulting Engineer's No. 1653 of 25-5-94.	Agent.	Erection of a stand pipe in the Locomotive yard at Negapatam.	339 7 6	Abstract A.	24-6-94	
7	Consulting Engineer's No. 1870 of 14-6-94.	Do.	Extending the lay-bye in front of the Salt Godown loading bank, and joining it to the through siding, at Virudupati station.	643 0 0	Do.	13-4-95	
8	Consulting Engineer's No. 1913 of 19-6-94.	Do.	Joint station works at Katpadi Junction, erection of a lattice semaphore signal for the use of the South Indian Railway.	315 5 3	Do.	18-7-94	
9	Consulting Engineer's No. 1925 of 19-6-94.	Do.	Pitching the approaches to, and the abutment slopes of, the Girder Bridge of two-forty feet spans at mile B. $\frac{202}{4}$, Pakala-Nellore section.	750 0 0	Do.	18-4-95	
10	Consulting Engineer's No. 1950 of 21-6-94.	Do.	Extension of the Engine turntable siding at Madura Station, to utilise additional ground for stacking Firewood on.	357 0 0	Do.	20-2-95	
11	Consulting Engineer's No. 1975 of 23-6-94.	Do.	Providing additional 3rd class waiting accommodation at Kulitalai station.	567 0 0	Do.	22-3-95	
			Total ...	2,971 12 9			
			Brought forward...	2,666 0 0			
			Total...	5,637 12 9			

Final Resolution No. 32.

Resolved that the following Schedules be approved and recorded :—

Schedule A. Compensation claims.
" B. Gratuities.
" C. Alterations in Rates and Fares.
" D. Stock adjustment.
" E. Tenders accepted.
" F. I. Stores purchased without tender.
" F. II. English Stores purchased in India.
" G. Sales without tender.
" H. Revisions of Estimates, etc.
" I. Works completed.
" K. Changes in Superior Staff.
" L. Changes in Subordinate Staff.
" M. Publications purchased in India.

SCHEDULE A.

Compensation claims

Serial No.	Name of Claimant.	Amount claimed.	Amount settled for.	Recoveries.	Total charge against the Railway.	Remarks.
		Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P	
5	Krishna Chetty ...	117 7 5	117 7 5	58 11 9	58 11 8	One bundle Cloth, and one of Iron lost.
6	Messrs D. Rahiman Sahib ...	281 5 6	280 13 6	...	280 13 6	One bale Cloth lost.
7	Claims settled for below Rs. 100 ...	619 1 4	413 13 0	238 7 2	175 5 10	
	Total ...	1,017 14 3	812 1 11	297 2 11	514 15 0	
	Amount brought forward ...	...	...	...	944 8 4	
	Total for year 1894-95 to date ...	...	...	...	1,459 7 4	

SCHEDULE B.

Gratuities.

Serial No.	Name	Department.	Salary or Wages.	Length of Service.	Amount of Gratuity sanctioned.	Period of Special Leave sanctioned.	Remarks.
			Rs. A. P.		Rs. A. P.		
6	Bappu Row, (Fitter) ...	Engineering.	0 4 0 per diem.	...	...	21 days special leave from 14-6-94 to 4-7-94.	Absent from duty under Medical treatment for injuries received.
7	Ponnoosawmy, (Gang Cooly)	do.	5 8 0 per mensem.	...	...	22 days special leave from 10-5-94 to 31-5-94.	Do.
8	Muthu Renga Naidu, (late P. W. Inspector's Peon).	do.	7 0 0 per mensem.	28½ years.	42 0 0	...	Under Clause 4 of Government of India Circular No. XIV Railway of 1889. Sanctioned by Board letter No. 131 of 8-6-94.
				Total...	42 0 0		
				Brought forward...	36 0 0		
				Total for 1894-95, to date...	78 0 0		

SCHEDULE C.

Alterations in Rates and Fares sanctioned by the Agent under the Authority of Government of India, Order No. 563, R. T., of 16th July, 1891, and confirmed by the Consulting Engineer for Railways, Madras, under the Authority of Madras Government Order No. 462 R. of 1st March, 1893.

Rate or Fare altered.	Existing Rate or Fare.		New Rate or Fare.		New rate per maund per mile.	Date proposed for introduction.	Remarks.
	Class.	Rate.	Class.	Rate.			
Bacoora Root:—	Not classified.		2nd	½ pie.	·50 pie.	20-6-94.	
Cocoanuts in 6 ton wagon loads:—							
via Dharmavaram.		Per maund on through distance over S. I. R. Rs. A. P.		Per maund on through distance over S. I. R. Rs. A. P.			
Pettaivaytalai to Bellary ...	2nd	0 6 9	2nd	0 7 4	·20 pie.	1-7-94.	
Kulitalai do do ...	,,	0 6 6	,,	0 7 2	·19 pie.	,,	
Lalapet do do ...	,,	0 6 5	,,	0 7 0	·18 pie.	,,	
Kattalai do do ...	,,	0 6 6	,,	0 6 9	·17 pie.	,,	
Trichinopoly Fort to Haspet ...	2nd	½ pie. 0-2-9 per 6 tons truck per mile at O. R.	2nd	0 7 1	·20 pie.	1-7-94	
		Per maund on through distance over S. I. R. Rs. A. P.					
Elamanur do do ...	2nd	0 7 2	2nd	0 6 11	·19 pie.	1-7-94.	
Pettaivaytalai do do ...	,,	0 6 11	,,	0 6 8	·18 pie.	,,	
Kulitalai do do ...	,,	0 6 9	,,	0 6 6	·17 pie.	,,	
Lalapet do do ...	,,	0 6 7	,,	0 6 5	·17 pie.	,,	
Kattalai do do ...	,,	0 6 6	,,	0 6 6	·17 pie.	,,	
Trichinopoly Fort to Harlapur.	2nd	½ pie. 0-2-9 per 6 tons truck per mile at O. R.	2nd	0 6 10	·19 pie.	1-7-94.	
		Per maund on through distance over S. I. R. Rs. A. P.					
Elamanur do do ...	2nd	0 7 4	2nd	0 6 8	·18 pie.	1-7-94.	
Pettaivaytalai do do ...	,,	0 7 1	,,	0 6 6	·17 pie.	,,	
Kulitalai do do ...	,,	0 6 11	,,	0 6 4	·17 pie.	,,	
Lalapet do do ...	,,	0 6 9	,,	0 6 5	·17 pie.	,,	
Kattalai do do ...	,,	0 6 6	,,	0 6 6	·17 pie.	,,	
Trichinopoly Fort to Gadag ...	2nd	½ pie. 0-2-9 per 6 tons truck per mile at O. R.	2nd	0 6 9	·19 pie.	1-7-94.	
		Per maund on through distance over S. I. R. Rs. A. P.					
Elamanur do do ...	2nd	0 7 5	2nd	0 6 8	·18 pie.	1-7-94.	
Pettaivaytalai do do ...	,,	0 7 2	,,	0 6 5	·17 pie.	,,	
Kulitalai do do ...	,,	0 7 0	,,	0 6 4	·17 pie.	,,	
Lalapet do do ...	,,	0 6 10	,,	0 6 5	·17 pie.	,,	
Kattalai do do ...	,,	0 6 7	,,	0 6 6	·17 pie.	,,	

SCHEDULE C.—*continued.*

Alterations in Rates and Fares.

Rate or Fare altered.	Existing Rate or Fare.		New Rate or Fare.		New rate per maund per mile.	Date proposed for introduction.	Remarks.
	Class.	Rate.	Class.	Rate.			
				Per maund on through distance over S. I. R. Rs. A. P.			
Trichinopoly Fort to Bagalkot	2nd	½ pie. 0-2-9 per 6 tons truck per mile at O. R.	2nd	0 7 3	·20 pie.	1-7-94.	
Elamanur do do	,,		,,	0 7 2	·19 pie.	,,	
		Per maund on through distance over S. I. R. Rs. 0 7 5					
Pettaivaytalai do do ...	2nd		2nd	0 6 11	·19 pie.	1-7-94.	
Kulitalai do do ...	,,	,, 0 7 3	,,	0 6 9	·18 pie.	,,	
Lalapet do do ...	,,	,, 0 7 1	,,	0 6 7	·17 pie.	,,	
Kattalai do do ...	,,	,, 0 6 10	,,	0 6 6	·17 pie.	,,	
Elamanur to Bijapur	2nd	½ pie. 0-2-9 per 6 tons truck per mile at O. R.	2nd	0 7 3	·20 pie.	1-7-94.	
Pettaivaytalai do do	,,		,,	0 7 0	·19 pie.	,,	
		Per maund on through distance over S. I. R. Rs. 0 7 6					
Kulitalai do do ...	,,		,,	0 6 10	·18 pie.	1-7-94.	
Lalapet do do ...	,,	,, 0 7 4	,,	0 6 8	·17 pie.	,,	
Kattalai do do ...	,,	,, 0 7 2	,,	0 6 6	·17 pie.	,,	
Trichinopoly Fort to Poona ...	2nd	½ pie. 0-2-9 per 6 tons truck per mile at O. R.	2nd	0 6 1	·17 pie.	1-7-94.	
Elamanur do do ...	,,	,,	,,	0 6 2	·17 pie.	,,	
Pettaivaytalai do do ...	,,	,,	,,	0 6 3	·17 pie.	,,	
Kulitalai do do ...	,,	,,	,,	0 6 4	·17 pie.	,,	
Lalapet do do ...	,,	,,	,,	0 6 5	·17 pie.	,,	
Kattalai do do ...	,,	,,	,,	0 6 6	·17 pie.		
Elamanur to Hotgi ...	2nd	½ pie. 0-2-9 per 6 tons truck per mile at O. R.	2nd	0 7 3	·20 pie.	1-7-94.	
Pettaivaytalai do do ...	,,	,,	,,	0 7 0	·19 pie.	,,	
Kulitalai do do ...	,,	,,	,,	0 6 10	·18 pie.	,,	
Lalapet do do ...	,,	,,	,,	0 6 8	·17 pie.	,,	
Kattalai do do ...	,,	,,	,,	0 6 6	·17 pie.	,,	
Trichinopoly Fort to Hubli ...	2nd	½ pie. 0-2-9 per 6 tons truck per mile at O. R.	2nd	0 6 4	·18 pie.	1-7-94.	
Elamanur do do ...	,,	,,	,,	0 6 2	·17 pie.	,,	
Pettaivaytalai do do ...	,,	,,	,,	0 6 3	·17 pie.	,,	
Kulitalai do do ...	,,	,,	,,	0 6 4	·17 pie.	,,	
Trichinopoly Fort to Dharwar.	,,	½ pie. 0-2-9 per 6 tons truck per mile at O. R.	,,	0 6 6	·18 pie.	1-7-94.	
Elamanur do do ...	,,	,,	,,	0 6 4	·17 pie.	,,	
Pettaivaytalai do do ...	,,	,,	,,	0 6 3	·17 pie.	,,	
Kulitalai do do ...	,,	,,	,,	0 6 4	·17 pie.	,,	

SCHEDULE C.—*concluded.*

Alterations in Rates and Fares.

Rate or Fare altered.	Existing Rate or Fare.		New Rate or Fare.		New rate per maund per mile	Date proposed for introduction.	Remarks.
	Class.	Rate.	Class.	Rate.			
				Per maund on through distance over S. I. R. Rs. A. P.			
Trichinopoly Fort to Belgaum..	2nd	½ pie. 0-2-9 per 6 tons truck per mile at O. R.	2nd	0 6 9	·19 pie.	1-7-94.	
Elamanur do do ...	,,	,,	,,	0 6 7	·18 pie.	,,	
Pettaivaytalai do do ...	,,	,,	,,	0 6 4	·17 pie.	,,	
Kulitalai do do ...	,,	,,	,,	0 6 4	·17 pie.	,,	
Lalapet do do ...	,,	,,	,,	0 6 5	·17 pie.	,,	
Trichinopoly Fort to Miraj ...	2nd	½ pie. 0-2-9 per 6 tons truck per mile at O. R.	2nd	0 6 9	·19 pie.	1-7-94.	
Elamanur do do ...	,,	,,	,,	0 6 7	·18 pie.	,,	
Pettaivaytalai do do ...	,,	,,	,,	0 6 4	·17 pie.	,,	
Kulitalai do do ...	,,	,,	,,	0 6 4	·17 pie.	,,	
Trichinopoly Fort to Kolhapur.	2nd	½ pie. 0-2-9 per 6 tons truck per mile at O. R.	2nd	0 6 6	·18 pie.	1-7-94.	
Elamanur do do ...	,,	,,	,,	0 6 5	·17 pie.	,,	
Pettaivaytalai do do ...	,,	,,	,,	0 6 3	·17 pie.	,,	
Kulitalai do do ...	,,	,,	,,	0 6 4	·17 pie.	,,	
Empty returned oil Drums:—	3rd	½ pie. 0-3-0 per 6 tons truck per mile at O. R.	3rd	0-2-0 per 6 tons truck per mile at O. R.	·15 pie.	20-6-94.	
Firewood (in wagon loads of not less than 162 maunds):—							
Kolatur South, and Manaparai to Nidamangalam.	Special	$\frac{5}{16}$ pie. 0-3-6 per 6 tons truck per mile at O. R.	Special	0-3-6 per 6 tons covered goods truck and 0-2-6 per high side truck per mile at O. R.	·26 pie. ·19 pie	1-6-94. ,,	
Grain and Seeds, (common:—)							
Kivalur to Madura and stations beyond.	Special	$\frac{5}{16}$ pie. 0-3-9 per 6 tons truck per mile at O. R.	Special	0-3-0 per 6 tons truck per mile at O. R.	·22 pie.	5-6-94.	
Kuttalam and Tanjore, and all intermediate stations to Madras (Egmore).	Special	$\frac{5}{16}$ pie. 0-3-9 per 6 tons truck per mile at O. R.	Special	0-3-0 per 6 tons truck per mile at O. R.	·22 pie.	20-6-94.	
Ground Nuts:—							
Madras (Egmore) to Villupuram, Pondicherry, and Cuddalore Old Town and all intermediate stations.	2nd	½ pie. 0-5-8 per 6 tons truck per mile at O. R.	2nd	0-3-0 per 6 tons truck per mile at O. R.	·22 pie.	6-6-94.	
Padalam to Pondicherry ...	2nd	½ pie. 0-5-8 per 6 tons truck per mile at O. R.	,,	0-3-0 per 6 tons truck per mile at O. R.	·22 pie.	30-4-94.	

SCHEDULE C.—*Continued.*

Alterations in Rates and Fares.

Rate or Fare altered.	Existing Rate or Fare.		New Rate or Fare.		New rate per maund per mile.	Date proposed for introduction.	Remarks.
	Class.	Rate.	Class.	Rate.			
Ramapuram to Madras (Egmore).	2nd.	0-3-10 per maund or Rs. 38-13-0 per 6 tons truck for the whole distance.	2nd.	34-10-0 per 6 tons truck for the whole distance at O. R.	·20 pie.	12-5-94.	
Chittoor to Madras (Egmore).	2nd.	0-4-4 per maund or Rs. 43-14-0 per 6 tons truck for the whole distance.	2nd.	Rs. 39-11-0 per 6 tons truck for the whole distance at O. R.	·22 pie.	28-4-94.	
Erode and Karur to Cuddalore Old Town.	2nd.	½ pie. 0-4-0 per 6 tons truck per mile at O. R.	2nd.	0-3-0 per 6 tons truck per mile at O. R.	·22 pie.	20-5-94.	
Erode and Karur to Pondicherry.	2nd.	½ pie. 0-3-6 per 6 tons truck per mile at O. R.	2nd.	0-3-0 per 6 tons truck per mile at O. R.	·22 pie.	20-5-94.	
Horses:—(when sent to run at Race Meetings.)	2 annas for the first horse and one anna for every additional horse.		A single fare and a half for both journeys.		..	...	
Kerosine Oil:—							
For distances of 440 miles and upwards.—							
In consignments of 10 tons. ...	1 O. R. 2 R. R.	½ pie. ½ pie. 0-0-6 per 27 maunds per mile at O. R.	1 O. R. 2 R. R.	0-0-5 per 27 maunds per mile at O. R.	·19 pie.	20-6-94.	
In consignments of 6 tons. ...	1 O. R. 2 R. R.	½ pie. ½ pie. 0-0-6 per 27 maunds per mile at O. R.	1 O. R. 2 R. R.	0-3-0 per 6 tons truck or 6½ tons tank wagon per mile at O. R.	·22 pie.	20-6-94.	
Madras (Egmore) to Erode. ...	1 O. R. 2 R. R.	½ pie. ½ pie. 0-0-6 per 27 maunds per mile at O. R.	1 O. R. 2 R. R.	Rs. 11-0-6 per 27 maunds for the whole distance at O. R.	·23 pie.	15-5-94.	
Haulage charge—for Petroleum return empty Oil tank wagons:—							
Erode to Madras (Egmore.) ...	...	2·4 pies per 27 maunds per mile.	...	Rs. 3-0-7 per 27 maunds for the whole distance.	·064 pie.	15-5-94.	
Salt (in wagon loads of 162 maunds):—							
From Mutupet—							
For distances under 100 miles.	Special.	$\frac{5}{16}$ pie. 0-3-9 per 6 tons truck per mile at O. R.	Special.	0-3-6 per 6 tons truck per mile at O. R.	·26 pie.	30-5-94.	
From Madras (Egmore,) Chingleput, and intermediate stations to Agaram Sibbandi, Polur and Kalambur.	Do.	$\frac{5}{16}$ pie. 0-3-0 per 6 tons truck per mile at O. R.	Do.	0-2-6 per 6 tons truck per mile at O. R.	·19 pie.	20-6-94.	

SCHEDULE C.—*concluded.*

Alterations in Rates and Fares.

Rate or fare altered.	Existing Rate or Fare. Class.	Existing Rate or Fare. Rate.	New Rate or Fare. Class.	New Rate or Fare. Rate.	New rate per mile.	Date proposed for introduction.	Remarks.
Fares to, and from, Katpadi, and the undermentioned stations:—		Rs. A. P.		Rs. A. P.			
Trichinopoly Fort ...		2 10 0		2 4 0	1·71 pie		
Trichinopoly Junction ...		2 10 0		2 4 0	1·73 pie		
Kolatur south ...		2 12 0		2 6 0	1·75 pie		
Manaparai ...		2 14 0		2 8 0	1·76 pie		
Vaiyampati ...		2 15 0		2 10 0	1·79 pie		
Ayyalur ...		3 1 0		2 12 0	1·81 pie		
Vadamadura ...		3 2 0		2 12 0	1·78 pie		
Dindigul ...		3 4 0		2 14 0	1·80 pie		
Ambaturai ...		3 5 0		2 15 0	1 80 pie		
Ammayanayakanur ...		3 6 0		3 0 0	1·79 pie		
Sholavandan ...		3 8 0		3 2 0	1·80 pie		
Samayanallur ...		3 9 0		3 3 0	1·81 pie		
Madura ...		3 10 0		3 4 0	1·80 pie		
Tiruparankundram ...		3 11 0		3 5 0	1 82 pie		
Tirumangalam ...		3 12 0		3 6 0	1·82 pie		Quoted for Soldiers and their families or others travelling on warrant.
Kalligudi ...	3rd.	3 13 0	3rd.	3 8 0	1·84 pie	1-7-94.	
Virudupati ...		3 13 0		3 9 0	1·83 pie		
Tulakapati ...		4 0 0		3 11 0	1·85 pie		
Satur ...		4 1 0		3 12 0	1·85 pie		
Koilpati ...		4 4 0		3 14 0	1·85 pie		
Kumarapuram ...		4 5 0		3 15 0	1 85 pie		
Kadambur ...		4 6 0		4 0 0	1·85 pie		
Maniyachi Junction ...		4 7 0		4 2 0	1·86 pie		
Gangaikondan ...		4 9 0		4 3 0	1·85 pie		
Tinnevelly ...		4 10 0		4 5 0	1·86 pie		
Tataparai ...		4 9 0		4 3 0	1·85 pie		
Tuticorin ...		4 10 0		4 5 0	1·86 pie		

SCHEDULE D.

Stock Adjustment.

Particulars.	Excess. Quantity.	Excess. Value.	Deficiency. Quantity.	Deficiency. Value.	Remarks.
		Rs. A. P.		Rs. A. P.	
Items below Rs. 500 each in lump sum for:—					
Engineering Department ...	...	...	...	93 3 10	Debitable to the D. H. S. Railway.
Locomotive do ...	...	...	...	23 4 6	
General Stores do ...	...	...	...	142 9 1	
Traffic Department ...	...	...	...	11 10 2	
Other Items in detail viz.—					
Write off of the depreciation in value of 279 Axle boxes, 256 Axle box tops, and 22 Piston heads, of *obsolete types* and defective make:—					
Rs. A. P.					
Book value 755 1 9	...	...	...	544 13 1	Written off to "Loss on Stores" Abstract B. Sanctioned by Consulting Engineer at the Meeting.
Value now fixed as *scrap* material 210 4 8					
Difference Rs. 544 13 1					
Result of stock verification.					
General Stores Wards:—					
Ward No. 2 ...	...	215 7 2	...	402 12 6	The credit in these cases will be held in suspense in the stock taking adjustment account, pending verification of all Stores.
Do „ 3 ...	...	28 9 6	...	538 11 3	
Do „ 4 ...	...	60 5 10	...	3 2 6	
Do „ 5 ...	...	...	...	84 5 0	
Do „ 7 ...	...	...	...	178 7 7	
Do „ 8 ...	...	31 12 2	...	22 5 0	
Do „ 10 ...	...	3 13 9	...	1,511 13 7	
Do „ 11 ...	...	...	...	2,422 8 0	
Do „ 12 ...	...	...	...	4 4 9	
Iron Shed Ward ...	...	21 1 6	...	6 5 0	
Do „ Outside ...	...	2 3 7	...	518 4 2	
		363 5 6	...	5,692 15 4	
Locomotive Depôts.					
Tool Shop, Negapatam ...	...	3,635 5 2	...	522 3 7	
Cuddalore Depôt ...	...	5,707 12 9	...	1,888 3 8	
Tanjore do ...	...	14 9 3	...	0 4 10	
Timber do ...	...	9,615 14 2	...	201 0 4	
	...	18,973 9 4	...	2,611 12 5	

SCHEDULE E.

Tenders accepted.

Name of Article.	Quantity.	Date of commencement and completion of supply.	Special conditions, if any.	Name of Contractor.	Rate.	Security to be deposited, if any.	Remarks.
					Rs. A. P.	Rs.	
Trincomalee Wood ...	Tons 10	...	Logs to be 20 feet and over in length.	A. Mohideen Saib of Negapatam.	2 4 0 per cub. foot.	Nil.	
Firewood. ...	Tons 8,000	From 1st Jany. to 30th June 1894.	To be delivered on the Section from Cuddalore O. T. Station, exclusive to Madura inclusive including the stations on the Negapatam and Erode Branches.	Mahomed Gunny Rowther of Vaiyampati.	4 8 0 per ton.	500	*Vide* acceptance recorded in Schedule E. of Official Meeting No. 6 of 1893. Date of completion extended.
Do. ...	Tons 5,500	From 1st Jany. 1893 to 31st Mar. 1894.	...	Messrs. T. Perumalsawmy Naidu and A. Vijiaragava Chari of Chingleput.	6 2 0 per ton.	500	*Vide* acceptance recorded in Schedule E of Official Meeting No. 1 of 1893. Date of completion extended.
Vikravandi, Loading and unloading &c.							
Loading coal for a distance of 300 yards, per ton	Uncertain	During the Official year ending 31st Mar. 1895.	*Nil.*	Kondalroya Reddi.	0 2 6		
Unloading coal for a distance of 300 yards, per ton	do	...	...	...	0 2 6		
Loading materials, including Keys and Cushions, within 500 lbs. for a distance of 300 yards, per ton	do	...	...	...	0 2 0		
Unloading do do within 500 lbs. a distance of 300 yards, per ton	do	...	...	...	0 2 0		
Do. above 500 lbs. do. per ton	do	...	...	...	0 2 3		
Unloading rails, fish plates, bolts, spikes, pot sleepers, per ton	do	...	...	...	0 1 0	100	
Loading rails, fish plates, &c., per ton	do	...	...	...	0 1 6		
Stacking rails, fish plates, &c, per ton	do	...	...	...	0 1 0		
Unloading wooden sleepers, per 100	do	...	...	...	0 2 8		
Loading wooden sleepers, per 100	do	...	...	...	0 3 0		
Stacking wooden sleepers, per 100	do	...	...	...	0 2 8		
Loading or unloading coal, per ton	do	...	...	...	0 1 9		
Shunting trucks by hand, per truck	do	...	...	...	0 0 9		
Unloading, removing, and Stacking coal out of wagons, per ton	do	...	...	...	0 2 0		

SCHEDULE E.—*continued.*

Tenders accepted.

Name of Article.	Quantity.	Date of commencement and completion of supply.	Special conditions, if any.	Name of Contractor.	Rate.	Security to be deposited, if any.	Remarks.
					Rs. A. P.	Rs.	
Temporary Construction Quarters :—							
Executive Engineer's Bungalow at Kaniyambadi.	No. 1	...	...	...	152 0 0	...	Sold under terms of Resolution No. 53 of 1893.
Clothing for 1893.							
Blue coats for Station Masters.	No. 460	...	...	Messrs. A. G. Mahomed Ghouse and Co., of Madras.	1 8 0 per coat	...	Rates as recorded in Schedule E of Official Meeting No. 6 of 1893. increased to cover cost of extra words in the breast badges.
Do. for Shunters ...	„ 80	...	...	...	1 1 0 per coat	...	
Cast iron scrap at Pakala.	Tons 15¼	...	...	T. Mahomed Saib, of Madras.	31 0 0 per ton.	...	Sale.
Iron bridge flooring plates at the Engineering Stores Trichinopoly.	Tons 15	...	...	A. Emberooman Chetty of Trichinopoly.	33 8 0 per ton.	...	do
Cracked Steel transverse Sleepers, with wrought iron knees rivitted thereto.	No. 385	...	...	G. Gopal Chetty, of Madras.	0 10 0 per sleeper.	...	do
Clothing for Watchmen at the Locomotive Workshops, Negapatam :—							
Khakee suits for European Watchmen.	No. 6	For 1894-95	...	Messrs. G. Mahomed Ghouse & Co., of Madras.	4 0 0 each	...	...
Pith hats for do. ...	„ 3	...	...	...	2 12 0 each	...	...
Khakee suits for Native Watchmen.	„ 40	...	...	...	2 12 0 each	...	...
Native Watchmen's Puggaries, including red caps, and red cloth badges.	„ 20	...	...	...	2 12 0 each	...	...

SCHEDULE (F I.)
Stores purchased without Tender.

Article.	Quantity.	Rate.	Amount.	Authority.	Remarks.
			Rs. A. P.		
Items below Rs. 500, each in lump sum for:—					
Engineering Department ...	...	...	369 0 7		
Locomotive do. ...	...	...	12 0 0		
General Stores do. ...	...	...	2,439 7 1		
Other items in detail, *Viz:—*					

SCHEDULE (F II.)
English Stores, purchased in India.

Article.	Quantity.		Rate.	Amount.	Authority.	Remarks.
			Rs. A. P.	Rs. A. P.		
Items below, Rs. 50, each for:—						
Engineering Department ...						
Locomotive do. ...						
General Stores do. ...	...	...	...	1,310 14 3		
Other Items in detail, *Viz:—*						
Steel rivets ...	Tons.	1¼	310 0 0 per ton.	465 0 0	Consulting Engineer's No. 1,483 of 8-5-94.	
Freight, etc.	...	...	...	55 0 0		
				520 0 0		
186 Plates, measuring as follows:—						
100—12′ × 3′ × ⅜″ ...	Tons.	36·5	180 0 0 per ton.	6,570 0 0	Consulting Engineer's No. 1,837 of 12-6-94.	Purchased from the Madras Railway Company.
25—12′ × 3′ × ½″ ...						
61—12′ × 8′ × ½″ ...						
Freight, etc.	...	...	...	204 0 0		
				6,774 0 0		

SCHEDULE (F II.)—*concluded.*
English Stores, purchased in India.

Article.	Quantity.		Rate.	Amount.	Authority.	Remarks.
			Rs. A. P.	Rs. A. P.		
Other Items in detail,—*continued.*						
Jim crows, with bars ...	No.	9	46 6 6½ each.	417 11 1	Agent.	
Tin, sheet, large	,,	495	0 6 0 each.	185 10 0	do	
Oil, Vacuum Brake ...	lbs.	8,954	0 1 2½ per lb.	661 11 5	do	
Pumice stone	,,	666	0 5 0 per lb.	208 2 0	do	
Emery cloth	Sheets.	1,700	0 1 0 per sheet.	106 4 0	do	
Lead, sheet, ½″	lbs.	692	0 2 0 per lb.	86 8 0	do	
Glass, white, 14″ ×12″ ...	No.	130	0 8 0 each.	65 0 0	do	
Do. 16″ ×14″ ...	,,	100	0 9 6 each.	59 6 0	do	
Do. 11¼″×10¼″ ...	,,	300	0 4 0 each.	75 0 0	do	
Halzaffel's Composition ...	Drum.	1	.....	75 0 0	do	
Books, Copying, large size ...	No.	100	2 2 0 per book.	212 8 0	do	
Metal, patent	lbs.	299	0 13 6 per lb.	253 0 6	do	
Iron, round, common ½″ ...	,,	7,370	5 10 1½ per cwt.	370 10 0	do	
Do. do. ¼″ ...						
Glasses, gauge	No.	249	0 4 0½ each.	62 11 0	do	
Cloth, Canvas, English ...	Yards.	252	0 7 0 per yd.	110 4 0	do	
Screws, Iron, 1″×$\frac{5}{16}$″ ...	No.	8,640	0 14 0 per gross.	52 8 0	do	
Braces, ratchet	,,	12	21 7 3 each.	257 11 0	do	

Note.—The estimated additional outlay in purchasing the above stores in India is Rs. 1,213.

SCHEDULE G.
Sales without tender.

Article.	Quantity.	Rate.	Amount.	Authority.	Remarks.
			Rs. A. P.		
Petty Items below Rs. 500 in lump sum ...			1,149 0 9		
Stores, General Rs. 796 5 11					
Do. Depôt „ 352 10 10					
Other items in detail, *viz.*					
Brass borings ...	2 Tons.	Rs. 490 per ton.	980 0 0		
Files old ...	4 „	Rs. 137 per ton.	548 0 0		

SCHEDULE H.
Revisions of Estimates, etc.

Serial No.	Name of Estimate.	Proposed Revision.	Revised date for completion if any.	Transfers.				Remarks.
				Head of Account Debtor.	Amount.	Head of Account Creditor.	Amount.	
					Rs.		Rs.	
72	Watering arrangements at Kadambur station.	Extension of time.	31-3-94	...	...	...	...	To admit to audit the debit of Rupees 118-12-8 raised on account of Compensation paid for land subsequent to the lapse of sanction.
73	Constructing a shed for a carriage shelter at Trichinopoly Junction	do.	30-4-94	...	...	...	...	To admit to audit the debit of Rupees 13-8-0 cost of 5 cases of pintles issued during the currency of sanction but brought to account subsequent to the lapse of sanction.
74	Laying pipes to Staff Quarters, Sinking an additional well and raising tank house, at Madura station.	do.	31-3-95	...	...	...	...	These works are not likely to be completed by the date at present fixed for lapse of sanction.
75	Sinking a 30 feet, well and providing a sun shade over the pump at Tataparai station.	do.	30-9-94	...	...	...	...	do
76	Proposed additions to Rolling stock erecting shed at Negapatam.	do.	31-12-94	...	...	...	...	do
77	Lengthening the through siding, and platform, at Kivalur station.	do.	31-12-94	...	...	...	...	do
78	Constructing a Goods shed at Battulapuram	do.	31-12-94	...	...	...	...	do
79	Providing double faced platform Clocks at 6 stations.	do.	31-12-94	...	...	...	...	do

SCHEDULE H.—*Concluded.*
Revisions of Estimates, etc.

Serial No.	Name of Estimate.	Proposed Revision.	Revised date for completion, if any.	Transfers.				Remarks.
				Head of Account Debtor.	Amount.	Head of Account Creditor.	Amount.	
					Rs.		Rs.	
80	Providing arrangements for the supply of water to Staff Quarters at Pakala station.	Extension of time.	31-12-94.	...	...	...	...	These works are not likely to be completed by the date at present fixed for lapse of sanction.
81	Providing temporary water tank and pipe near mile 380 at Tulukapati station.	do	31-12-94.	...	...	...	...	do
82	Making certain additions to, and alterations in the station house ; and providing a new portable lamp room, at Tanjore station.	do	30-9-94.	...	...	...	...	do
83	Enclosing two bays of the Goods shed and adding two more bays thereto, at Vellore station.	do	31-12-94	...	...	...	...	do
84	Constructing extra siding accommodation, and covered way, at Chingleput.	do	31-3-94.	...	...	...	...	To admit to audit expenditure incurred subsequent to the lapse of sanction.
85	Furnishing the Staff Quarters at Villupuram station.	do	31-3-94.	...	...	...	...	do
86	Sinking a well for the station staff at Vencatagiri station.	do	31-3-94.	...	...	...	...	do
	Capital.							
87	Capital Budget 1894-95. Purchase of Stores.	Re-appropriation.	...	Freight Landing charges.	2,516	Catamaram wood.	2,516	do
88	**Additional Locomotive, and Rolling Stock sanctioned by G. O., No. 16 R. of 10th January, 1893 :—**							
	20 First, and Second Class, bogie composite carriages.	Extension os time.	30-6-95.	...	...	...	...	
	80 Third Class bogie carriages.	do	31-12-95	...	...	...	...	

SCHEDULE I.

Works completed.

Serial No.	Date of Completion.	NAME OF WORK.	Reference to Sanction.	Amount of Estimate. Cash.	Stores.	Total.	Actual Outlay. Cash.	Stores.	Total.	Remarks.
		Capital Works.		Rs.	Rs.	Rs.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Excess whether on totals of estimates or on cash or stores in any of these estimates to be met with, out of savings on the totals of the class of estimates herein enumerated to which each belongs.
55	May 1893.	Constructing an additional water column drip well drain and piping at north end of Kadambur station.	Consg. Engineer's letter, No. 1291 of 12-10-92.	354	2,454	2,808	142 15 9	1,539 5 11	1,682 5 8	
56	Oct. 1893.	Constructing a slaughter house at Cuddalore Old Town station	Consg. Engineer's letter, No. 1290 of 9-9-91.	947	119	1,066	618 15 10	225 0 3	844 0 1	
57	June 1893.	Constructing a shed for Sheltering carriages, when the present shelter line is converted into a run round, at Trichinopoly Junction station.	Consg. Engineer's letter, No. 1470 of 15-10-91.	1,373	8,524	9,897	4,422 13 5	6,460 2 10	10,883 0 3	
58	May 1891.	Additional accommodation at Egmore station.	Consg. Engineer's letter, No. 46 of 24-1-87.	33,581	61,429	95,010	21,536 8 11	46,255 7 10	67,792 0 9	
59	Feb. 1893.	Permanent Watering arrangements near Kadambur station.	Consg. Engineer's letter, No. 568 of 10-5-92.	3,177	7,911	11,088	2,624 12 3	7,628 15 11	10,253 12 2	
60	July 1893.	Lengthening the through siding and platform, and demolishing and rebuilding ashpit, with a water column on the north and south ends of Budalur station.	Consg. Engineer's letter, No. 1203 of 26-9-92.	3,316	1,682	4,998	913 9 5	1,111 7 2	2,025 0 7	
		Total...	.....	42,748	82,119	124867	30,259 11 7	63,220 7 11	93,480 3 6	
		Revenue New Minor Works.								
61	July 1893.	Providing a sick siding at the south west end of Vellupuram station	Consg. Engineer's letter, No. 482 of 24-4-93.	87	767	854	37 12 6	406 12 8	444 9 2	
62	Jany. 1894.	Providing a coal stage at Cuddalore Old Town station.	Consg. Engineer's letter, No. 892 of 14-7-92.	47	292	339	42 6 0	245 7 9	287 13 9	
63	July 1893.	Providing a boulder apron to the 2-20 ft. span girder bridge at B $\frac{293}{15}$ mile, Nellore Branch.	Consg. Engineer's letter, No. 357 of 17-3-92.	185	...	185	100 11 10	.....	100 11 10	
		Carried over...	.....	319	1,059	1,378	180 14 4	652 4 5	833 2 9	

SCHEDULE I.—*continued.*

Works completed.

Serial No.	Date of Completion.	NAME OF WORK.	Reference to Sanction.	Amount of Estimate. Cash.	Stores.	Total.	Actual Outlay. Cash.	Stores.	Total.	Remarks.
				Rs.	Rs.	Rs.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Excess whether on totals of estimates or on cash or stores in any of these estimates to be met with, out of savings on the totals of the class of estimates herein enumerated to which each belongs.
		Brought forward...	.....	319	1,059	1,378	180 14 4	652 4 5	833 2 9	
64	Nov. 1893.	Extending the platform on the south side (93 feet long) at Koradacheri station.	Consg. Engineer's letter No. 807 of 22-8-93.	228	130	358	124 5 0	77 10 6	201 15 6	
65	April 1893	Furnishing the staff quarters at Villupuram station.	Consg Engineer's letter No. 404 of 28-3-92.	875	...	875	594 14 5	568 8 0	1,163 6 5	
66*	Jany. 1893	Providing a brick drain from the new, to the old, weigh bridge at Negapatam.	Consg. Engineer's letter, No. 1465 of 16-11-92.	317	9	326	475 11 9	21 0 0	496 11 9	
		Total...	.....	1,739	1,198	2,937	1,375 13 6	13,19 6 11	2,695 4 5	
		Revenue.								
67	May 1891	The Revenue portion of the estimate for additional accommodation at Egmore station.	Consg. Engineer's letter No. 46 of 24-1-87.	2,584	34	2,618	444 12 6	85 15 8	530 12 2	
68	Feby. 1893	The Revenue portion of estimate for permanent watering arrangement near Kadambur station.	Consg. Engineer's letter No. 568 of 10-5-92	21	...	21	63 15 0	...	63 15 0	
69	July 1893	The Revenue portion of estimate for lengthening the through siding and platform demolishing and rebuilding ashpit with a water column at the north and south ends of Budalur station.	Consg. Engineer's letter No. 1203 of 26-9-92.	1,870	2,320	4,190	1,792 8 8	2,320 0 0	4,112 8 8	
70	Nov. 1893	The Revenue portion of the Revenue new minor work for extending the platform on south side (93 ft. long) at Koradacheri station.	Consg. Engineer's letter No. 807 of 22-8-93	2	...	2	2 0 0	...	2 0 0	
71	Nov. 1892	Demolishing the half of existing cracked abutment of the 1-15 ft. span girder bridge, and rebuilding the same the same at mile N. $\frac{238}{16}$	Consg. Engineer's letter No. 866 of 9-7-92.	2,083	88	2,171	3,149 1 11	792 3 3	3,941 5 2	
		Total...	.....	6,560	2,442	9,002	5,452 6 1	3,198 2 11	8,650 9 0	

*This cancels item No. 63 of Schedule J. passed in meeting No. 6 of 1893.

SCHEDULE K.

Changes in Superior Staff.

Department.	Name of Officer.	Designation.	Nature of Change.	Remarks as to authority for Changes, Allowances, Passage Monies, &c.
Engineering ...	Mr. R. M. Logan ...	Assistant Engineer	Three months' privilege leave with effect from 26th June, 1894.	Agent.
Do. ...	Mr. G. T. Bridges ...	Do. ...	Three months' privilege leave, with effect from 20th October, 1894.	Do.
Do. ...	Mr. J. T. Lewis ...	Do. ...	Transferred from Head Quarters to charge of Sub-Division A, *vice* Mr. R. M. Logan absent on leave.	Do.
Do. ...	Mr. C. J. Bond ...	Resident Engineer.	Posted to charge of Division B, *vice* Mr. J. Rice, absent on furlough.	Do.

SCHEDULE L.

Changes in Subordinate Staff.

Department.	Name of Subordinate.	Designation.	Nature of change.	Remarks as to authority for Changes, Allowances, Passage monies, &c.
Locomotive ...	Mr. B. Hyde ...	Locomotive Foreman.	Furlough leave for six months, on half pay, with effect from 20th June, 1894.	*Vide* Board letter No. 127 of 20th April, 1894.
Audit ...	S. Krishnasamy Iyer ...	Accountant P.W.D.	One month's privilege leave, with effect from 28th May, 1894.	Agent.

No. Form No. 1,42-R. 22-8-94.

SCHEDULE M.

Publications purchased in India.

Name of Publication.	Quantity.	Amount.	Authority.	Remarks.
		Rs. A. P.		
Civil Service Regulations ...	One copy.	8 10 0	Agent.	
Correction Lists, commencing from No. 14, as issued to the Civil Account Code, Vol. I.	For copies as issued at 2 annas each.	2 0 0	Do.	Subscription in advance for slips.
Civil Service Regulations, 2nd Edition 1892. Addenda and Corregenda.	10 sets at Rs. 2 per set.	20 0 0	Do.	Annual Subscription in advance from 1st June, 1894.
Indian Medical Gazette ...	One copy monthly.	18 0 0	Do.	Subscription in advance for the year, 1894
Indian Tariff Act No. VIII of 1894.	14 copies.	2 10 6	Do.	
Asylum Press Almanac ...	Books 3.	18 0 0	Do.	

Agent, South Indian Railway.

Consulting Engineer for Railways, Madras.

Private and Confidential—for the use of Heads of Departments only.

No. 4 of 1894.

SOUTH INDIAN RAILWAY.

MINUTES OF AN OFFICIAL MEETING

HELD AT

TRICHINOPOLY,

ON

THURSDAY, THE 12th JULY, 1894.

PRESENT:

W. S. BETTS, *Agent.*

D. LOGAN, *Chief Engineer.*

C. E. CRIGHTON, *Locomotive Superintendent.*

J. H. STENSON, *Traffic Manager.*

W. M. SIMPSON, *Chief Auditor.*

F. W. KŒNEMAN, *General Storekeeper.*

F. R. UPCOTT, *Consulting Engineer for Railways, Madras.*

A. GRANT, *Examiner of Railway Accounts, Madras.*

H. W. CONDUITT, *Examiner of Railway Accounts, Trichinopoly.*

Minutes of Previous Official Meeting.

No. 30. Read and recorded the Minutes of Official Meeting No. 3 of 1894, sanctioned as per G. O. No. 380. R. of 7th July 1894.

GENERAL SANCTIONS.

No. 31. The following sanctions are recorded:—**List A. CAPITAL.**

Serial No.	Authority. Government. No. of Letter.	Date.	Register No.	Company.	Particulars.	Amount of Estimate.	Allotment out of current year's grant. Cash.	Stores.	Date on which Sanction closes.	Remarks.
						Rs.	Rs.	Rs.		
19	Cong. Engr's No. 1661	28-5-94	...	Agent.	Transfer of a portable Steam Engine for the Tank House at Egmore, from Engineering Plant to Station Machinery.	2,856	...	...	27-6-94	The necessary adjustment has been made in the supplementary accounts for March, 1894.
20	Cong. Engr's No. 1782	8-6-94	...	Do.	Transfer of a portable Engine, for the Cuddalore Old Town, Locomotive Workshop, from Engineering Plant, to Locomotive Plant.	1,500	...	...	...	...
21	Cong. Engr's No. 1845	13-6-94	...	Do.	Inserting iron bars in the Ticket windows of 86 stations.	2,307	...	2,307	12-4-95	
22	Cong. Engr's No. 1809	14-6-94	...	Do.	Manufacturing Bricks for new works at Negapatam.	8,000	8,000	...	31-3-95	Sanctioned pending submission of detailed Estimates for the various works.
23	Cong. Engr's No. 61/0	19-6-94	...	Do.	Fitting iron bars to the windows of 45 Station Master's bungalows.	1,237	...	1,237	18-4-95	
24	Cong. Engr's No. 63/0	19-6-94	...	Do.	Construction of a short dead end safety siding at Kurabalakota Station, on the Villupuram-Dharmavaram section.	2,417	1,656	761	18-4-95	

List B. REVENUE.

Serial No.	Authority. Government.	Company.	Particulars of Sanction.	Amount of Estimate.	Chargeable to.	Remarks.
				Rs. A. P.		
5	..	Agent.	Matting for the Officers' Rest House at Pakala station.	40 0 0	Abstract A.	
6	...	Do.	Putting up a sunshade between the iron columns of the Spring Furnace Shop, at Negapatam.	141 0 0	Do.	
7	Consulting Engineer's No. 1781 8-6-94.	Do.	Constructing 21 Stretchers for the conveyance of sick and injured persons.	262 8 0	Do. E.	

List C. REVENUE NEW MINOR WORKS.

Against provision of Rs. 31,500 in the Establishment Rolls for twelve months ending 31st March. 1895.

Serial No.	Authority. Government	Authority. Company.	Particulars of Sanction.	Amount of Estimate.	Chargeable to.	Date on which sanction closes.	Remarks.
				Rs. A. P.			
6	Consulting Engineer's No. 1653 of 25-5-94.	Agent.	Erection of a stand pipe in the Locomotive yard at Negapatam.	339 7 6	Abstract A.	24-6-94	
7	Consulting Engineer's No. 1870 of 14-6-94.	Do.	Extending the lay-bye in front of the Salt Godown loading bank, and joining it to the through siding, at Virudupati station.	643 0 0	Do.	13-4-95	
8	Consulting Engineer's No. 1913 of 19-6-94.	Do.	Joint station works at Katpadi Junction, erection of a lattice semaphore signal for the use of the South Indian Railway.	315 5 3	Do.	18-7-94	
9	Consulting Engineer's No. 1925 of 19-6-94.	Do.	Pitching the approaches to, and the abutment slopes of, the Girder Bridge of two forty feet spans at mile B. $\frac{202}{3}$, Pakala-Nellore section.	750 0 0	Do.	18-4-95	
10	Consulting Engineer's No. 1950 of 21-6-94.	Do.	Extension of the Engine turntable siding at Madura Station, to utilise additional ground for stacking Firewood on.	357 0 0	Do.	20-2-95	
11	Consulting Engineer's No. 1975 of 23-6-94.	Do.	Providing additional 3rd class waiting accommodation at Kulitalai station.	567 0 0	Do.	22-3-95	
			Total ...	2,971 12 9			
			Brought forward...	2,666 0 0			
			Total...	5,637 12 9			

Loan of a Locomotive Engine to the Nilgiri Railway.

No. 32.

Read, and recorded letter No. $\frac{82}{0}$, dated 5th July 1894, from the Consulting Engineer for Railways, Madras, according sanction to the loan of a locomotive engine to the Nilgiri Railway at a hire of Rs. 9 per diem exclusive of all charges for wages of driver, firemen, cost of fuel, etc.

Exchange Compensation Allowance.

No. 33.

Read, and recorded letter No. P. W. 1564 dated 3rd April 1894, from the Secretary of state for India in Council, and Government of India letter No. 2040 G dated 23rd June 1894, sanctioning, on the terms laid down in Finance Department Resolution No. 3624 A dated 18th August 1893, the grant of Exchange Compensation Allowance to employes of the Company, not domiciled in India.

Final Resolution No. 34.

Resolved that the following Schedules be approved and recorded:—

Schedule A. Compensation claims.
" B. Gratuities, and special leave to injured employes.
" C. Alterations in Rates and Fares.
" D. Stock adjustment.
" E. Tenders accepted.
" F. I. Stores purchased without tender.
" F. II. English Stores purchased in India.
" G. Sales without tender.
" H. Revisions of Estimates, etc.
" I. Works completed.
" K. Changes in Superior Staff.
" L. Changes in Subordinate Staff.
" M. Publications purchased in India.

SCHEDULE A.
Compensation claims.

Serial No.	Name of Claimant.	Amount claimed.	Amount settled for.	Recoveries.	Total charge against the Railway.	Remarks.
		Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	
5	Krishna Chetty ...	117 7 5	117 7 5	58 11 9	58 11 8	One bundle Cloth, and one of Iron lost.
6	Messrs D. Rahiman Sahib ...	281 5 6	280 13 6	...	280 13 6	One bale Cloth lost.
7	Claims settled for below Rs. 100 ...	619 1 4	413 13 0	238 7 2	175 5 10	
	Total ..	1,017 14 3	812 1 11	297 2 11	514 15 0	
	Amount brought forward ...	...	...	...	944 8 4	
	Total for year 1894-95 to date ...	...	...	...	1,459 7 4	

SCHEDULE B.
Gratuities, and Special leave to injured Employes.

Serial No.	Name	Department.	Salary or Wages.	Length of Service.	Amount of Gratuity sanctioned.	Period of Special Leave sanctioned.	Remarks.
			Rs. A. P.		Rs. A. P.		
6	Bappu Row, (Fitter) ...	Engineering.	0 4 0 per diem.	...	...	21 days special leave from 14-6-94 to 4-7-94.	Absent from duty under Medical treatment for injuries received, while on duty.
7	Ponnoosawmy, (Gang Cooly)	do.	5 8 0 per mensem.	...	...	22 days special leave from 10-5-94 to 31-5-94.	Do.
8	Muthu Renga Naidu, (late P. W. Inspector's Peon).	do.	7 0 0 per mensem.	28½ years.	42 0 0	...	Under Clause 4 of Government of India Circular No. XIV Railway of 1889. Sanctioned by Board letter No. 131 of 8-6-94.
				Total...	42 0 0		
				Brought forward...	36 0 0		
				Total for 1894-95, to date...	78 0 0		

SCHEDULE C.

Alterations in Rates and Fares sanctioned by the Agent under the Authority of Government of India, Order No. 563, R. T., of 16th July, 1891, and confirmed by the Consulting Engineer for Railways, Madras, under the Authority of Madras Government Order No. 462 R. of 1st March, 1893.

Rate or Fare altered.	Existing Rate or Fare. Class.	Existing Rate or Fare. Rate.	New Rate or Fare. Class.	New Rate or Fare. Rate.	New rate per maund per mile.	Date proposed for introduction.	Remarks.
Bacoora Root:—	Not classified.		2nd	½ pie.	·50 pie.	20-6-94.	
Cocoanuts in 6 ton wagon loads:—							
via Dharmavaram.		Per maund on through distance over S. I. R. at O. R. Rs. A. P.		Per maund on through distance over S. I. R. at O. R. Rs. A. P.			
Pettaivaytalai to Bellary ...	2nd	0 6 9	2nd	0 7 4	·20 pie.	1-7-94.	
Kulitalai do do ...	,,	0 6 6	,,	0 7 2	·19 pie.	,,	
Lalapet do do ...	,,	0 6 5	,,	0 7 0	·18 pie.	,,	
Kattalai do do ...	,,	0 6 6	,,	0 6 9	·17 pie.	,,	
Trichinopoly Fort to Haspet ...	2nd	½ pie. 0-2-9 per 6 tons truck per mile at O. R. Per maund on through distance over S. I. R. at O. R. Rs. A. P.	2nd	0 7 1	·20 pie.	1-7-94	
Elamanur do do ...	2nd	0 7 2	2nd	0 6 11	·19 pie.	1-7-94.	
Pettaivaytalai do do ...	,,	0 6 11	,,	0 6 8	·18 pie.	,,	
Kulitalai do do ...	,,	0 6 9	,,	0 6 6	·17 pie.	,,	
Lalapet do do ...	,,	0 6 7	,,	0 6 5	·17 pie.	,,	
Kattalai do do ...	,,	0 6 6	,,	0 6 6	·17 pie.	,,	
Trichinopoly Fort to Harlapur.	2nd	½ pie. 0-2-9 per 6 tons truck per mile at O. R. Per maund on through distance over S. I. R. at O. R. Rs. A. P.	2nd	0 6 10	·19 pie.	1-7-94.	
Elamanur do do ...	2nd	0 7 4	2nd	0 6 8	·18 pie.	1-7-94.	
Pettaivaytalai do do ...	,,	0 7 1	,,	0 6 6	·17 pie.	,,	
Kulitalai do do ...	,,	0 6 11	,,	0 6 4	·17 pie.	,,	
Lalapet do do ...	,,	0 6 9	,,	0 6 5	·17 pie.	,,	
Kattalai do do ...	,,	0 6 6	,,	0 6 6	·17 pie.	,,	
Trichinopoly Fort to Gadag ...	2nd	½ pie. 0-2-9 per 6 tons truck per mile at O. R. Per maund on through distance over S. I. R. at O. R. Rs. A. P.	2nd	0 6 9	·19 pie.	1-7-94.	
Elamanur do do ...	2nd	0 7 5	2nd	0 6 8	·18 pie.	1-7-94.	
Pettaivaytalai do do ...	,,	0 7 2	,,	0 6 5	·17 pie.	,,	
Kulitalai do do ...	,,	0 7 0	,,	0 6 4	·17 pie.	,,	
Lalapet do do ...	,,	0 6 10	,,	0 6 5	·17 pie.	,,	
Kattalai do do ...	,,	0 6 7	,,	0 6 6	·17 pie.	,,	

SCHEDULE C.—*continued.*

Alterations in Rates and Fares.

Rate or Fare altered.	Existing Rate or Fare. Class.	Existing Rate or Fare. Rate.	New Rate or Fare. Class.	New Rate or Fare. Rate.	New rate per maund per mile.	Date proposed for introduction.	Remarks.
				Per maund on through distance over S.I.R at O.R. Rs A. P.			
Trichinopoly Fort to Bagalkot	2nd	½ pie. 0-2-9 per 6 tons truck per mile at O. R. Per maund on through distance over S.I.R. at O.R.	2nd	0 7 3	·20 pie.	1-7-94.	
Elamanur do do	,,		,,	0 7 2	·19 pie.	,,	
Pettaivaytalai do do ...	2nd	Rs. 0 7 5	2nd	0 6 11	·19 pie.	1-7-94.	
Kulitalai do do ...	,,	,, 0 7 3	,,	0 6 9	·18 pie.	,,	
Lalapet do do ...	,,	,, 0 7 1	,,	0 6 7	·17 pie.	,,	
Kattalai do do ...	,,	,, 0 6 10	,,	0 6 6	·17 pie.	,,	
Elamanur to Bijapur	2nd	½ pie. 0-2-9 per 6 tons truck per mile at O. R.	2nd	0 7 3	·20 pie.	1-7-94.	
Pettaivaytalai do do	,,		,,	0 7 0	·19 pie.	,,	
		Per maund on through distance over S.I.R. at O.R.					
Kulitalai do do ...	,,	Rs. 0 7 6	,,	0 6 10	·18 pie.	1-7-94.	
Lalapet do do ...	,,	,, 0 7 4	,,	0 6 8	·17 pie.	,,	
Kattalai do do ...	,,	,, 0 7 2	,,	0 6 6	·17 pie.	,,	
Trichinopoly Fort to Poona ...	2nd	½ pie. 0-2-9 per 6 tons truck per mile at O. R.	2nd	0 6 1	·17 pie.	1-7-94.	
Elamanur do do ...	,,	,,	,,	0 6 2	·17 pie.	,,	
Pettaivaytalai do do ...	,,	,,	,,	0 6 3	·17 pie.	,,	
Kulitalai do do ...	,,	,,	,,	0 6 4	·17 pie.	,,	
Lalapet do do ...	,,	,,	,,	0 6 5	·17 pie.	,,	
Kattalai do do ...	,,	,,	,,	0 6 6	·17 pie.	,,	
Elamanur to Hotgi ...	2nd	½ pie. 0-2-9 per 6 tons truck per mile at O. R.	2nd	0 7 3	·20 pie.	1-7-94.	
Pettaivaytalai do do ...	,,	,,	,,	0 7 0	·19 pie.	,,	
Kulitalai do do ...	,,	,,	,,	0 6 10	·18 pie.	,,	
Lalapet do do ...	,,	,,	,,	0 6 8	·17 pie.	,,	
Kattalai do do ...	,,	,,	,,	0 6 6	·17 pie.	,,	
Trichinopoly Fort to Hubli ...	2nd	½ pie. 0-2-9 per 6 tons truck per mile at O. R.	2nd	0 6 4	·18 pie.	1-7-94.	
Elamanur do do ...	,,	,,	,,	0 6 2	·17 pie.	,,	
Pettaivaytalai do do ...	,,	,,	,,	0 6 3	·17 pie.	,,	
Kulitalai do do ...	,,	,,	,,	0 6 4	·17 pie.	,,	
Trichinopoly Fort to Dharwar.	2nd	½ pie. 0-2-9 per 6 tons truck per mile at O. R.	2nd	0 6 6	·18 pie.	1-7-94.	
Elamanur do do ...	,,	,,	,,	0 6 4	·17 pie.	,,	
Pettaivaytalai do do ...	,,	,,	,,	0 6 3	·17 pie.	,,	
Kulitalai do do ...	,,	,,	,,	0 6 4	·17 pie.	,,	

SCHEDULE C.—*continued.*

Alterations in Rates and Fares.

Rate or Fare altered.	Existing Rate or Fare.		New Rate or Fare.		New rate per maund per mile.	Date proposed for introduction.	Remarks.
	Class.	Rate.	Class.	Rate.			
				Per maund on through distance over S.I.R. at O.R Rs. A. P.			
Trichinopoly Fort to Belgaum..	2nd	½ pie. 0-2-9 per 6 tons truck per mile at O. R.	2nd	0 6 9	·19 pie.	1-7-94.	
Elamanur do do ...	,,	,,	,,	0 6 7	·18 pie.	,,	
Pettaivaytalai do do ...	,,	,,	,,	0 6 4	·17 pie.	,,	
Kulitalai do do ...	,,	,,	,,	0 6 4	·17 pie.	,,	
Lalapet do do ...	,,	,,	,,	0 6 5	·17 pie.	,,	
Trichinopoly Fort to Miraj ...	2nd	½ pie. 0-2-9 per 6 tons truck per mile at O. R.	2nd	0 6 9	·19 pie.	1-7-94.	
Elamanur do do ...	,,	,,	,,	0 6 7	·18 pie.	,,	
Pettaivaytalai do do ...	,,	,,	,,	0 6 4	·17 pie.	,,	
Kulitalai do do ...	,,	,,	,,	0 6 4	·17 pie.	,,	
Trichinopoly Fort to Kolhapur.	2nd	½ pie. 0-2-9 per 6 tons truck per mile at O. R.	2nd	0 6 6	·18 pie.	1-7-94.	
Elamanur do do ...	,,	,,	,,	0 6 5	·17 pie.	,,	
Pettaivaytalai do do ...	,,	,,	,,	0 6 3	·17 pie.	,,	
Kulitalai do do ...	,,	,,	,,	0 6 4	·17 pie.	,,	
Empty returned oil Drums:—	3rd	⅓ pie. 0-3-0 per 6 tons truck per mile at O. R.	3rd	0-2-3 per 6 tons truck per mile at O. R.	·17 pie.	20-6-94.	
Firewood (in wagon loads of not less than 162 maunds):—							
Kolatur South, and Manaparai to Nidamangalam.	Special	$\frac{5}{16}$ pie. 0-3-6 per 6 tons truck per mile at O. R.	Special	0-3-6 per 6 tons covered goods truck and 0-2-6 per high side truck per mile at O. R.	·26 pie. ·19 pie	1-6-94. ,,	
Grain and Seeds, (common):—							
Kivalur to Madura and stations beyond.	Special	$\frac{5}{16}$ pie. 0-3-9 per 6 tons truck per mile at O. R.	Special	0-3-0 per 6 tons truck per mile at O. R.	·22 pie.	5-6-94.	
Kuttalam and Tanjore, and all intermediate stations to Madras (Egmore).	Special	$\frac{5}{16}$ pie. 0-3-9 per 6 tons truck per mile at O. R.	Special	0-3-0 per 6 tons truck per mile at O. R.	·22 pie.	20-6-94.	
Ground Nuts:—							
Madras (Egmore) to Villupuram, Pondicherry, and Cuddalore Old Town and all intermediate stations.	2nd	½ pie. 0-5-8 per 6 tons truck per mile at O. R.	2nd	0-3-0 per 6 tons truck per mile at O. R.	·22 pie.	6-6-94.	
Padalam to Pondicherry ...	2nd	½ pie. 0-5-8 per 6 tons truck per mile at O. R.	2nd	0-3-0 per 6 tons truck per mile at O. R.	·22 pie.	30-4-94.	

SCHEDULE C.—*Continued.*

Alterations in Rates and Fares.

Rate or Fare altered.	Existing Rate or Fare.		New Rate or Fare.		New rate per maund per mile.	Date proposed for introduction.	Remarks.
	Class.	Rate.	Class.	Rate.			
Ramapuram to Madras (Egmore).	2nd.	0-3-10 per maund or Rs. 38-13-0 per 6 tons truck for the whole distance.	2nd.	34-10-0 per 6 tons truck for the whole distance at O. R.	·20 pie.	12-5-94.	
Chittoor to Madras (Egmore).	2nd.	0-4-4 per maund or Rs. 43-14-0 per 6 tons truck for the whole distance.	2nd.	Rs. 39-11-0 per 6 tons truck for the whole distance at O. R.	·22 pie.	28-4-94.	
Erode and Karur to Cuddalore Old Town.	2nd.	½ pie. 0-4-0 per 6 tons truck per mile at O. R.	2nd.	0-3-0 per 6 tons truck per mile at O. R.	·22 pie.	20-5-94.	
Erode and Karur to Pondicherry.	2nd.	½ pie. 0-3-6 per 6 tons truck per mile at O. R.	2nd.	0-3-0 per 6 tons truck per mile at O. R.	·22 pie.	20-5-94.	
Horses:—(when sent to run at Race Meetings.)	2 annas for the first horse and one anna for every additional horse.		A single fare and a half for both journeys.		...	15-6-94.	
Kerosine Oil:—							
For distances of 440 miles and upwards.—							
In consignments of 10 tons. ...	1 O. R. 2 R. R.	½ pie. ½ pie. 0-0-6 per 27 maunds per mile at O. R.	1 O. R. 2 R. R.	0-0-5 per 27 maunds per mile at O. R.	·19 pie.	20-6-94.	
In consignments of 6 tons. ...	1 O. R. 2 R. R.	½ pie. ½ pie. 0-0-6 per 27 maunds per mile at O. R.	1 O. R. 2 R. R.	0-3-0 per 6 tons truck or 6½ tons tank wagon per mile at O. R.	·22 pie.	20-6-94.	
Madras (Egmore) to Erode. ...	1 O. R. 2 R. R.	½ pie. ½ pie. 0-0-6 per 27 maunds per mile at O. R.	1 O. R. 2 R. R.	Rs. 11-0-6 per 27 maunds for the whole distance at O. R.	·23 pie.	15-5-94.	
Haulage charge—for Petroleum return empty Oil tank wagons:—							
Erode to Madras (Egmore.) ...	...	2·4 pies per 27 maunds per mile.	...	Rs. 3-0-7 per 27 maunds for the whole distance.	·064 pie.	15-5-94.	
Salt (in wagon loads of 162 maunds):—							
From Mutupet—							
For distances under 100 miles.	Special.	$\frac{5}{16}$ pie. 0-3-9 per 6 tons truck per mile at O. R.	Special.	0-3-6 per 6 tons truck per mile at O. R.	·26 pie.	30-5-94.	
From Madras (Egmore,) Chingleput, and intermediate stations to Agaram Sibbandi, Polur and Kalambur.	Do.	$\frac{5}{16}$ pie. 0-3-9 per 6 tons truck per mile at O. R.	Do.	0-2-6 per 6 tons truck per mile at O. R.	·19 pie.	20-6-94.	

SCHEDULE C.—*concluded.*

Alterations in Rates and Fares.

Rate or fare altered.	Existing Rate or Fare. Class.	Existing Rate or Fare. Rate.	New Rate or Fare. Class.	New Rate or Fare. Rate.	New rate per mile.	Date proposed for introduction.	Remarks.
Fares to, and from, Katpadi, and the undermentioned stations:—		Rs. A. P.		Rs. A. P.			
Trichinopoly Fort ...		2 10 0		2 4 0	1·71 pie		
Trichinopoly Junction ...		2 10 0		2 4 0	1·73 pie		
Kolatur south ...		2 12 0		2 6 0	1·75 pie		
Manaparai ...		2 14 0		2 8 0	1·76 pie		
Vaiyampati ...		2 15 0		2 10 0	1·79 pie		
Ayyalur ...		3 1 0		2 12 0	1·81 pie		
Vadamadura ...		3 2 0		2 12 0	1·78 pie		
Dindigul ...		3 4 0		2 14 0	1·80 pie		
Ambaturai ...		3 5 0		2 15 0	1·80 pie		
Ammayanayakanur ...		3 6 0		3 0 0	1·79 pie		
Sholavandan ...		3 8 0		3 2 0	1·80 pie		
Samayanallur ...		3 9 0		3 3 0	1·81 pie		
Madura ...		3 10 0		3 4 0	1·80 pie		Quoted for Soldiers and their families or others travelling on warrant.
Tiruparankundram ...	3rd.	3 11 0	3rd.	3 5 0	1·82 pie	1-7-94.	
Tirumangalam ...		3 12 0		3 6 0	1·82 pie		
Kalligudi ...		3 13 0		3 8 0	1·84 pie		
Virudupati ...		3 15 0		3 9 0	1·83 pie		
Tulakapati ...		4 0 0		3 11 0	1·85 pie		
Satur ...		4 1 0		3 12 0	1·85 pie		
Koilpati ...		4 4 0		3 14 0	1·85 pie		
Kumarapuram ...		4 5 0		3 15 0	1·85 pie		
Kadambur ...		4 6 0		4 0 0	1·85 pie		
Maniyachi Junction ...		4 7 0		4 2 0	1·86 pie		
Gangaikondan ...		4 9 0		4 3 0	1·85 pie		
Tinnevelly ...		4 10 0		4 5 0	1·86 pie		
Tataparai ...		4 9 0		4 3 0	1·85 pie		
Tuticorin ...		4 10 0		4 5 0	1·86 pie		
Cotton pressed to 35 lbs. per cubic foot.							
Dharmavaram, and via, for distances of 300 miles and above.	2 O.R. 3 R.R.	½ pie. ½ pie.	2 O.R. 3 R.R.	0-1-4 per 27 maunds per mile at R.R.	·60 pie	23-4-94	
Cotton pressed to less than 35 lbs. per cubic foot:—							
Dharmavaram and via, for distances of 300 miles and above.	3 O.R. 4 R.R.	½ pie. ½ pie.	3 O.R. 4 R.R.	0-1-6·80 per 27 maunds per mile at R.R.	·70 pie	23-4-94	

SCHEDULE D.
Stock Adjustment.

Particulars.	Excess. Quantity.	Excess. Value.	Deficiency. Quantity.	Deficiency. Value.	Remarks.
Items below Rs. 500 each in lump sum for:—		Rs. A. P.		Rs. A. P.	
Engineering Department ...	...	...	...	93 3 10	Debitable to the D. H. S. Railway.
Locomotive do ...	...	...	...	23 4 6	
General Stores do ...	...	...	...	142 9 1	
Traffic Department ...	...	...	...	11 10 2	
Other Items in detail viz.—					
Write off of the depreciation in value of 279 Axle boxes, 256 Axle box tops, and 22 Piston heads, of *obsolete types* and defective make:—	...	...	...	544 13 1	Written off to "Loss on Stores" Abstract B. Sanctioned by Consulting Engineer at the Meeting.
Rs. A. P.					
Book value 755 1 9					
Value now fixed as *scrap* material 210 4 8					
Difference Rs. 544 13 1					
Result of stock verification.					
General Stores Wards:—					
Ward No. 2 ...	...	215 7 2	...	402 12 6	The credit in these cases will be held in suspense in the stock taking adjustment account, pending verification of all Stores.
Do „ 3 ...	...	28 9 6	...	538 11 3	
Do „ 4 ...	...	60 5 10	...	3 2 6	
Do „ 5 ...	...	...	...	84 5 0	
Do „ 7 ...	...	...	...	178 7 7	
Do „ 8 ...	...	31 12 2	...	22 5 0	
Do „ 10 ...	...	3 13 9	...	1,511 13 7	
Do „ 11 ...	...	...	...	2,422 8 0	
Do „ 12 ...	...	...	...	4 4 9	
Iron Shed Ward ...	...	21 1 6	...	6 5 0	
Do „ Outside ...	...	2 3 7	...	518 4 2	
		363 5 6	...	5,692 15 4	
Locomotive Depôts.					
Tool Shop, Negapatam ...	...	3,635 5 2	...	522 3 7	
Cuddalore Depôt ...	...	5,707 12 9	...	1,888 3 8	
Tanjore do ...	...	14 9 3	...	0 4 10	
Timber do ...	...	9,615 14 2	...	201 0 4	
	...	18,973 9 4	...	2,611 12 5	

SCHEDULE E.

Tenders accepted.

Name of Article.	Quantity.	Date of commencement and completion of supply.	Special conditions, if any.	Name of Contractor.	Rate.	Security to be deposited, if any.	Remarks.
					Rs. A. P.	Rs.	
Trincomalee Wood ...	Tons 10	...	Logs to be 20 feet and over in length.	A. Mohideen Saib of Negapatam.	2 4 0 per cub. foot.	Nil.	
Firewood. ...	Tons 8,000	From 1st Jany. to 30th June 1894.	To be delivered on the Section from Cuddalore O. T. Station, exclusive to Madura inclusive including the stations on the Negapatam and Erode Branches.	Mahomed Gunny Rowther of Vaiyampati.	4 8 0 per ton.	500	*Vide* acceptance recorded in Schedule E. of Official Meeting No. 6 of 1893. Date of completion extended.
Do. ...	Tons 5,500	From 1st Jany. 1893 to 31st Mar. 1894.	...	Messrs. T. Perumalsawmy Naidu and A. Vijinragava Chari of Chingleput.	6 2 0 per ton.	500	*Vide* acceptance recorded in Schedule E of Official Meeting No. 1 of 1893. Date of completion extended.
Vikravandi, Loading and unloading &c.							
Loading coal for a distance of 300 yards, per ton	Uncertain	During the Official year ending 31st Mar. 1895.	*Nil.*	Kondalroya Reddi.	0 2 6		
Unloading coal for a distance of 300 yards, per ton	do	...	...	...	0 2 6		
Loading materials, including Keys and Cushions, within 500 lbs. for a distance of 300 yards, per ton	do	...	...	...	0 2 0		
Unloading do do within 500 lbs. a distance of 300 yards, per ton	do	...	...	...	0 2 0		
Do. above 500 lbs. do. per ton	do	...	...	...	0 2 3		Accepted in lieu of that recorded in Schedule E of Official Meeting No. 6 of 1893, the Contractor therein named having died.
Unloading rails, fish plates, bolts, spikes, pot sleepers, per ton	do	...	...	...	0 1 0	100	
Loading rails, fish plates, &c., per ton	do	...	...	...	0 1 6		
Stacking rails, fish plates, &c, per ton	do	...	...	...	0 1 0		
Unloading wooden sleepers, per 100	do	...	...	...	0 2 8		
Loading wooden sleepers, per 100	do	...	...	...	0 3 0		
Stacking wooden sleepers, per 100	do	...	...	...	0 2 8		
Loading or unloading coal, per ton	do	...	...	...	0 1 9		
Shunting trucks by hand, per truck	do	...	...	...	0 0 9		
Unloading, removing, and Stacking coal out of wagons, per ton	do	...	...	...	0 2 0		

SCHEDULE E.—*continued.*

Tenders accepted.

Name of Article.	Quantity.	Date of commencement and completion of supply.	Special conditions, if any.	Name of Contractor.	Rate.	Security to be deposited, if any.	Remarks.
					Rs. A. P.	Rs.	
Temporary Construction Quarters:—							
Executive Engineer's Bungalow at Kaniyambadi.	No. 1	...	...	...	152 0 0	...	Sold under terms of Resolution No. 53 of 1893.
Clothing for 1894-95.							
Blue coats for Station Masters.	No. 478	...	...	Messrs. A. G. Mahomed Ghouse and Co., of Madras.	1 8 0 per coat	...	Rates as recorded in Schedule E of Official Meetings Nos. 6 of 1893 and 2 of 1894. Increased to cover cost of extra words in the breast badges.
Do. for Shunters ...	„ 80	...	...	...	1 1 0 per coat	...	
Cast iron scrap at Pakala.	Tons 15¾	...	...	T. Mahomed Saib, of Madras.	31 0 0 per ton.	...	Sale.
Iron bridge flooring plates at the Engineering Stores, Trichinopoly.	Tons 15	...	...	A. Embereoman Chetty of Trichinopoly.	33 8 0 per ton.	...	do
Cracked Steel transverse Sleepers, with wrought iron knees rivetted thereto.	No. 385	...	...	G. Gopal Chetty of Madras.	0 10 0 per sleeper.	...	do
Clothing for Watchmen at the Locomotive Workshops, Negapatam:—							
Khakee suits for European Watchmen.	No. 6	For 1894-95	...	Messrs. G. Mahomed Ghouse & Co., of Madras.	4 0 0 each	...	...
Pith hats for do. ...	„ 3	...	...	...	2 12 0 each	...	...
Khakee suits for Native Watchmen.	„ 40	...	...	...	2 12 0 each	...	...
Native Watchmen's Puggaries, including red caps, and red cloth badges.	„ 20	...	...	...	2 12 0 each	...	...

SCHEDULE (F I.)
Stores purchased without Tender.

Article.	Quantity.	Rate.	Amount.	Authority.	Remarks.
			Rs. A. P.		
Items of, & below Rs. 500, each in lump sum for:—					
Engineering Department ...	...	...	369 0 7		
Locomotive do. ...	...	...	12 0 0		
General Stores do. ...	...	...	2,439 7 1		
Other items in detail, *Viz:—*			Nil.		

SCHEDULE (F II.)
English Stores, purchased in India.

Article.	Quantity.		Rate.	Amount.	Authority.	Remarks.
			Rs. A. P.	Rs. A. P.		
Items of, & below Rs. 50, each for:—						
Engineering Department ...	...	...	...	...		
Locomotive do. ...	...	...	...	..		
General Stores do. ...	...	...	...	1,310 14 3		
Other Items in detail, *Viz:—*						
Steel rivets ...	Tons.	1¼	310 0 0 per ton.	465 0 0	Consulting Engineer's No. 1,483 of 8-5-94.	
Freight, etc.	...	...	...	55 0 0		
				520 0 0		
186 Plates, measuring as follows:—						
100—12′ × 3′ × ⅜″ ...	Tons.	36·5	180 0 0 per ton.	6,570 0 0	Consulting Engineer's No. 1,837 of 12-6-94.	Purchased from the Madras Railway Company.
25—12′ × 3′ × ½″ ...						
61—12′ × 8′ × ½″ ...						
Freight, etc.	...	...	...	204 0 0		
				6,774 0 0		

SCHEDULE (F II.)—*concluded.*
English Stores, purchased in India.

Article.	Quantity.		Rate.	Amount.	Authority.	Remarks.
			Rs. A. P.	Rs. A. P.		
Other Items in detail,—*continued.*						
Jim crows, with bars ...	No.	9	46 6 6⅔ each.	417 11 1	Agent.	
Tin, sheet, large	,,	495	0 6 0 each.	185 10 0	do	
Oil, Vacuum Brake ...	lbs.	9,054	0 1 2½ per lb.	648 11 5	do	
Pumice stone	,,	666	0 5 0 per lb.	208 2 0	do	
Emery cloth	Sheets.	1,700	0 1 0 per sheet.	106 4 0	do	
Lead, sheet, ⅛″	lbs.	692	0 2 0 per lb.	86 8 0	do	
Glass, white, 14″ ×12″ ...	No.	130	0 8 0 each.	65 0 0	do	
Do. 16″ ×14″ ...	,,	100	0 9 6 each.	59 6 0	do	
Do. 11¼″×10¼″ ...	,,	300	0 4 0 each.	75 0 0	do	
Halzaffel's Composition ..	Drum.	1	.....	75 0 0	do	
Books, Copying, large size ...	No.	100	2 2 0 per book.	212 8 0	do	
Metal, patent	lbs.	299	0 13 6 per lb.	253 0 6	do	
Iron, round, common ⅝″ ...	,,	7,370	5 10 1⅛ per cwt.	370 10 0	do	
Do. do. ¾″ ...						
Glasses, gauge	No.	249	0 4 0⅛ each.	62 11 0	do	
Cloth, Canvas, English ...	Yards.	252	0 7 0 per yd.	110 4 0	do	
Screws, Iron, 1″× 3/16″ ...	No.	8,640	0 14 0 per gross.	52 8 0	do	
Braces, ratchet	,,	12	21 7 3 each.	257 11 0	do	
Canvas, English ...	Yards.	648	0 7 0 per yard.	283 8 0	do	
Carpets, Woollen ...	No.	2	73 3 4 each.	146 6 8	do	
Liquid Fuel Apparatus for burning Petroleum in a Locomotive Engine.	,,	1	410 0 0	410 0 0	Sanctioned by Consulting Engineer at the Meeting.	

Note.—The estimated additional outlay in purchasing the above stores in India is Rs. 1,213.

SCHEDULE G.

Sales without tender.

Article.	Quantity.	Rate.	Amount.	Authority.	Remarks.
			Rs. A. P.		
Petty Items below Rs. 500 in lump sum ...			1,149 0 9		
Stores, General Rs. 796 5 11					
Do. Depôt ,, 352 10 10					
Other items in detail, *viz.*					
Brass borings ...	2 Tons.	Rs. 490 per ton.	980 0 0		
Files, old ...	4 ,,	Rs. 137 per ton.	548 0 0		

SCHEDULE H.

Revisions of Estimates, etc.

Serial No.	Name of Estimate.	Proposed Revision.	Revised date for completion if any.	Transfers.				Remarks.
				Head of Account Debtor.	Amount.	Head of Account Creditor.	Amount.	
					Rs.		Rs.	
72	Watering arrangements at Kadambur station.	Extension of time.	31-3-94	...	...	...	...	To admit to audit the debit of Rupees 118-12-8 raised on account of Compensation paid for land subsequent to the lapse of sanction.
73	Constructing a shed for a carriage shelter at Trichinopoly Junction	do.	30-4-94	...	...	...	...	To admit to audit the debit of Rupees 13-8-0 cost of 5 cases of pintles issued during the currency of sanction but brought to account subsequent to the lapse of sanction.
74	Laying pipes to Staff Quarters, Sinking an additional well and raising tank house, at Madura station.	do.	31-3-95	...	...	...	...	These works are not likely to be completed by the date at present fixed for lapse of sanction.
75	Sinking a 30 feet well and providing a sun shade over the pump at Tataparai station.	do.	30-9-94	...	...	...	...	do
76	Proposed additions to Rolling stock erecting shed at Negapatam.	do.	31-12-94	...	...	...	...	do
77	Lengthening the through siding and platform, at Kivalur station.	do.	31-12-94	...	...	...	...	do
78	Constructing a Goods shed at Battulapuram	do.	31-12-94	...	...	...	...	do
79	Providing double faced platform Clocks at 6 stations.	do.	31-12-94	...	...	...	...	do

SCHEDULE H.—*Concluded.*

Revisions of Estimates, etc.

Serial No.	Name of Estimate.	Proposed Revision.	Revised date for completion, if any.	Transfers.				Remarks.
				Head of Account Debtor.	Amount.	Head of Account Creditor.	Amount.	
					Rs.		Rs.	
80	Providing arrangements for the supply of water to Staff Quarters at Pakala station.	Extension of time.	31-12-94.	...	...	...	...	These works are not likely to be completed by the date at present fixed for lapse of sanction.
81	Providing temporary water tank and pipe near mile 380 at Tulukapati station.	do	31-12-94.	...	...	...	...	do
82	Making certain additions to, and alterations in the station house; and providing a new portable lamp room, at Tanjore station.	do	30-9-94.	...	...	...	...	do
83	Enclosing two bays of the Goods shed and adding two more bays thereto, at Vellore station.	do	31-12-94	...	...	...	...	do
84	Constructing extra siding accommodation, and covered way, at Chingleput.	do	31-3-94	...	...	...	...	To admit to audit expenditure incurred subsequent to the lapse of sanction.
85	Furnishing the Staff Quarters at Villupuram station.	do	31-3-94.	...	...	...	...	do
86	Sinking a well for the station staff at Vencatagiri station.	do	31-3-94.	...	...	...	...	do
	Capital.							
87	Capital Budget 1894-95. Purchase of Stores.	Re-appropriation.	...	Freight, Landing charges.	2,516	Catamaram wood.	2,516	
88	Do	do	...	Firewood.	5,000	List No. 2 Miscellaneous Stores, other items.	5,000	
89	**Additional Locomotive, and Rolling Stock sanctioned by G. O. No. 16 R. of 10th January, 1893:—**							
	20 First, and Second Class, bogie composite carriages.	Extension of time.	30-6-95.	...	...	...	...	
	80 Third Class bogie carriages.	do	31-12-95	...	...	...	...	

SCHEDULE I.

Works completed.

Serial No.	Date of Completion.	NAME OF WORK.	Reference to Sanction.	Amount of Estimate. Cash.	Stores.	Total.	Actual Outlay. Cash.	Stores.	Total.	Remarks.
		Capital Works.		Rs.	Rs.	Rs.	Rs. A. P.	Rs. A. P.	Rs. A. P.	
54	May 1893.	Constructing an additional water column, drip well drain, and piping, at north end of Kadambur station.	Consg. Engineer's letter, No. 1291 of 12-10-92.	354	2,454	2,808	142 15 9	1,539 5 11	1,682 5 8	
55	Oct. 1893.	Constructing a slaughter house at Cuddalore Old Town station.	Consg. Engineer's letter, No. 1290 of 9-9-91.	947	119	1,066	618 15 10	225 0 3	844 0 1	
56	June 1893.	Constructing a shed for Sheltering carriages, when the present shelter line is converted into a run round, at Trichinopoly Junction station.	Consg. Engineer's letter, No. 1470 of 15-10-91.	1,373	8,524	9,897	4 422 13 5	6,460 2 10	10,883 0 3	
57	May 1891.	Additional accommodation at Egmore station.	Consg. Engineer's letter, No. 46 of 24-1-87.	33,581	61,429	95,010	21,536 8 11	46,255 7 10	67,792 0 9	
58	Feb. 1893.	Permanent Watering arrangements near Kadambur station.	Consg. Engineer's letter, No. 568 of 10-5-92.	3,177	7,911	11,088	2,624 12 3	7,628 15 11	10,253 12 2	
59	July 1893.	Lengthening the through siding and platform, and demolishing and rebuilding ashpit, with a water column on the north and south ends of Budalur station.	Consg. Engineer's letter, No. 1203 of 26-9-92.	3,316	1,682	4,998	913 9 5	1,111 7 2	2,025 0 7	
		Total	.....	42,748	82,119	124867	30,259 11 7	63,220 7 11	93,480 3 6	
		Revenue New Minor Works.								
60	July 1893.	Providing a sick siding at the south west end of Villupuram station	Consg. Engineer's letter, No. 482 of 24-4-93.	87	767	854	37 12 6	406 12 8	444 9 2	
61	Jany. 1894.	Providing a coal stage at Cuddalore Old Town station.	Consg. Engineer's letter, No. 892 of 14-7-92.	47	292	339	42 6 0	245 7 9	287 13 9	
62	July 1893.	Providing a boulder apron to the 2-20 ft. span girder bridge at B $\frac{293}{15}$ mile, Nellore Branch.	Consg. Engineer's letter, No. 357 of 17-3-92.	185	...	185	100 11 10	.....	100 11 10	
		Carried over...	.....	319	1,059	1,378	180 14 4	652 4 5	833 2 9	

Excess whether on totals of estimates or on cash or stores in any of these estimates to be met with, out of savings on the totals of the class of estimates herein enumerated to which each belongs.

SCHEDULE I.—*concluded.*

Works completed.

Serial No.	Date of Completion.	NAME OF WORK.	Reference to Sanction.	Amount of Estimate. Cash.	Stores.	Total.	Actual Outlay. Cash.	Stores.	Total.	Remarks.
		Brought forward...	.....	Rs. 319	Rs. 1,059	Rs. 1,378	Rs. A. P. 180 14 4	Rs. A. P. 652 4 5	Rs. A. P. 833 2 9	
63	Nov. 1893.	Extending the platform on the south side (93 feet long) at Koradacheri station.	Consg. Engineer's letter No. 807 of 22-8-93.	228	130	358	124 5 0	77 10 6	201 15 6	
64	April 1893	Furnishing the staff quarters at Villupuram station.	Consg Engineer's letter No. 404 of 28-3-92.	...	875	875	594 14 5	568 8 0	1,163 6 5	
65*	Jany. 1893	Providing a brick drain from the new, to the old, weigh bridge at Negapatam.	Consg. Engineer's letter, No. 1465 of 16-11-92.	317	9	326	475 11 9	21 0 0	496 11 9	
		Total...	.....	864	2,073	2,937	1,375 13 6	1319 6 11	2,695 4 5	
		Revenue.								
66	May 1891	The Revenue portion of the estimate for additional accommodation at Egmore station.	Consg. Engineer's letter No. 46 of 24-1-87.	2,584	34	2,618	444 12 6	85 15 8	530 12 2	
67	Feby. 1893	The Revenue portion of estimate for permanent watering arrangements near Kadambur station.	Consg. Engineer's letter No. 568 of 10-5-92	21	...	21	63 15 0	...	63 15 0	
68	July 1893	The Revenue portion of estimate for lengthening the through siding and platform, demolishing and rebuilding ashpit, with a water column at the north and south ends of Budalur station.	Consg. Engineer's letter No. 1203 of 26-9-92.	1,870	2,320	4,190	1,792 8 8	2.320 0 0	4,112 8 8	
69	Nov. 1893	The Revenue portion of the New Minor work for extending the platform on south side (93 ft. long) at Koradacheri station.	Consg. Engineer's letter No. 807 of 22-8-93	2	...	2	2 0 0	...	2 0 0	
70	Nov. 1892	Demolishing the half of existing cracked abutment of the 1-15 ft. span girder bridge, and rebuilding the same at mile N. $\frac{238}{16}$.	Consg. Engineer's letter No. 866 of 9-7-92.	2,083	88	2,171	3,149 1 11	792 3 3	3,941 5 2	
		Total...	.....	6,560	2,442	9,002	5,452 6 1	3,198 2 11	8,650 9 0	

Excess whether on totals of estimates or on cash or stores in any of these estimates to be met with, out of savings on the totals of the class of estimates herein enumerated to which each belongs.

*This cancels item No. 63 of Schedule J. passed in meeting No. 6 of 1893.

SCHEDULE K.

Changes in Superior Staff.

Department.	Name of Officer.	Designation.	Nature of Change.	Remarks as to authority for Changes, Allowances, Passage Monies, &c.
Engineering ...	Mr. R. M. Logan ...	Assistant Engineer	Three months' privilege leave with effect from 27th June, 1894.	Agent.
Do. ...	Mr. G. T. Bridges ...	Do. ...	Three months' privilege leave, with effect from 20th October, 1894.	Do.
Do. ...	Mr. J. T. Lewis ...	Do. ...	Transferred from Head Quarters to charge of Sub-Division A, *vice* Mr. R. M. Logan absent on leave.	Do.
Do. ...	Mr. C. J. Bond ...	Resident Engineer.	Posted to charge of Division B, *vice* Mr. J. Rice, absent on furlough.	Do.

SCHEDULE L.

Changes in Subordinate Staff.

Department.	Name of Subordinate.	Designation.	Nature of change.	Remarks as to authority for Changes, Allowances, Passage monies, &c.
Locomotive ...	Mr. B. Hyde ...	Locomotive Foreman.	Furlough leave for six months, on half pay, with effect from 20th June, 1894.	*Vide* Board letter No. 127 of 20th April, 1894.
Audit ...	S. Krishnasamy Iyer ...	Accountant P.W.D.	One month's privilege leave, with effect from 28th May, 1894.	Agent.

SCHEDULE M.

Publications purchased in India.

Name of Publication.	Quantity.	Amount.	Authority.	Remarks.
		RS. A. P.		
Civil Service Regulations ...	One copy.	8 10 0	Agent.	
Indian Medical Gazette ...	One copy monthly.	18 0 0	Do.	Subscription in advance for the year, 1894.
Indian Tariff Act No. VIII of 1894.	14 copies.	2 10 6	Do.	
Asylum Press Almanac ...	Books 3.	18 0 0	Do.	
Letts' Diary ...	One copy.	2 5 0	Do.	
Trichinopoly District Gazette ...	One copy.	2 0 0	Do.	Subscription for one year.
Exchange Calculator ...	One copy.	2 10 0	Do.	

F. R. UPCOTT,
Consulting Engineer for Railways, Madras.

WILLIAM S. BETTS,
Agent, South Indian Railway.

FORM No. 21.

OFFICE OF THE CONSULTING ENGINEER FOR R LYS

Madras, 7th July 1894

282
7-JUL.94
Enclosures
ACCOUNTS, MADRAS.

No. 2132

OFFICE NOTE.

Letter from the Agent, South Indian Railway, No. 692
dated July 5. 1894, forwarded to the Examiner of Railway
Accounts. with Minutes of Meeting No. 4
of 1894. for favor of check & return
by this evening for despatch to Coralling
Engineer at Dolacamund. A.G.A. Shelley
Capt. R.E.
for E.R.

EXAMINER'S REPLY.

I am sorry
I can not let you have any
notes of this Meeting, but I will
let you have them early on
Monday.

A Lyemb
Dy CR
7/7.

Please see the note
attached.

A Lyemb
C.R.
7.7.

A.D.C.
4.7.94.
On receipt these papers had
better meet ER at Kottupalayam
let A.R. know.

Send to CR's office for record.
A 7/7.

South Indian Railway

Minutes of Meeting No. 4 of 1894.

1. Minute No. 31 List A, Item 21. Date on which sanction lapses for this work should be 12.4.94 instead of 12.5.94.

Corrected accdly

2. Minute No. 32. Schedule B., Item 6. It is desirable that the words "on duty" should be inserted at the end of the remark in the last column.

The words "while on duty" inserted accdly

(a). Schedule C. page 84. New rate per maund per mile for the following should be .18 pie instead of .17 pie.

This entry entered by the Company's Consult. Engr's Office has evidently used wrong mileages accdly

454 (i) Kulitalai to Paona.

460 (ii) Lalapet " do ...

467 (iii) Kattalai " do ...

(b) Page 86. - The new rates for the following do not appear in the current guide for the quarter ending September 1894, though they are said to have been introduced from 15th May 1894.

(i). Kerosine Oil - Madras to Erode.

(iii) Haulage charges viâ Erode to Madras

(c). Page 87. Fares to and from Kalpadi rea

The new rate per mile should be as follows:—

The rates given & the Co are correct as 87/7.	333.	(i). Pudhinopoly Jout.	1.75 instead of 1.71
	334	(ii) Sholavandan - - -	1.81 — do — 1.80
	333	(iii) Vimdupati - - -	1.864 — do — 1.83
	335	(iv) Yatapanai - - -	1.854 — do — 1.85

Schedule D page 88. The write off of the loss on axle boxes, etc, requires E.B. sanction

Schedule E. Page 90.

Should be 1894-95

(a) Clothing - This is it presumed is for 1894.

The remark applies to both as 87/7

(b) Blue coats for Shunters - does the remark against blue coats for Station Masters apply also to these?

Schedule F. II.

Other items in detail. Against steel rivets in the "remarks" columns the following might be inserted:—

Not necessary. The practice hitherto has been to enter in this column the purchases from other railways as 87/7

"Purchased from Messrs. Richardson & Cruddas, Bombay"

Schedule I. page 95. Reference to the previous number of meeting in which the sanction was recorded should be given in future instead of the sanctions themselves.

10. 7. 94

Agreed to
aff: CR

1892.

Madras Railway Company
Traffic Manager's Office
Madras, 30 December 1893.

The Agent and Manager
Kayasuram

Dear Sir,

Undesirable Competition
between S. I and Madras Railways.

In the Correspondence which you had with Mr. Betts of the S. I. Ry and which ended by your letter of 26 July 1892 to Mr. Betts it was I think clearly understood that the S. I and Madras Railways would abstain from entering into undue competition between particular points in order to draw traffic from each other and I am sorry to have to call your attention to a distinct departure on the part of the S. I. Ry from this policy.

By rate Circular No 61 of 20-1-93 the S. I. Ry Company reduced the rate from 12 to 8 pies per mile for Pressed Cotton from Guntakal to Pondicherry in connection with the S. M. with a view of attracting traffic from Adoni to the S. M and S. I. Railways route instead of allowing it to travel Via Arkonam which is the shortest route.

By rate advice No 63 of 20 February 93 the S. I. Ry Company increased the rate for Cotton Arkonam to Pondicherry from 12 pies to 13.50 apparently under the impression that they would force the traffic Via Guntakal.

It was of course unlikely that this Company would permit such a result and the rate Via Arkonam was consequently revised.

By rate advice No 74 of 30 instant the S. I. Ry Company have now quoted annas 6-9 per mile over the S. I. Ry but no doubt per maund is meant; for the entire distance and

and this works out to 7.19 pies per ton per mile making the through maund rate annas 11-4 against annas 12-0 Via Arkonam

For your information I beg to quote the rates which were in force Via Guntakal upto 28th February 1893.

			Per maund.
A	Adoni to Guntakal 32 miles @ 18 pies per 27 lb per mile		0-2-1
	Guntakal to Dharmavaram 63 miles @ 9 —— do ——		0-1-9
	Dharmavaram to Pondicherry 304 miles @ 12 —— do ——		0-11-3
	Total 399 miles	R	0-15-1

B. the rates at present in force.

Adoni to Guntakal @ 25 pies per 27 maunds per mile		0-2-10
Guntakal to Dharmavaram @ 9 —— do ——		0-1-9
Dharmavaram to Pondicherry @ 8 —— do ——		0-7-6
	Total R	0-12-1

C the rates to come into operation on the 1st February 1894 under the latest advice of charges.

Adoni to Guntakal @ 25 pies per 27 md per mile	——	0-2-10
Guntakal to Dharmavaram @ 9 —— do ——	——	0-1-9
Dharmavaram to Pondicherry @ 7.19 × —— do ——	——	0-6-9
	Total R	0-11-4

× Reduction made and rate from Arkonam to Pondicherry increased.

Similarly the rates Via Arkonam are shewn.

The rates upto 28 February 1893.

A.	Adoni to Arkonam @ 13.61 pies per ton per mile	——	0-11-6
	Arkonam to Pondicherry @ 12 pies —— do ——		0-4-8
		Total R	0-0-2

The rates at present in force.

B	Adoni to Arkonam @ 8.15 pies per ton per mile	——	0-6-8
	Arkonam to Pondicherry @ 13.50 × —— do ——		0-5-4
		Total	0-12-0

C. The rates to come in operation on the 1st February 1894.

Adoni to Arkonam @ 7.33 pies per 27 lb per mile	——	0-6-0
Arkonam to Pondicherry @ 13.50 × —— do ——	——	0-5-4
	Total	0-11-4

× advanced by S.I.Ry when they reduced Via Guntakal & Dharmavaram

No. 1492-R. 27-8

3.

The following telegrams passed between Mr Stevens and myself on the 28th & 29th instant.

A From Read.

"Your rate advice K 74 unless you are prepared to carry cotton at that rate nothing no good will result from latest reduction for Pondicherry. Are you prepared to cancel and adhere to rate Jannas 12 per maund. Kindly reply sharp."

B. From Stevens.

"K. K. 2139 Your tel. of 28 instant by your advice from 18 to 25 Pies. You have increased the rate Via Dharmavaram from 11 annas 4 pies to 12 annas rate from Adoni to Marmagoa is 11-11 I have altered our rate to 11-3 to endeavour to divert the traffic to Pondicherry."

C From ... Read.

"K 2139. Your first increased rate Arkonam to Pondicherry hence corresponding alteration Adoni to Gundukal. Are you prepared to reduce rate Arkonam to Pondicherry. Reply sharp."

D From ... Stevens.

"K K 2942. Your telegram of date Cannot reduce rate Arkonam to Pondicherry.

I did hope that the S. I. Railway would have cancelled the last alteration but as my protest has been ineffective I am now compelled to refer the matter to you.

The excuse that the reduction was made to compete with Marmagoa is inadmissible or there would be no objection to reduce Via Arkonam also. and besides. the distance from Adoni to Marmagoa is 318 miles only against 399 to Pondicherry.

I have now issued a supplementary rate Circular making the rate Via Arkonam annas 11-4 per maund as the through distance. but this policy on the part of the S. I. Ry has had the effect of unnecessarily robbing the Madras Railway and so the Government 76.28 Pies per ton

per

per mile. I have good reason to suppose that a certain Madras Merchant finding he cannot play off this Company against the S. I Railway in the matter of competitive rates has succeeded in playing the same the other way.

It will I think be understood by most people that no Company on whose line traffic originates would permit such traffic to be diverted and so give up 265 miles in favor of 32 even supposing that they had to carry the traffic at a rate which barely covered working expenses.

For your information I also attach a copy of the Demi. Official letter which You addressed to the Betts on the 26 July 1892.

Yours faithfully

Sgnd. T. W. Read

Traffic manager

Madura 26 July 1892.

My dear Betts,

I have delayed replying to your letters of the 29 June and 16 July until I was in a position to say where the rates to which you refer in your letter of the 23 June were really quoted.

I have already told you that I have carefully refrained from introducing competitive rates and I have not reduced any of our rates with the view of drawing traffic from the South Indian Railway.

You allude to our rates for Cocoanuts and to our rates for Jaggery.

The 4 pies rate for Cocoanuts was quoted by my predecessor so far back as February 1892 and the 4·53 pies rate for Jaggery was introduced by the same Officer in September 1893.

These rates were introduced before the Villupuram Gudalkal line was thought of.

I hand you statements for the month of June 1892 shewing the weight of traffic received from you and handed to you at Arkonam and Erode Junctions and I think if you analyse this traffic you will find that we are loyally despatching by the shortest route all traffic not specially Consigned by the longer route.

I deprecate Competition, because if we enter into it vigorously we shall be sacrificing Government Money and I am sure you will agree with me that this policy is not desirable. I do not see my way to cancel rates which has been in force for so many years but I shall be happy to consider any proposal you think will fairly meet the difficulty that appears to have arisen.

Yours Sincerely
(Sd) L. S. Moss

S.I. Form No. L.42-R. 27-8-

South Indian Railway Coy Ltd.
Agents Office
Trichinopoly 19th February 1900.

L492.

My dear Mess.

Your letter of the 16 ultimo, You will see from the attached report that the rate issued in January for pressed Cotton from Guntakal to Pondicherry was not quoted with any intention of diverting to the Dharmavaram route, traffic which had been passing to Pondicherry over your line via Arkonam.

As a matter of fact no such traffic had been in existence.

You suggest that both Companies return to the rates in force previous to 1893, but those rates are higher than the rate to Mormagoa, and if they were adopted no cotton would find its way to Pondicherry either via Arkonam or Via Dharmavaram.

I am willing to adopt equal through rates per maund by the two routes say from Adoni to Pondicherry 0.11.7 and from Kaichur to Pondicherry 0-13-3.

Do you agree?

Yours Sincerely
Capt. William S. Batt
Agent

S.I.Ry. Form No. 1 142-R 2248

93 R 3097
D A.212

South Indian Railway
Traffic Managers Office
Trichinopoly 13 February 93.

The Agent
Trichinopoly.

My dear Sir,

Competitive Rates Madras Railway
Your A 672/194 of the 10 instant

With reference to letter dated 30 December 92 from the Traffic Manager G.T. of Madras Railway regarding Competitive rates I beg to give the following particulars:-

The 8 pies per ton per mile rate has been in use locally as far back as January 1887 as follows:-

Vindupatti to Pondicherry	January 1887
Vindupatti to Madras	April 1891
Tuticorin to Madras	January 1893.

When our new classification for goods was introduced in January 1893 this 8 pies rate was quoted to apply generally for distances of 300 miles & beyond but it was not adopted in through booking until March 1893.

It will be seen from the following figures that the S. I. Ry ordinary rate of 12 pies per 27 maunds per mile from Via Guntakal and Dharmavaram to Pondicherry prior to January 1893. was lower than that Via Arkonam.

Mile			Per mund
63	Guntakal to Dharmavaram	1st class	0-1-9
304	Dharmavaram to Pondicherry	12 pies	0-11-3
367			0-13-0
233.	Guntakal to Arkonam	13.61 pies	0-9-9
127	Arkonam to Pondicherry	12 pies	0-4-8
360.			0-14-5

Any traffic there might be from the Guntakal direction to Pondicherry should therefore have taken the Dharmavaram route without further reduction on the part

of

(this Company) but no traffic was carried and as it appeared to me that the then existing rate via Dharmavaram was prohibitive with a long lead of nearly 370 miles, the 8 pies per ton per mile rate was introduced in through booking with a view to attract traffic, more particularly from the S. M. Ry to Pondicherry. This alteration had however the effect of causing the firms at Raichur and Adoni to send their cotton by this route to Pondicherry and the traffic may have been diverted from Bombay or Marmagoa. It certainly was not drawn from the Arkonam route, as no special rate was then in force from stations on the Madras Railway to Via Arkonam, and I am not aware that any cotton had been carried by that route.

When the 8 pies rate was introduced in through booking Via Dharmavaram, I did not suppose for a moment that cotton would ever be consigned from Raichur or Adoni to Pondicherry by the Dharmavaram route.

The Madras Railway Company finding that Cotton had been carried from Raichur and Adoni to Pondicherry Via Dharmavaram, asked me in July last to receive short notice for the introduction of a special rate of 6 annas 8 pies from Adoni to Via Arkonam. This I declined to accept as the Traffic Manager Madras Railway had on a previous occasion refused to meet me in the similar case.

I then found on looking further into the rates it was evident the Madras Railway Company had fixed the 6 annas 8 pies rate with the intention of using our special rate of 6 annas per truck per mile, quoted originally as a local rate for South of Trichy. I therefore withdrew this in through booking Via Arkonam on 1st October 1893 with the object of getting the full Second class rate for traffic carried to Pondicherry by the

Arkonam

Arkonam route which gives the Company a lead of only 127 miles as compared with 304 from Dharmavaram.

This alteration led the Madras Railway Company to put up their rate Adoni to Guntakal from 2 annas 1 pie to 2 annas 10 pies or in other words the rate for 50 miles and under was increased from 18 to 25 pies per 27 maunds per mile. This had the effect of making the through rate via Dharmavaram higher than that via Arkonam. Hence our further reduction from 7 annas 6 pies to 6 annas 9 pies from Dharmavaram to Pondicherry.

By reverting to the rates in force previous to 1893 the figures by the two routes would be as follows:-

			Per mds
32 miles	Adoni to Guntakal	18 pies	0-2-1
63 "	Guntakal to Dharmavaram	1st class	0-1-9
304 "	Dharmavaram to Pondicherry	12 pies	0-11-3
399			0-15-1
265	Adoni to Arkonam	13·61 pies	0-11-6
127	Arkonam to Pondicherry	12 pies	0-4-8
392			1-0-2
75	Raichur to Guntakal	18 pies	0-4-6
63	Guntakal to Dharmavaram	1st class	0-1-9
304	Dharmavaram to Pondicherry	12 pies	0-11-3
442			1-1-6
308	Raichur to Arkonam	13·61 pies	0-13-3
127	Arkonam to Pondicherry	12 pies	0-4-8
435			1-1-11

These particulars shew that the Dharmavaram Route would be cheaper than that via Arkonam but both these Routes would be at a considerable disadvantage as compared with Marmagoa and Pondicherry via Madras as the following table shews:

32	Adoni to Guntakal	18 pies	0-2-1
63	Guntakal to Dharmavaram	1st class	0-1-9
304	Dharmavaram to Pondicherry	12 pies	0-11-3
399			0-15

P. Form No. 142-R 22-8-

miles				Per maund
265	miles Adoni to Adkanam	13.61 pies		0-11-6
52	Adkanam to Pondicherry	12 pies		0-4-8
317				1-0-2
32	Adoni to Gunbakal	18 pies		0-2-1
235	Gunbakal to Portuguese Frontier	spl		0-5-11
51	Portuguese Frontier to Tranquebar Harbour	spl		0-2-10
318				0-10-10
307	Adoni to Madras	spl		0-9-3
122	Madras to Pondicherry	2nd class		0-5-1
429				0-14-4
75	Raichur to Gunbakal	18 pies		0-4-6
63	Gunbakal to Dharmavaram	1st class		0-1-9
304	Dharmavaram to Pondicherry	12 pies		0-11-3
442				1-1-6
308	Raichur to Arkonam	13.61 pies		0-13-3
127	Arkonam to Pondicherry	12 pies		0-4-8
435				1-1-11
75	Raichur to Gunbakal	18 pies		0-4-6
235	Gunbakal to Portuguese Frontier	spl		0-5-11
51	Portuguese Frontier to Tranquebar Harbour	spl		0-2-10
361				0-13-3
351	Raichur to Madras	spl		0-10-5
122	Madras to Pondicherry	2nd class		0-5-1
473				0-15-6

I recommend for consideration the introduction of the following rates:

Miles				per maund
12	Adoni to Gunbakal	25 pies		0-2-10
63	Gunbakal to Dharmavaram	1st class		0-1-9
304	Dharmavaram to Pondicherry	spl		0-7-0
392				0-11-7
265	Adoni to Arkonam	spl		0-6-3
127	Arkonam to Pondicherry	2nd class		0-5-4
392				0-11-7
75	Raichur to Gunbakal	18 pies		0-4-6
63	Gunbakal to Dharmavaram	1st class		0-1-9
304	Dharmavaram to Pondicherry	spl		0-7-6
442				0-13-3
308	Raichur to Arkonam	spl		0-7-11
127	Arkonam to Pondicherry	2nd class		0-5-4
435				0-13-3

In the last para on page 4 of Mr. Reid's report the following appears.

I have good reason to suppose that a certain Madras Merchant finding he cannot play off this Company against the G.I.P. in the matter of Competitive rates has succeeded in playing the game the other way.

I will refrain from Commenting on this remark beyond saying that Mr. Read's supposition is not correct, as I have not seen or been in Communication with any Madras Merchant affecting the rates for this traffic from Raichur and Adam to either Madras or Pondicherry.

I return the papers herewith.

Yours faithfully

Signd. J. H. Stevens

Traffic Manager

Dy. Encs. No. 1 to 42-R 22-8

Office Manager's office
Madras 6 March 94.

O/P 685
21545

The Agent & Manager
Rayapuram

Dear Sir,

Cotton traffic

The original letter No 492 dated 19 February 94 from the Agent S. I. Ry and letter No 932 R 3027/2212 dated 13 February 94 from the Traffic Manager S I Ry are returned herewith, and I am obliged for the use of them.

In a despatch from the Secretary of State for India to the Governor of Madras printed in G.O.No. 676R dated 15 August 1888, it is distinctly laid down that as the M. Ry might be unduly prejudiced by the quotation of preferential rates to ports as the South Indian System undue preference should be effectually prevented in any contract which might be entered into with the S. I. Cy.

In clause 32 of the indenture dated 24 Nov. 1890 between the Secretary of State and the S. I. Ry Cy Ld. it is also clearly provided that no Company shall be subjected to any undue or unreasonable prejudice or disadvantage in any respect whatever and that the Secretary of State shall have absolute power to decide whether such undue preference or unreasonable prejudice is being applied by the S. I. Company.

In the S. I. Ry Traffic Manager's letter already quoted, the main reason for the reduction of the Cotton rate from Dharmavaram to Pondicherry is given as in competition with Marmagoa. Now Marmagoa is only 318 miles from Adoni, while Pondicherry via Arkonam (the shortest route) is 392 miles, and I maintain that to endeavour to force this Company to reduce the through rate to Pondicherry, in competition with Marmagoa, is precisely what the Secretary of State intended to prevent when he inserted the clause to which I have alluded in the S. I. Ry Company's indentures.

Again the charges from Adoni to Pondicherry via Gooty are quoted as a reason why the Pondicherry rate should be cut down but Mr. Davidson has omitted the transfer charge from the M & S.I.Ry station in Gooty, which raises the rate from 14 annas 4 pies per maund to 15 annas 7 pies per maund. Adoni to Pondicherry and Raichur to Pondicherry to R1-0-9 per maund.

In Government of India Resolution No 1646 R.T. dated 12 December 1884 it is provided that the shortest route shall fix the rate; and the route via Arkonam to Pondicherry being the shortest, I must also contend that the S.I.Ry have no authority to reduce their rate via Guntakal and Dharmavaram below that via Arkonam without first consulting and obtaining the assent of this Company.

The cotton rate from Adoni to Marmagoa works out to 11-00 pies per 27 maunds per mile or 11 annas and 7 pies per maund and if the S.I.Ry are prepared to adopt a similar mileage rate from Adoni to Pondicherry via Arkonam or 14 annas and 4 pies per maund on the 392 miles, the same mileage rate to be accepted by each Company then I am of opinion they will be an order; and I would beg to recommend that this rate of 11-00 pies be introduced from both Adoni and Raichur. The rates via Guntakal and Dharmavaram to be subsequently assimilated.

I am glad to find that I was in error in supposing that the S.I. Coy's rates have been altered in consequence of any pressure from the public, but whatever may have been the object of their quotation from Dharmavaram and from Arkonam the effect is the same, and that being prejudicial to this Company's interests, and to this Company's route, which is the shortest, no doubt there will now be no hesitation on the part of the S.I. Coy. to remedy the injustice and accept the proposal to adopt mileage rates based on those in operation to Marmagoa.

2d.

It is of course open to any Company to decline to book traffic by the longer route when lower rates by such a route have not been agreed upon and are calculated to prejudice unreasonably the interests of the shorter route.

Yours faithfully

Sig'd F. W. Read.

Traffic Manager.

L. Form No. 1 L 42 R 22 5 3

South Indian Railway Coy Ltd.
Agents Office
Trichinopoly 5th May 1914

A 6059
1316

My dear Moss.

Your A. 8116/1954 of the 13 March last. Please read the accompanying copy of a report from my Traffic Manager and let me know if you agree to adopt his revised proposal with regard to the rate for pressed cotton from Raichur and Adoni to Pondicherry.

The quotation of equal rates to Pondicherry by the two routes is. I submit an equitable arrangement: I understand your acting Traffic manager has proposed to Mr Dewson the adoption of equal rates for Cigars to the several routes between Trichinopoly and Bombay.

Yours Sincerely
Sgd. William S. Betts
Agent.

L. S. Moss Esq
Agent & Manager
Madras Railway
Egmore.

Dy. Form No. 1.42-R-2-2-8-3

South Indian Railway

Letter from the Traffic Manager S.I.Ry to the Agent S.I.Ry
dated Trichinopoly 16 April 1894. No. 93 R $\frac{3097}{a\,534}$.

Competitive rates - Madras Railway

Your No. $\frac{4164}{473}$ Z 9.3.94.

I have read over the letter addressed to you by Mr. Moss enclosing one from his Traffic Manager forwarded with yours under reference.

The special rates quoted Via Dharmavaram were included in the usual monthly advice, and as the Madras Railway Company raised no objection to them. I consider they were accepted. This Company has at present in force a rate of 9 pies per 27 maunds per mile for distances of 300 miles and above in local and through booking which would have to be altered to carry out Mr. Reid's proposal to adopt a mileage rate of 11.88 pies per ton. In order however, to shew that I had originally no wish to divert this traffic from the Madras Railway, as already stated, I recommend that the 8 pies rate be withdrawn in through booking with the Madras Railway Via Dharmavaram. The rates from Raichur and Adoni to Pondicherry by the two routes and to Tuticorin and Madras would then be as follows:-

			Per maund
308	Raichur to Arkonam	11.90 pies.	0-11-4
127	Arkonam to Pondicherry	13.80 pies	0-5-4
435			1-0-8
75	Raichur to Guntakal	10 pies	0-4-6
63	Guntakal to Dharmavaram	1st class.	0-1-9
304	Dharmavaram to Pondicherry	11.09 pies.	0-10-5
442			1-0-8
75	Raichur to Guntakal	10 pies	0-4-6.
235	Guntakal to Portuguese Frontier	spl.	0-5-11
81	S.I. Frontier to Tuticorin Harbour		0-2-10
391			0-13-3

			Per mund
357	Raichur to Mudras		0-10-5
265	Adoni to Atkuram	11-80 pies	0-9-8
127	Atkuram to Pondicherry	13-50 pies	0-5-4
392			0-15-0
32	Adoni to Guntakal	25 pies	0-2-10
63	Guntakal to Dharmavaram	1st class	0-1-9
304	Dharmavaram to Pondicherry	11-09	0-10-5
399			0-15-0
32	Atkuram to Guntakal	25 pies	0-2-10
235	Guntakal to P. Frontier	3rd	0-5-11
57	P. Frontier to Mormugoa Harbour		0-2-10
318			0-11-7
308	Adoni to Mudras		0-9-3

From these figures it will be seen

1. That the proposed rate from Raichur to Atkuram for a distance of 308 miles is 11 pies per mound more than the existing rate from Raichur to Mudras a distance of 357 miles.
2. Similarly the proposed rate from Adoni to Atkuram a distance of 265 miles is 5 pies per mound, more than the existing rate from Adoni to Mudras a distance of 308 miles.

The mileage rate from Raichur to Mudras is ·36 pie per mile per mund — 9·61 pies per mile per ton

— a — Adoni to Mudras is ·36 pie do — 9·72 do

If the Madras Railway Company can afford to carry the traffic from Atkuram at these rates, why cannot the same mileage rate be adopted via Atkuram.

It would be useless to adopt the Adoni to Mormugoa mileage rate for traffic from Adoni to Pondicherry as it would not be likely with the freight charges so much higher that traffic would find its way to Pondicherry.

If the rates from the north to Pondicherry via Atkuram are kept up it is not probable the traffic would find its way into Pondicherry either via Atkuram or the Dharmavaram route.

I would here mention that when our Dharmavaram ~~rate~~ route was opened in 1892 it was pointed out to the Madras Railway.

(1) That although via Arkonam formed the shortest route for Grain traffic from the North to Trichy Fort and the South, traffic was being forwarded by the Madras Railway via Erode owing to a lower rate being in force.

2. That although Arkonam is the shortest route for this Company's traffic from the Tuticorin Dist. to north of Arkonam the traffic found its way via Erode owing to the Madras Railway Company having a lower rate than that in force by the shorter route viâ Arkonam.

3. That although via Erode formed the shortest route for Jaggery traffic from Palghat to Pondicherry Tellicherry and other places in the North. traffic was being forwarded by the Madras Railway Via Katpadi owing to a lower rate being in force that Company however declined to alter their rates at that time.

The Madras Railway Company refers to clause 32 of the agreement, I think you will agree with me that this clause is equally binding so far as the Madras Railway is concerned and therefore when it was pointed out that that Company had in force rates prejudicial to this Company's interests they should have been altered.

I return the papers herewith.

True copy
22. 5. 94.

Agents Office
Trichinopoly
5. 4. 94

Madras Railway Co
Traffic Manager's Office
Madras, 22nd May 1874.

9683
22047

The Agent and Manager
Rayapuram

Dear Sir,

Competitive rates.

I beg to return the enclosures received with your letter No $\frac{8116}{3724}$ of 9th inst.

2 No doubt the only satisfactory solution of this and the other questions of rates which are now pending between the three Companies will be by a meeting. By the notice contained in this Office Tariff changes dated 6th March last an endeavour has been made to define the basis upon which the arguments can be conducted and it is Mr. Reade's intention upon his return to arrange an early meeting.

3 I beg to offer the following remarks upon Mr. Denison's letter.

4 As pointed out in this Office letter of the 6th March last Adoni is only 318 miles from Mangalore while it is 392 by the shortest route from Pondicherry in addition to which it is well known that the West Coast ports have considerable the advantage in Sea freight so that any idea of Pondicherry Competing with Mangalore for cotton for export is chimerical. I am informed and believe that not a single bale of South West Line Cotton has been Carried to Pondicherry for shipment but that it has all been required for the mills there. If my information is correct the cotton must go to Pondicherry and the quantity that will go is limited by the Consuming power of the mills under any Reasonable rates, thus the successive reductions in the through rate that have been made in recent months have been a useless sacrifice of revenue.

As the Secretary of State has sanctioned reductions in S.M.R. rates

I am unable to follow Mr. Clinton's figs, where he gives the rates which would be in force if the South Indian Railway 8 pies per ton per mile rate, were made inoperative in through booking with the Madras Railway via Dharmaraum: The Madras Railway ordinary rate for cotton pressed to 35 lbs for distances above 100 miles is 13·61 pies and this gives a maund rate to Arkonam of 13 annas 3 pies from Raichur and annas 11 pies 6 from Adoni and not as shewn by the Traffic Manager of the South Indian Ry.

III. So far as I can follow his figures he appears to have taken the rate to Bombay via Guntakal and Dharmavaram and applied it as a ~~reputed~~ proposed through rate to Pondicherry apportioning it in booking via Guntakal, so as to give tariff rates to Madras Railway and Southern Mahratta Railway and taking the balance for South Indian Railway and in booking via Arkonam, giving this over here and the Southern Mahratta Railway their tariff rates and the balance to the Madras Railway, but this seems to be avoiding the issue entirely.

VII. Mr. Betts in his letter of the 5 instant refers to my proposal to adopt equal rates for Cigars by the different routes between Trichinopoly and Bombay. My proposal in that case was to retain the existing tariff rates by the shortest route and to divide the same through rate by mileage on traffic consigned by other routes. The same principle applied to the case under discussion would give the following.

	Miles.	Via Arkonam		R a p
(a)	308	Raichur to Arkonam	13·61 pies.	0 – 12 – 11
		Terminals		0 – 0 – 4
	127	Arkonam to Pondicherry	13·10 pies	0 – 5 – 4
	435		Total R	1 – 2 – 7

(b)	applied via Dharmavaram		
	75 Raichur to Guntakal	at 13·62 pies	0 – 3 – 2
	63 Guntakal to Dharmavaram	at 13·62 pies	0 – 2 – 8
	304 Dharmavaram to Pondicherry	at 13·62 pies	0 – 12 – 9
	442	Total R	1 – 2 – 7.

42-R- 22-8-

Via Arkonam

				Rate
265	Adoni to Arkonam	13·61 ·		0-11-2
		terminals		0-0-4
127	Arkonam to Pondicherry	13-80		0-5-4
392			Total	1-0-10

(d) applied Via Dharmavaram

32	Adoni to Guntakal	13·66 ·		0-1-4
63	Guntakal to Dharmavaram	13·66		0-2-8
304	Dharmavaram to Pondicherry	13·66		0-12-10
399			Total R	1-0-10

VIII The above division would involve the consent of the S.I.Ry and if the three Companies agree to adopt it the S.I.Ry would be within their legal right as expressed in this Company's tariff notice of March last.

IX In this office letter of the 6th March however we offered to go further and agree to the adoption of an equal mileage rate to that in force to Marmagoa, but Mr. Stenson says this would be useless to him as it would not be likely to attract traffic to Pondicherry. As already stated however we consider that Marmagoa competition is a factor that should not enter into the consideration of this question.

V. Mr. Stenson says that no objection was raised by this Office to his 8 pies rate when it was introduced in March 1893 to which I can only reply that it was not anticipated the rate would be used to divert traffic from its legitimate route over the Madras Railway.

XI Mr. Stenson also refers to the special rate in force from Raichur and Adoni to Madras. These are however beside the question. They were introduced for a special purpose and are not in any way competitive so far as the South Indian Railway are concerned.

XII The Traffic Manager of the S.I.Ry states that when the Dharmavaram route was opened in 1892 we declined to alter certain existing rates which operated disadvantageously to this Company

42-R 22nd

Mr. [illegible]. I have read the Correspondence and I find it was pointed out to the South Indian Railway that the rates in question had been in force for many years and that for reasons entirely unconnected with the interests the new line it was impossible to cancel them. They were told however that we would be glad to consider any proposals they might make that would fairly meet the difficulty that had arisen and to this no reply was received.

XVII. At the same time a statement was forwarded of the traffic received and handed over at our Junctions with the South Indian Railway which showed that we were loyally despatching by the shorter route all traffic not specially Consigned by the longer route a procedure which can hardly be said to apply to the S. I. Ry in the Cases which have given rise to the Correspondence

Yours faithfully

Signd. D. Ross. Johnson.

Pp Traffic Manager.

42 R 22-8

Madras
22nd June 1894

My dear Moss

Many thanks for the cotton rate-papers. So far as a non-traffic wallah can understand it seems to me that the S.I.R. cotton rates introduced on 20th Jany 93 were put forward with a view to tap the Dharmapoora traffic, and that when it was found some of the M.R. cotton was being attracted an attempt was made to retain it. This resulted in the present competition with its reduced rates and booking charges between Raichur-Adoni and Guntakal, and between Arkonam and Pondicherry

I gather the following points from the correspondence.

1 That a difference of 13 pies per ton between the Adoni Dharmapoora and the Adoni Arkonam route was not sufficient to attract the traffic from the latter, but that a difference of 19 pies was—

2 That the traffic attracted was entirely cotton consumed by the Pondicherry Mills, no shipment cotton being diverted.—

3 That the distance from Guntakal to Dharmapoora being 81 miles less that the distance from Guntakal to Pondicherry, it is impossible for the S.I.R. to secure any of the Dharmapoora traffic.

I presume that the consumption of the Pondicherry mills is sufficient to make the cotton traffic of considerable importance to you, and that you intend to reduce as the S.I.R. does in order to retain it, though not necessarily to the same extent (say 13 pies per ton more) as far as I can judge, during the struggle the S.I.R. will gain by any cotton they have diverted over the Villupuram-Guntakal length, and also on any traffic that comes to them at Arkonam (in consequence of the increased Pondicherry-Arkonam rate). The Madras Railway in the end having the shorter route and being able to carry cheaper will secure the transport of the cotton via Arkonam with a very small profit. While the S.I.R. will only secure by the

42-R 22

Arkonam - Pondicherry rate -

It may be assumed that the Madras Railway will make receipts derived by the S.I.R. over the Guntakal Villapuram route very small. so that the credit account of the S.I.R. over the whole transaction will be the above small profit plus the increased receipts for carriage from Arkonam to Pondicherry. The latter item will not mean much loss to the M.R. and as it is a certain profit the S.I.R. are not likely to forgo it. The real injury which the M.R. will suffer is in connection with the S.I.R endeavour to secure the small profits from the Villapuram-Guntakal route. The loss to the Madras Railway in the far lower rates that must be introduced over the long Guntakal Arkonam lead will be very heavy, and the cotton rate to Madras will probably have also to be reduced. The gain to the S.I.R. will be altogether disproportionate to the M.R. loss. and if the S.I.R. cannot be persuaded to drop the competition it would seem worth while to offer them some inducement to do so. It is useless for the S.I.R. to play the Bramaya a game, the S.M.R. are not fools and they hold the trumps.

CR Sanction the rates quoted in Statement C accepts 613 of 2 June 94 Free 12/7 Pol/1347
Yes this rate can be sanctioned, but there is a special rate of 7.19 p per ton per mile apparently in the background — Pol/1347 13.7.94
I deem that the basis of Construction is the same rate of 16 pies per ton mile for cotton proved to 35 cfft for distances of 300 miles and over Railway work — but see page 129 of S.I.R guide the rate for the same goods for same distance is 8 pies per ton mile at Bowreon work — This has been sanctioned before I presume — so we do no good by objecting to the present rate!

Besides grant says the Madras Ry are antagonistic in other rates and the concession can't be all on one side — If this is so — we can do no good by interfering as long as the agents complete — I propose sanctioning the same rates as put forward in Agents 639 of 20 June as above Free 12/7/94

691-1

o 19.

Railway Department.

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,

Madras, 17th July 1894

To

Agent
S. I. Ry

No. 2251 Reply No. , dated

Reminders.

SIR,

With reference to correspondence ending with this office telegram No. D 151 of 24th June 1894, I have the honor to sanction the rates for 'pressed cotton' as decided in para 65, Schedule C, of the proof copy of Minutes of Meeting No. 3 of 1894 which accompanied your letter No. 613 of the 7th ultimo.

Rates
16/7/94

Appd
8/94

1891
241/94

No. 765

South Indian Railway Co., Ld.,

AGENT'S OFFICE,

TRICHINOPOLY, 23rd July 1894

From

The AGENT,
SOUTH INDIAN RAILWAY,

To

The CONSULTING ENGINEER FOR RAILWAYS,
MADRAS.

Sir,

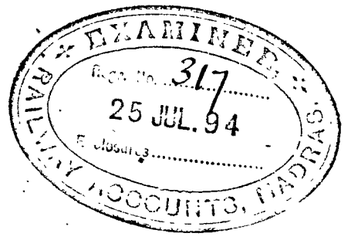
Adverting to my letter No. 692 of the 5th instant, I have the honor to inform you that Messrs Vest and Co., printers, have this day been instructed to send you two copies of the final proof of the Minutes of Official Meeting No. 4 of 1894 held here on the 12th instant.

If, after scrutiny, these proofs are found to be in order, will you kindly return one copy to the above named printers (who have been duly advised as to the number of copies required) with an order to pull off.

I have the honor to be
Sir
Your most obedient servant
William L. Betts
Agent

4141

FORM No. 21.



OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,

Madras, 25th July 1894.

No. 2341 with case book meeting

OFFICE NOTE.

Subject.

Letter from the Agent, South Indian Railway, No 765 dated 23rd July 1894, forwarded to the Examiner of Railway Accounts. For favor of checking the proof copy of the Minutes of the Special meeting held on 12th July 1894

A.G.G. Shellard

for E.R.

EXAMINER'S REPLY.

Checked and returned with the following remarks:—

1. Schedule C - page 85 - Empty returned oil drums - (a) A rate of 0-2-0 per truck was proposed in the rough proof, but as this was below the minimum rate of the class, it was struck out at the meeting - A rate of 0-2-3 is now substituted and may be passed if E.R. approves -

Approved

A&E 5077/94 This must go to E.R. who attended the meeting

2709

(a)

From
THE AGENT,
South Indian Railway,
Trichinopoly,

To
THE CONSULTING ENGINEER FOR
RAILWAYS,
Madras.

Dated
Received } 189 .

No.

ENCLOSURE.

(d) The following approved of by EK subsequently to the meeting have been included in this Schedule Viz:—

(1) Page 87. Cotton pressed to 35 lbs per cubic foot.

(2) Page 87 —— Do —— to less than 35 lbs per cubic foot.

Case not put up. I forget what was decided

Approved Jan 1/8

2. Schedule F II, page 92 - Liquid fuel apparatus tea - I have no note of this sanction having been given at this meeting, but it may stand if EK approves.

Approved Jan 1/8

3. Page 96. The remark on this page should be turned to read from bottom to top as on page 95.

4. There are some typographical errors in the final proof which are noted by this office in the accompanying copy in red ink.

27-7-94

Agreed
Offg. CR
K

No. 814

South Indian Railway Co., Ld.,

AGENT'S OFFICE,

TRICHINOPOLY, 6th September 1894

Jan 7/8. Final proof returned, I believe.

From

The Agent,

SOUTH INDIAN RAILWAY.

To

The CONSULTING ENGINEER FOR RAILWAYS,

MADRAS.

Sir,

Referring to my letter No. 765 dated 23rd ultimo, I have the honor to inquire whether the final proof of the Minutes of Official Meeting No. 4 of 1894, held on the 12th idem, has been returned to the printers to be struck off.

I have the honor to be,

Sir,

Your most obedient servt.

William Betts

Agent

CR

68

4335

From

THE AGENT,

South Indian Railway,

Trichinopoly,

To

THE CONSULTING ENGINEER FOR

RAILWAYS,

Madras.

Dated

Received } 189 .

No.

ENCLOSURE.

FORM No. 15.

From

THE CONSULTING ENGINEER

FOR RAILWAYS,

Madras,

To

~~THE~~ Engineer Vest Gl Ct

No 2480

Dated 24th } August 1894.

Received }

Reference.

Your Office No. dated 189 .

Has the hour to return proof copy of the enclosed Off. meeting Vc 4 of 1894 held at Trichinopoly on the 12th July 1894 and to request that the final copies may be struck off ~~as soon as possible after the following corrections have been~~ made in the proof.

(a) The remark on page 96 should be turned to read from bottom to top as on page 95.

(b) Typographical errors noted in the ~~final~~ proof ~~noted in the accompanying copy~~ should be corrected.

Jd

Jd E.R.

6.8

FORM No. 7.

MADRAS, 7th August 1894.

To

Agent, S. I. R.

No. 2481 Reply No. , dated

SIR,

In compliance with
the request contained in your
No 765 of 23rd July 1894, I have
the honor to state that one c
of the Minutes of Meeting
July 28th
seen forwarded to them
Vest & Co with the request
that the usual Notifications
be struck off as soon as possible

J.C.

Reminders.

Subject

121/8

Private and Confidential—for the use of Heads of Departments only.

No. 4 of 1894.

SOUTH INDIAN RAILWAY.

MINUTES OF AN OFFICIAL MEETING

HELD AT

TRICHINOPOLY,

ON

THURSDAY, THE 12th JULY, 1894.

PRESENT:

W. S. BETTS, *Agent.*

D. LOGAN, *Chief Engineer.*

C. E. CRIGHTON, *Locomotive Superintendent.*

J. H. STENSON, *Traffic Manager.*

W. M. SIMPSON, *Chief Auditor.*

F. W. KŒNEMAN, *General Storekeeper.*

F. R. UPCOTT, *Consulting Engineer for Railways, Madras.*

A. GRANT, *Examiner of Railway Accounts, Madras.*

H. W. CONDUITT, *Examiner of Railway Accounts, Trichinopoly.*

Minutes of Previous Official Meeting.

No. 30. Read and recorded the Minutes of Official Meeting No. 3 of 1894, sanctioned as per G. O. No. 380. R. of 7th July 1894.

GENERAL SANCTIONS.

No. 31. The following sanctions are recorded:—**List A. CAPITAL.**

Serial No.	Authority. Government. No. of Letter.	Date.	Register No.	Company.	Particulars.	Amount of Estimate.	Allotment out of current year's grant. Cash.	Stores.	Date on which Sanction closes.	Remarks.
						Rs.	Rs.	Rs.		
19	Cong. Engr's No. 1661	28-5-94	...	Agent.	Transfer of a portable Steam Engine for the Tank House at Egmore, from Engineering Plant to Station Machinery.	2,856	...	...	27-6-94	The necessary adjustment has been made in the supplementary accounts for March, 1894.
20	Cong. Engr's No. 1782	8-6-94	...	Do.	Transfer of a portable Engine, for the Cuddalore Old Town, Locomotive Workshop, from Engineering Plant, to Locomotive Plant.	1,500	...	...	...	...
21	Cong. Engr's No. 1845 Cong	13-6-94	...	Do.	Inserting iron bars in the Ticket windows of 86 stations.	2,307	...	2,307	12-4-95	
22	Engr's No. 1869	14-6-94	...	Do.	Manufacturing Bricks for new works at Negapatam.	8,000	8,000	...	31-3-95	Sanctioned pending submission of detailed Estimates for the various works.
23	Cong. Engr's No. 61/0	19-6-94	...	Do.	Fitting iron bars to the windows of 45 Station Master's bungalows.	1,237	...	1,237	18-4-95	
24	Cong. Engr's No. 63/0	19-6-94	...	Do.	Construction of a short dead end safety siding at Kurabalakota Station, on the Villupuram-Dharmavaram section.	2,117	1,656	761	18-4-95	

List B. REVENUE.

Serial No.	Authority. Government.	Company.	Particulars of Sanction.	Amount of Estimate.	Chargeable to.	Remarks.
				Rs. A. P.		
5	..	Agent.	Matting for the Officers' Rest House at Pakala station.	40 0 0	Abstract A.	
6	...	Do.	Putting up a sunshade between the iron columns of the Spring Furnace Shop, at Negapatam.	141 0 0	Do.	
7	Consulting Engineer's No. 1781 8-6-94.	Do.	Constructing 21 Stretchers for the conveyance of sick and injured persons.	262 8 0	Do. E.	

List C. REVENUE NEW MINOR WORKS.

Against provision of Rs. 31,500 in the Establishment Rolls for twelve months ending 31st March, 1895.

Serial No.	Authority. Government	Authority. Company.	Particulars of Sanction.	Amount of Estimate.	Chargeable to.	Date on which sanction closes.	Remarks.
				Rs. A. P.			
6	Consulting Engineer's No. 1653 of 25-5-94.	Agent.	Erection of a stand pipe in the Locomotive yard at Negapatam.	339 7 6	Abstract A.	24-6-94	
7	Consulting Engineer's No. 1870 of 14-6-94.	Do.	Extending the lay-bye in front of the Salt Godown loading bank, and joining it to the through siding, at Virudupati station.	643 0 0	Do.	13-4-95	
8	Consulting Engineer's No. 1913 of 19-6-94.	Do.	Joint station works at Katpadi Junction, erection of a lattice semaphore signal for the use of the South Indian Railway.	315 5 3	Do.	18-7-94	
9	Consulting Engineer's No. 1925 of 19-6-94.	Do.	Pitching the approaches to, and the abutment slopes of, the Girder Bridge of two forty feet spans at mile B. $\frac{302}{5}$, Pakala-Nellore section.	750 0 0	Do.	18-4-95	
10	Consulting Engineer's No. 1950 of 21-6-94.	Do.	Extension of the Engine turntable siding at Madura Station, to utilise additional ground for stacking Firewood on.	357 0 0	Do.	20-2-95	
11	Consulting Engineer's No. 1975 of 23-6-94.	Do.	Providing additional 3rd class waiting accommodation at Kulitalai station.	567 0 0	Do.	22-3-95	
			Total ...	2,971 12 9			
			Brought forward...	2,666 0 0			
			Total...	5,637 12 9			

Loan of a Locomotive Engine to the Nilgiri Railway.

No. 32.

Read, and recorded letter No. $\frac{82}{0}$, dated 5th July 1894, from the Consulting Engineer for Railways, Madras, according sanction to the loan of a locomotive engine to the Nilgiri Railway at a hire of Rs. 9 per diem exclusive of all charges for wages of driver, firemen, cost of fuel, etc.

Exchange Compensation Allowance.

No. 33.

Read, and recorded letter No. P. W. 1564 dated 3rd April 1894, from the Secretary of state for India in Council, and Government of India letter No. 2040 G dated 23rd June 1894, sanctioning, on the terms laid down in Finance Department Resolution No. 3624 A dated 18th August 1893, the grant of Exchange Compensation Allowance to employes of the Company, not domiciled in India.

Final Resolution No. 34.

Resolved that the following Schedules be approved and recorded :—

Schedule A. Compensation claims.
„ B. Gratuities, and special leave to injured employes.
„ C. Alterations in Rates and Fares.
„ D. Stock adjustment.
„ E. Tenders accepted.
„ F. I. Stores purchased without tender.
„ F. II. English Stores purchased in India.
„ G. Sales without tender.
„ H. Revisions of Estimates, etc.
„ I. Works completed.
„ K. Changes in Superior Staff.
„ L. Changes in Subordinate Staff.
„ M. Publications purchased in India.

SCHEDULE A.
Compensation claims.

Serial No.	Name of Claimant.	Amount claimed.	Amount settled for.	Recoveries.	Total charge against the Railway.	Remarks.
		Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	
5	Krishna Chetty ...	117 7 5	117 7 5	58 11 9	58 11 8	One bundle Cloth, and one of Iron lost.
6	Messrs D. Rahiman Sahib ...	281 5 6	280 13 6	...	280 13 6	One bale Cloth lost.
7	Claims settled for below Rs. 100 ...	619 1 4	413 13 0	238 7 2	175 5 10	
	Total ...	1,017 14 3	812 1 11	297 2 11	514 15 0	
	Amount brought forward ...	...	...	...	944 8 4	
	Total for year 1894-95 to date ...	...	...	...	1,459 7 4	

SCHEDULE B.
Gratuities, and Special leave to injured Employes.

Serial No.	Name	Department.	Salary or Wages.	Length of Service.	Amount of Gratuity sanctioned.	Period of Special Leave sanctioned.	Remarks.
			Rs. A. P.		Rs. A. P.		
6	Bappu Row, (Fitter) ...	Engineering.	0 4 0 per diem.	...	...	21 days special leave from 14-6-94 to 4-7-94.	Absent from duty under Medical treatment for injuries received, while on duty.
7	Ponnoosawmy, (Gang Cooly)	do.	5 8 0 per mensem.	...	...	22 days special leave from 10-5-94 to 31-5-94.	Do.
8	Muthu Renga Naidu, (late P. W. Inspector's Peon).	do.	7 0 0 per mensem.	28½ years.	42 0 0	...	Under Clause 4 of Government of India Circular No. XIV Railway of 1889. Sanctioned by Board letter No. 131 of 8-6-94.
				Total...	42 0 0		
				Brought forward...	36 0 0		
				Total for 1894-95, to date...	78 0 0		

SCHEDULE C.

Alterations in Rates and Fares sanctioned by the Agent under the Authority of Government of India, Order No. 563, R. T., of 16th July, 1891, and confirmed by the Consulting Engineer for Railways, Madras, under the Authority of Madras Government Order No. 462 R. of 1st March, 1893.

Rate or Fare altered.	Existing Rate or Fare.		New Rate or Fare.		New rate per maund per mile.	Date proposed for introduction.	Remarks.
	Class.	Rate.	Class.	Rate.			
Bacoora Root:—	Not classified.		2nd	½ pie.	·50 pie.	20-6-94.	
Cocoanuts in 6 ton wagon loads:—							
via Dharmavaram.		Per maund on through distance over S. I. R. at O. R. Rs. A. P.		Per maund on through distance over S. I. R. at O. R. Rs. A. P.			
Pettaivaytalai to Bellary ...	2nd	0 6 9	2nd	0 7 4	·20 pie.	1-7-94.	
Kulitalai do do ...	,,	0 6 6	,,	0 7 2	·19 pie.	,,	
Lalapet do do ...	,,	0 6 5	,,	0 7 0	·18 pie.	,,	
Kattalai do do ...	,,	0 6 6	,,	0 6 9	·17 pie.	,,	
Trichinopoly Fort to Haspet ...	2nd	½ pie. 0-2-9 per 6 tons truck per mile at O. R. Per maund on through distance over S. I. R. at O. R Rs. A. P.	2nd	0 7 1	·20 pie.	1-7-94	
Elamanur do do ...	2nd	0 7 2	2nd	0 6 11	·19 pie.	1-7-94.	
Pettaivaytalai do do ..	,,	0 6 11	,,	0 6 8	·18 pie.	,,	
Kulitalai do do ...	,,	0 6 9	,,	0 6 6	·17 pie.	,,	
Lalapet do do ...	,,	0 6 7	,,	0 6 5	·17 pie.	,,	
Kattalai do do ...	,,	0 6 6	,,	0 6 6	·17 pie.	,,	
Trichinopoly Fort to Harlapur.	2nd	½ pie. 0-2-9 per 6 tons truck per mile at O. R. Per maund on through distance over S. I. R. at O. R. Rs. A. P.	2nd	0 6 10	·19 pie.	1-7-94.	
Elamanur do do ...	2nd	0 7 4	2nd	0 6 8	·18 pie.	1-7-94.	
Pettaivaytalai do do ...	,,	0 7 1	,,	0 6 6	·17 pie.	,,	
Kulitalai do do ...	,,	0 6 11	,,	0 6 4	·17 pie.	,,	
Lalapet do do ...	,,	0 6 9	,,	0 6 5	·17 pie.	,,	
Kattalai do do ...	,,	0 6 6	,,	0 6 6	·17 pie.	,,	
Trichinopoly Fort to Gadag ...	2nd	½ pie. 0-2-9 per 6 tons truck per mile at O. R. Per maund on through distance over S. I. R. at O. R. Rs. A. P.	2nd	0 6 9	·19 pie.	1-7-94.	
Elamanur do do ...	2nd	0 7 5	2nd	0 6 8	·18 pie.	1-7-94.	
Pettaivaytalai do do ...	,,	0 7 2	,,	0 6 5	·17 pie.	,,	
Kulitalai do do ..	,,	0 7 0	,,	0 6 4	·17 pie.	,,	
Lalapet do do ...	,,	0 6 10	,,	0 6 5	·17 pie.	,,	
Kattalai do do ...	,,	0 6 7	,,	0 6 6	·17 pie.	,,	

SCHEDULE C.—*continued.*

Alterations in Rates and Fares.

Rate or Fare altered.	Existing Rate or Fare.		New Rate or Fare.		New rate per maund per mile.	Date proposed for introduction.	Remarks.
	Class.	Rate.	Class.	Rate.			
				Per maund on through distance over S.I.R at O.R. Rs. A. P.			
Trichinopoly Fort to Bagalkot	2nd	½ pie. 0-2-9 per 6 tons truck per mile at O. R. Per maund on through distance over S.I.R. at O.R.	2nd	0 7 3	·20 pie.	1-7-94.	
Elamanur do do	,,		,,	0 7 2	·19 pie.	,,	
Pettaivaytalai do do ...	2nd	Rs. 0 7 5	2nd	0 6 11	·19 pie.	1-7-94.	
Kulitalai do do ...	,,	,, 0 7 3	,,	0 6 9	·18 pie.	,,	
Lalapet do do ...	,,	,, 0 7 1	,,	0 6 7	·17 pie.	,,	
Kattalai do do ...	,,	,, 0 6 10	,,	0 6 6	·17 pie.	,,	
Elamanur to Bijapur	2nd	½ pie. 0-2-9 per 6 tons truck per mile at O. R. Per maund on through distance over S.I.R. at O.R.	2nd	0 7 3	·20 pie.	1-7-94.	
Pettaivaytalai do do	,,		,,	0 7 0	·19 pie.	,,	
Kulitalai do do ...	,,	Rs. 0 7 6	,,	0 6 10	·18 pie.	1-7-94.	
Lalapet do do ...	,,	,, 0 7 4	,,	0 6 8	·17 pie.	,,	
Kattalai do do ...	,,	,, 0 7 2	,,	0 6 6	·17 pie.	,,	
Trichinopoly Fort to Poona ...	2nd	½ pie. 0-2-9 per 6 tons truck per mile at O. R.	2nd	0 6 1	·17 pie.	1-7-94.	
Elamanur do do ...	,,	,,	,,	0 6 2	·17 pie.	,,	
Pettaivaytalai do do ..	,,	,,	,,	0 6 3	·17 pie.	,,	
Kulitalai do do ...	,,	,,	,,	0 6 4	·17 pie.	,,	
Lalapet do do ...	,,	,,	,,	0 6 5	·17 pie.	,,	
Kattalai do do ...	,,	,,	,,	0 6 6	·17 pie.	,,	
Elamanur to Hotgi ...	2nd	½ pie. 0-2-9 per 6 tons truck per mile at O. R.	2nd	0 7 3	·20 pie.	1-7-94.	
Pettaivaytalai do do ...	,,	,,	,,	0 7 0	·19 pie.	,,	
Kulitalai do do ...	,,	,,	,,	0 6 10	·18 pie.	,,	
Lalapet do do ...	,,	,,	,,	0 6 8	·17 pie.	,,	
Kattalai do do ...	,,	,,	,,	0 6 6	·17 pie.	,,	
Trichinopoly Fort to Hubli ...	2nd	½ pie. 0-2-9 per 6 tons truck per mile at O. R.	2nd	0 6 4	·18 pie.	1-7-94.	
Elamanur do do ...	,,	,,	,,	0 6 2	·17 pie.	,,	
Pettaivaytalai do do ...	,,	,,	,,	0 6 3	·17 pie.	,,	
Kulitalai do do ...	,,	,,	,,	0 6 4	·17 pie.	,,	
Trichinopoly Fort to Dharwar.	2nd	½ pie. 0-2-9 per 6 tons truck per mile at O. R.	2nd	0 6 6	·18 pie.	1-7 94.	
Elamanur do do ..	,,	,,	,,	0 6 4	·17 pie.	,,	
Pettaivaytalai do do ...	,,	,,	,,	0 6 3	·17 pie.	,,	
Kulitalai do do ...	,,	,,	,,	0 6 4	·17 pie.	,,	

SCHEDULE C.—*continued.*

Alterations in Rates and Fares.

Rate or Fare altered.	Existing Rate or Fare.		New Rate or Fare.		New rate per maund per mile.	Date proposed for introduction.	Remarks.
	Class.	Rate.	Class.	Rate.			
				Per maund on through distance over S.I.R. at O.R. Rs. A. P.			
Trichinopoly Fort to Belgaum..	2nd	½ pie. 0-2-9 per 6 tons truck per mile at O. R.	2nd	0 6 9	·19 pie.	1-7-94.	
Elamanur do do ...	,,	,,	,,	0 6 7	·18 pie.	,,	
Pettaivaytalai do do ...	,,	,,	,,	0 6 4	·17 pie.	,,	
Kulitalai do do ...	,,	,,	,,	0 6 4	·17 pie.	,,	
Lalapet do do ...	,,	,,	,,	0 6 5	·17 pie.	,,	
Trichinopoly Fort to Miraj ...	2nd	½ pie. 0-2-9 per 6 tons truck per mile at O. R.	2nd	0 6 9	·19 pie.	1-7-94.	
Elamanur do do ...	,,	,,	,,	0 6 7	·18 pie.	,,	
Pettaivaytalai do do ...	,,	,,	,,	0 6 4	·17 pie.	,,	
Kulitalai do do ...	,,	,,	,,	0 6 4	·17 pie.	,,	
Trichinopoly Fort to Kolhapur.	2nd	½ pie. 0-2-9 per 6 tons truck per mile at O. R.	2nd	0 6 6	·18 pie.	1-7-94.	
Elamanur do do ...	,,	,,	,,	0 6 5	·17 pie.	,,	
Pettaivaytalai do do ...	,,	,,	,,	0 6 3	·17 pie.	,,	
Kulitalai do do ...	,,	,,	,,	0 6 4	·17 pie.	,,	
Empty returned Oil Drums:—	3rd	⅓ pie. 0-3-0 per 6 tons truck per mile at O. R.	3rd	0-2-3 per 6 tons truck per mile at O. R.	·17 pie.	20-6-94.	
Firewood (in wagon loads of not less than 162 maunds):—							
Kolatur South, and Manaparai to Nilamangalam.	Special	$\frac{5}{16}$ pie. 0-3-6 per 6 tons truck per mile at O. R.	Special	0-3-6 per 6 tons covered goods truck and 0-2-6 per high side truck per mile at O. R.	·26 pie. ·19 pie	1-6-94. ,,	
Grain and Seeds, (common):—							
Kivalur to Madura and stations beyond.	Special	$\frac{5}{16}$ pie. 0-3-9 per 6 tons truck per mile at O. R.	Special	0-3-0 per 6 tons truck per mile at O. R.	·22 pie.	5-6-94.	
Kuttalam and Tanjore, and all intermediate stations to Madras (Egmore).	Special	$\frac{5}{16}$ pie. 0-3-9 per 6 tons truck per mile at O. R.	Special	0-3-0 per 6 tons truck per mile at O. R.	·22 pie.	20-6-94.	
Ground Nuts:—							
Madras (Egmore) to Villupuram, Pondicherry, and Cuddalore Old Town and all intermediate stations.	2nd	½ pie. 0-5-8 per 6 tons truck per mile at O. R.	2nd	0-3-0 per 6 tons truck per mile at O. R.	·22 pie.	6-6-94.	
Padalam to Pondicherry ...	2nd	½ pie. 0-5-8 per 6 tons truck per mile at O. R.	2nd	0-3-0 per 6 tons truck per mile at O. R.	·22 pie.	30-4-94.	

SCHEDULE C.—*continued.*

Alterations in Rates and Fares.

Rate or Fare altered.	Existing Rate or Fare.		New Rate or Fare.		New rate per maund per mile.	Date proposed for introduction.	Remarks.
	Class.	Rate.	Class.	Rate.			
Ramapuram to Madras (Egmore).	2nd.	0-3-10 per maund or Rs. 38-13-0 per 6 tons truck for the whole distance.	2nd.	34-10-0 per 6 tons truck for the whole distance at O. R.	·20 pie.	12-5-94.	
Chittoor to Madras (Egmore).	2nd.	0-4-4 per maund or Rs. 43-14-0 per 6 tons truck for the whole distance.	2nd.	Rs. 39-11-0 per 6 tons truck for the whole distance at O. R.	·22 pie.	28-4-94.	
Erode and Karur to Cuddalore Old Town.	2nd.	½ pie. 0-4-0 per 6 tons truck per mile at O. R.	2nd.	0-3-0 per 6 tons truck per mile at O. R.	·22 pie.	20-5-94.	
Erode and Karur to Pondicherry.	2nd.	½ pie. 0-3-6 per 6 tons truck per mile at O. R.	2nd.	0-3-0 per 6 tons truck per mile at O. R.	·22 pie.	20-5-94.	
Horses:—(when sent to run at Race Meetings.)	2 annas for the first horse and one anna for every additional horse.		A single fare and a half for both journeys.		...	15-6-94.	
Kerosine Oil:—							
For distances of 440 miles and upwards.—							
In consignments of 10 tons. ...	1 O. R. 2 R. R.	½ pie. ½ pie. 0-0-6 per 27 maunds per mile at O. R.	1 O. R. 2 R. R.	0-0-5 per 27 maunds per mile at O. R.	·19 pie.	20-6-94.	
In consignments of 6 tons. ...	1 O. R. 2 R. R.	½ pie. ½ pie. 0-0-6 per 27 maunds per mile at O. R.	1 O. R. 2 R. R.	0-3-0 per 6 tons truck or 6½ tons tank wagon per mile at O. R.	·22 pie.	20-6-94	
Madras (Egmore) to Erode. ...	1 O. R. 2 R. R.	½ pie. ½ pie. 0-0-6 per 27 maunds per mile at O. R.	1 O. R 2 R. R.	Rs. 11-0-6 per 27 maunds for the whole distance at O. R.	·23 pie.	15-5-94.	
Haulage charge—for Petroleum return empty Oil tank wagons:—							
Erode to Madras (Egmore.) ...	...	2·4 pies per 27 maunds per mile.	...	Rs. 3-0-7 per 27 maunds for the whole distance.	·064 pie.	15-5-94.	
Salt (in wagon loads of 162 maunds):—							
From Mutupet—							
For distances under 100 miles.	Special.	$\frac{5}{16}$ pie. 0-3-9 per 6 tons truck per mile at O. R.	Special.	0-3-6 per 6 tons truck per mile at O. R.	·26 pie.	30-5-94.	
From Madras (Egmore,) Chingleput, and intermediate stations to Agaram Sibbandi. Polur and Kalambur.	Do.	$\frac{5}{16}$ pie. 0-3-9 per 6 tons truck per mile at O. R.	Do.	0-2-6 per 6 tons truck per mile at O. R.	·19 pie.	20-6-94.	

SCHEDULE C.—*concluded.*

Alterations in Rates and Fares.

Rate or Fare altered.	Existing Rate or Fare. Class.	Existing Rate or Fare. Rate.	New Rate or Fare. Class.	New Rate or Fare. Rate.	New rate per mile.	Date proposed for introduction.	Remarks.
Fares to, and from, Katpadi, and the undermentioned stations:—		Rs. A. P.		Rs. A. P.			
Trichinopoly Fort ...	3rd.	2 10 0	3rd.	2 4 0	1·71 pie	1-7-94.	Quoted for Soldiers and their families or others travelling on warrant.
Trichinopoly Junction ...		2 10 0		2 4 0	1·73 pie		
Kolatur south ...		2 12 0		2 6 0	1·75 pie		
Manaparai ...		2 14 0		2 8 0	1·76 pie		
Vaiyampati ...		2 15 0		2 10 0	1·79 pie		
Ayyalur ...		3 1 0		2 12 0	1·81 pie		
Vadamadura ...		3 2 0		2 12 0	1·78 pie		
Dindigul ...		3 4 0		2 14 0	1·80 pie		
Ambaturai ...		3 5 0		2 15 0	1·80 pie		
Ammayanayakanur ...		3 6 0		3 0 0	1·79 pie		
Sholavandan ...		3 8 0		3 2 0	1 80 pie		
Samayanallur ...		3 9 0		3 3 0	1·81 pie		
Madura ...		3 10 0		3 4 0	1·80 pie		
Tiruparankundram ...		3 11 0		3 5 0	1 82 pie		
Tirumangalam ...		3 12 0		3 6 0	1·82 pie		
Kalligudi ...		3 13 0		3 8 0	1·84 pie		
Virudupati ...		3 15 0		3 9 0	1·83 pie		
Tulakapati ...		4 0 0		3 11 0	1·85 pie		
Satur ...		4 1 0		3 12 0	1·85 pie		
Koilpati ...		4 4 0		3 14 0	1·85 pie		
Kumarapuram ...		4 5 0		3 15 0	1·85 pie		
Kadambur ...		4 6 0		4 0 0	1·85 pie		
Maniyachi Junction ...		4 7 0		4 2 0	1·86 pie		
Gangnikondan ...		4 9 0		4 3 0	1·85 pie		
Tinnevelly ...		4 10 0		4 5 0	1·86 pie		
Tataparai ...		4 9 0		4 3 0	1·85 pie		
Tuticorin ...		4 10 0		4 5 0	1·86 pie		
Cotton pressed to 35 lbs. per cubic foot.							
Dharmavaram, and via, for distances of 300 miles and above.	2 O.R. 3 R.R.	½ pie. ⅝ pie.	2 O.R. 3 R.R.	0-1-4 per 27 maunds per mile at R.R.	·60 pie	23-4-94	
Cotton pressed to less than 35 lbs. per cubic foot:—							
Dharmavaram and via, for distances of 300 miles and above.	3 O.R. 4 R.R.	¼ pie. ⅝ pie.	3 O.R. 4 R.R.	0-1-6·80 per 27 maunds per mile at R.R.	·70 pie	23-4-94	

SCHEDULE D.

Stock Adjustment.

Particulars.	Excess. Quantity.	Excess. Value.	Deficiency. Quantity.	Deficiency. Value.	Remarks.
		Rs. A. P.		Rs. A. P.	
Items below Rs. 500 each in lump sum for:—					
Engineering Department ...	...	...	...	93 3 10	Debitable to the D. H. S. Railway.
Locomotive do ...	...	...	...	23 4 6	
General Stores do ...	...	...	...	142 9 1	
Traffic Department ...	...	...	...	11 10 2	
Other Items in detail viz.—					
Write off of the depreciation in value of 279 Axle boxes, 256 Axle box tops, and 22 Piston heads, of *obsolete types* and defective make:—					
Rs. A. P.	...	...	...	544 13 1	Written off to "Loss on Stores" Abstract B. Sanctioned by Consulting Engineer at the Meeting.
Book value 755 1 9					
Value now fixed as *scrap* material 210 4 8					
Difference Rs. 544 13 1					
Result of stock verification.					
General Stores Wards:—					
Ward No. 2 ...	...	215 7 2	...	402 12 6	The credit in these cases will be held in suspense in the stock taking adjustment account, pending verification of all Stores.
Do „ 3 ...	...	28 9 6	...	538 11 3	
Do „ 4 ...	...	60 5 10	...	3 2 6	
Do „ 5 ...	...	...	...	84 5 0	
Do „ 7 ...	...	...	...	178 7 7	
Do „ 8 ...	...	31 12 2	...	22 5 0	
Do „ 10 ...	...	3 13 9	...	1,511 13 7	
Do „ 11 ...	...	...	...	2,422 8 0	
Do „ 12 ...	...	...	...	4 4 9	
Iron Shed Ward ...	...	21 1 6	...	6 5 0	
Do „ Outside ...	...	2 3 7	...	518 4 2	
		363 5 6	...	5,692 15 4	
Locomotive Depôts.					
Tool Shop, Negapatam ...	...	3,635 5 2	...	522 3 7	
Cuddalore Depôt ...	...	5,707 12 9	...	1,888 3 8	
Tanjore do ...	...	14 9 3	...	0 4 10	
Timber do ...	...	9,615 14 2	...	201 0 4	
	...	18,973 9 4	...	2,611 12 5	

SCHEDULE E.

Tenders accepted.

Name of Article.	Quantity.	Date of commencement and completion of supply.	Special conditions, if any.	Name of Contractor.	Rate.	Security to be deposited, if any.	Remarks.
					Rs. A. P.	Rs.	
Trincomalee Wood ...	Tons 10	...	Logs to be 20 feet and over in length.	A. Mohideen Saib of Negapatam.	2 4 0 per cub. foot.	Nil.	
Firewood. ...	Tons 8,000	From 1st Jany. to 30th June 1894.	To be delivered on the Section from Cuddalore O. T. Station, exclusive to Madura inclusive including the stations on the Negapatam and Erode Branches.	Mahomed Gunny Rowther of Vaiyampati.	4 8 0 per ton.	500	*Vide* acceptance recorded in Schedule E. of Official Meeting No. 6 of 1893. Date of completion extended.
Do. ...	Tons 5,500	From 1st Jany. 1893 to 31st Mar. 1894.	...	Messrs. T. Perumalsawmy Naidu and A. Vijiaragava Chari of Chingleput.	6 2 0 per ton.	500	*Vide* acceptance recorded in Schedule E of Official Meeting No. 1 of 1893. Date of completion extended.
Vikravandi, Loading and unloading &c.							
Loading coal for a distance of 300 yards, per ton	Uncertain	During the Official year ending 31st Mar. 1895.	*Nil.*	Kondalroya Reddi.	0 2 6		
Unloading coal for a distance of 300 yards, per ton	do	...	...	...	0 2 6		
Loading materials, including Keys and Cushions, within 500 lbs. for a distance of 300 yards, per ton	do	...	...	...	0 2 0		
Unloading do do within 500 lbs. a distance of 300 yards, per ton	do	...	...	...	0 2 0		
Do. above 500 lbs. do. per ton	do	...	...	...	0 2 3		Accepted in lieu of that recorded in Schedule E of Official Meeting No. 6 of 1893, the Contractor therein named having died.
Unloading rails, fish plates, bolts, spikes, pot sleepers, per ton	do	...	...	...	0 1 0	100	
Loading rails, fish plates, &c., per ton	do	...	...	...	0 1 6		
Stacking rails, fish plates, &c, per ton	do	...	...	...	0 1 0		
Unloading wooden sleepers, per 100	do	...	...	...	0 2 8		
Loading wooden sleepers, per 100	do	...	...	...	0 3 0		
Stacking wooden sleepers, per 100	do	...	...	...	0 2 8		
Loading or unloading coal, per ton	do	...	...	...	0 1 9		
Shunting trucks by hand, per truck	do	...	...	...	0 0 9		
Unloading, removing, and Stacking coal out of wagons, per ton	do	...	...	...	0 2 0		

SCHEDULE E.—*continued.*

Tenders accepted.

Name of Article.	Quantity.	Date of commencement and completion of supply.	Special conditions, if any.	Name of Contractor.	Rate.	Security to be deposited, if any.	Remarks.
					Rs. A. P.	Rs.	
Temporary Construction Quarters:—							
Executive Engineer's Bungalow at Kaniyambadi.	No. 1	...	...	...	152 0 0	...	Sold under terms of Resolution No. 53 of 1893.
Clothing for 1894-95.							
Blue coats for Station Masters.	No. 478	...	...	Messrs. A. G. Mahomed Ghouse and Co., of Madras.	1 8 0 per coat	...	Rates as recorded in Schedule E of Official Meetings Nos. 6 of 1893 and 2 of 1894. Increased to cover cost of extra words in the breast badges.
Do. for Shunters ...	„ 80	...	...	...	1 1 0 per coat	...	
Cast iron scrap at Pakala.	Tons 15¾	...	...	T. Mahomed Saib, of Madras.	31 0 0 per ton.	...	Sale.
Iron bridge flooring plates at the Engineering Stores, Trichinopoly.	Tons 15	...	...	A Emberooman Chetty of Trichinopoly.	33 8 0 per ton.	...	do
Cracked Steel transverse Sleepers, with wrought iron knees rivetted thereto.	No. 385 ...	...	...	G. Gopal Chetty of Madras.	0 10 0 per sleeper.	...	do
Clothing for Watchmen at the Locomotive Workshops, Negapatam:—							
Khakee suits for European Watchmen.	No. 6	For 1894-95	...	Messrs. G. Mahomed Ghouse & Co. of Madras.	4 0 0 each	...	...
Pith hats for do. ...	„ 3	...	...	...	2 12 0 each	...	...
Khakee suits for Native Watchmen.	„ 40	...	...	...	2 12 0 each	...	...
Native Watchmen's Puggaries, including red caps, and red cloth badges.	„ 20	...	...	...	2 12 0 each	...	...

SCHEDULE (F I.)
Stores purchased without Tender.

Article.	Quantity.	Rate.	Amount.	Authority.	Remarks.
			Rs. A. P.		
Items of, & below Rs. 500, each in lump sum for:—					
Engineering Department ...	...	...	369 0 7		
Locomotive do. ...	...	...	12·0 0		
General Stores do. ...	...	...	2,439 7 1		
Other items in detail, *Viz:—*			Nil.		

SCHEDULE (F II.)
English Stores, purchased in India.

Article.	Quantity.		Rate.	Amount.	Authority.	Remarks.
			Rs. A. P.	Rs. A. P.		
Items of, & below Rs. 50, each for:—						
Engineering Department ...	...	...	...	...		
Locomotive do. ...	...	...	...	...		
General Stores do. ...	...	...	...	1,310 14 3		
Other Items in detail, *Viz:—*						
Steel rivets ...	Tons.	1¼	310 0 0 per ton.	465 0 0	Consulting Engineer's No. 1,483 of 8-5-94.	
Freight, etc.	...	...	...	55 0 0		
				520 0 0		
186 Plates, measuring as follows:—						
100—12′ × 3′ × ⅜″ ...	Tons.	36·5	180 0 0 per ton.	6,570 0 0	Consulting Engineer's No. 1,837 of 12-6-94.	Purchased from the Madras Railway Company.
25—12′ × 3′ × ½″ ...						
61—12′ × 8′ × ¼″ ...						
Freight, etc.	...	...	...	204 0 0		
				6,774 0 0		

SCHEDULE (F II.)—*concluded.*
English Stores, purchased in India.

Article.	Quantity.		Rate.	Amount.	Authority.	Remarks.
			Rs. A. P.	Rs. A. P.		
Other Items in detail,—*continued.*						
Jim crows, with bars ...	No.	9	46 6 6⅔ each.	417 11 1	Agent.	
Tin, sheet, large	,,	495	0 6 0 each.	185 10 0	do	
Oil, Vacuum Brake ...	lbs.	9,054	0 1 2⅓ per lb.	648 11 5	do	
Pumice stone	,,	666	0 5 0 per lb.	208 2 0	do	
Emery cloth	Sheets.	1,700	0 1 0 per sheet.	106 4 0	do	
Lead, sheet, ⅛″	lbs.	692	0 2 0 per lb.	86 8 0	do	
Glass, white, 14″ ×12″ ...	No.	130	0 8 0 each.	65 0 0	do	
Do. 16″ ×14″ ...	,,	100	0 9 6 each.	59 6 0	do	
Do. 11¼″×10¼″ ...	,,	300	0 4 0 each.	75 0 0	do	
Halzaffel's Composition ...	Drum.	1	.....	75 0 0	do	
Books, Copying, large size ...	No.	100	2 2 0 per book.	212 8 0	do	
Metal, patent	lbs.	299	0 13 6 per lb.	253 0 6	do	
Iron, round, common ⅝″ ...	,,	7,370	5 10 1⅜ per cwt.	370 10 0	do	
Do. do. ¾″ ...						
Glasses, gauge	No.	249	0 4 0⅓ each.	62 11 0	do	
Cloth, Canvas, English ...	Yards.	252	0 7 0 per yd.	110 4 0	do	
Screws, Iron, 1″×$\frac{5}{16}$″ ...	No.	8,640	0 14 0 per gross.	52 8 0	do	
Braces, ratchet	,,	12	21 7 3 each.	257 11 0	do	
Canvas, English ..	Yards.	648	0 7 0 per yard.	283 8 0	do	
Carpets, Woollen ...	No.	2	73 3 4 each.	146 5 8	do	
Liquid Fuel Apparatus for burning Petroleum in a Locomotive Engine.	,,	1	410 0 0	410 0 0	Sanctioned by Consulting Engineer at the Meeting.	

Note.—The estimated additional outlay in purchasing the above stores in India is Rs. 1,213.

SCHEDULE G.
Sales without tender.

Article.	Quantity.	Rate.	Amount.	Authority.	Remarks.
			Rs. A. P.		
Petty Items below Rs. 500 in lump sum ...			1,149 0 9		
Stores, General Rs. 796 5 11					
Do. Depôt „ 352 10 10					
Other items in detail, *viz.*					
Brass borings ...	2 Tons.	Rs. 490 per ton.	980 0 0		
Files, old ...	4 „	Rs. 137 per ton.	548 0 0		

SCHEDULE H.
Revisions of Estimates, etc.

Serial No.	Name of Estimate.	Proposed Revision.	Revised date for completion, if any.	Transfers.				Remarks.
				Head of Account Debtor.	Amount.	Head of Account Creditor.	Amount.	
					Rs.		Rs.	
72	Watering arrangements at Kadambur station.	Extension of time.	31-3-94	...	...	...	...	To admit to audit the debit of Rupees 118-12-8 raised on account of Compensation paid for land subsequent to the lapse of sanction.
73	Constructing a shed for a carriage shelter at Trichinopoly Junction	do.	30-4-94	...	...	...	...	To admit to audit the debit of Rupees 13-8-0 cost of 5 cases of pintles issued during the currency of sanction but brought to account subsequent to the lapse of sanction.
74	Laying pipes to Staff Quarters, Sinking an additional well and raising tank house, at Madura station.	do.	31-3-95	...	...	...	...	These works are not likely to be completed by the date at present fixed for lapse of sanction.
75	Sinking a 30 feet well and providing a sun shade over the pump at Tataparai station.	do.	30-9-94	...	...	...	...	do
76	Proposed additions to Rolling stock erecting shed at Negapatam.	do.	31-12-94	...	...	...	...	do
77	Lengthening the through siding and platform, at Kivalur station.	do.	31-12-94	...	...	...	...	do
78	Constructing a Goods shed at Battulapuram	do.	31-12-94	...	...	...	...	do
79	Providing double faced platform Clocks at 6 stations.	do.	31-12-94	...	...	...	...	do

SCHEDULE H.—*Concluded.*
Revisions of Estimates, etc.

Serial No.	Name of Estimate.	Proposed Revision.	Revised date for completion, if any.	Transfers.				Remarks.
				Head of Account Debtor.	Amount.	Head of Account Creditor.	Amount.	
					Rs.		Rs.	
80	Providing arrangements for the supply of water to Staff Quarters at Pakala station.	Extension of time.	31-12-94.	...	...	...	...	These works are not likely to be completed by the date at present fixed for lapse of sanction.
81	Providing temporary water tank and pipe near mile 380 at Tulukapati station.	do	31-12-94.	...	...	...	...	do
82	Making certain additions to, and alterations in the station house ; and providing a new portable lamp room, at Tanjore station.	do	30-9-94.	...	...	...	...	do
83	Enclosing two bays of the Goods shed and adding two more bays thereto, at Vellore station.	do	31-12-94	...	...	...	...	do
84	Constructing extra siding accommodation. and covered way, at Chingleput.	do	31-3-94.	...	...	...	...	To admit to audit expenditure incurred subsequent to the lapse of sanction.
85	Furnishing the Staff Quarters at Villupuram station.	do	31-3-94.	...	...	...	...	do
86	Sinking a well for the station staff at Vencatagiri station.	do	31-3-94.	...	...	...	...	do
	Capital.							
87	Capital Budget 1894-95 Purchase of Stores.	Re-appropriation.	...	Freight, Landing charges.	2,516	Catamaram wood.	2,516	
88	Do	do	...	Firewood.	5,000	List No. 2 Miscellaneous Stores, other items.	5,000	
89	**Additional Locomotive, and Rolling Stock sanctioned by G. O., No. 16 R. of 10th January, 1893 :—**							
	20 First, and Second Class, bogie composite carriages.	Extension of time.	30-6-95.	...	...	...	...	
	80 Third Class bogie carriages.	do	31-12-95	...	...	...	...	

SCHEDULE I.

Works completed.

Serial No.	Date of Completion.	NAME OF WORK.	Reference to Sanction.	Amount of Estimate.			Actual Outlay.						Remarks.
				Cash.	Stores.	Total.	Cash.		Stores.		Total.		
		Capital Works.		Rs.	Rs.	Rs.	Rs. A. P.		Rs. A. P.		Rs. A. P.		Excess whether on totals of estimates or on cash or stores in any of these estimates to be met with, out of savings on the totals of the class of estimates herein enumerated to which each belongs.
54	May 1893.	Constructing an additional water column, drip well drain, and piping, at north end of Kadambur station.	Consg. Engineer's letter, No. 1291 of 12-10-92.	354	2,454	2,808	142	15 9	1,539	5 11	1,682	5 8	
55	Oct. 1893.	Constructing a slaughter house at Cuddalore Old Town station.	Consg. Engineer's letter, No. 1290 of 9-9-91.	947	119	1,066	618	15 10	225	0 3	844	0 1	
56	June 1893.	Constructing a shed for Sheltering carriages, when the present shelter line is converted into a run round, at Trichinopoly Junction station.	Consg. Engineer's letter, No. 1470 of 15-10-91.	1,373	8,524	9,897	4,422	13 5	6,460	2 10	10,883	0 3	
57	May 1891.	Additional accommodation at Egmore station.	Consg. Engineer's letter, No. 46 of 24-1-87.	33,581	61,429	95,010	21,536	8 11	46,255	7 10	67,792	0 9	
58	Feb. 1893.	Permanent Watering arrangements near Kadambur station.	Consg. Engineer's letter, No. 568 of 10-5-92.	3,177	7,911	11,088	2,624	12 3	7,628	15 11	10,253	12 2	
59	July 1893.	Lengthening the through siding and platform, and demolishing and rebuilding ashpit, with a water column on the north and south ends of Budalur station.	Consg. Engineer's letter, No. 1203 of 26-9-92.	3,316	1,682	4,998	913	9 5	1,111	7 2	2,025	0 7	
		Total...	.....	42,748	82,119	1,24,867	30,259	11 7	63,220	7 11	93,480	3 6	
		Revenue New Minor Works.											
60	July 1893.	Providing a sick siding at the south west end of Villupuram station	Consg. Engineer's letter, No. 482 of 24-4-93.	87	767	854	37	12 6	406	12 8	444	9 2	
61	Jany. 1894.	Providing a coal stage at Cuddalore Old Town station.	Consg. Engineer's letter, No. 892 of 14-7-92.	47	292	339	42	6 0	245	7 9	287	13 9	
62	July 1893.	Providing a boulder apron to the 2-20 ft. span girder bridge at B $\frac{203}{15}$ mile, Nellore Branch.	Consg. Engineer's letter, No. 357 of 17-3-92.	185	...	185	100	11 10	...	...	100	11 10	
		Carried over...	.....	319	1,059	1,378	180	14 4	652	4 5	833	2 9	

SCHEDULE I.—*concluded.*

Works completed.

Serial No.	Date of Completion.	NAME OF WORK.	Reference to Sanction.	Amount of Estimate.			Actual Outlay.						Remarks.
				Cash.	Stores.	Total.	Cash.		Stores.		Total.		
		Brought forward...	.....	Rs. 319	Rs. 1,059	Rs. 1,378	Rs. A. P. 180 14 4		Rs. A. P. 652 4 5		Rs. A. P. 833 2 9		Excess whether on totals of estimates or on cash or stores in any of these estimates to be met with, out of savings on the totals of the class of estimates herein enumerated to which each belongs.
63	Nov. 1893.	Extending the platform on the south side (93 feet long) at Koradacheri station.	Consg. Engineer's letter No. 807 of 22-8-93.	228	130	358	124	5 0	77	10 6	201	15 6	
64	April 1893	Furnishing the staff quarters at Villupuram station.	Consg. Engineer's letter No. 404 of 28-3-92.	...	875	875	594	14 5	568	8 0	1,163	6 5	
65*	Jany. 1893	Providing a brick drain from the new, to the old, weigh bridge at Negapatam.	Consg. Engineer's letter, No. 1465 of 16-11-92.	317	9	326	475	11 9	21	0 0	496	11 9	
		Total...	.....	864	2,073	2,937	1,375	13 6	1,319	6 11	2,695	4 5	
		Revenue.											
66	May 1891	The Revenue portion of the estimate for additional accommodation at Egmore station.	Consg. Engineer's letter No. 46 of 24-1-87.	2,584	34	2,618	444	12 6	85	15 8	530	12 2	
67	Feby. 1893	The Revenue portion of estimate for permanent watering arrangements near Kadambur station.	Consg. Engineer's letter No. 568 of 10-5-92	21	...	21	63	15 0	...		63	15 0	
68	July 1893	The Revenue portion of estimate for lengthening the through siding and platform, demolishing and rebuilding ashpit, with a water column at the north and south ends of Budalur station.	Consg. Engineer's letter No. 1203 of 26-9-92.	1,870	2,320	4,190	1,792	8 8	2,320	0 0	4,112	8 8	
69	Nov. 1893	The Revenue portion of the New Minor work for extending the platform on south side (93 ft. long) at Koradacheri station.	Consg. Engineer's letter No. 807 of 22-8-93	2	...	2	2	0 0	...		2	0 0	
70	Nov. 1892	Demolishing the half of existing cracked abutment of the 1-15 ft. span girder bridge, and rebuilding the same at mile N. $\frac{238}{16}$.	Consg. Engineer's letter No. 866 of 9-7-92.	2,083	88	2,171	3,149	1 11	792	3 3	3,941	5 2	
		Total...	.....	6,560	2,442	9,002	5,452	6 1	3,198	2 11	8,650	9 0	

*This cancels item No. 63 of Schedule J. passed in meeting No. 6 of 1893.

SCHEDULE K.

Changes in Superior Staff.

Department.	Name of Officer.	Designation.	Nature of Change.	Remarks as to authority for Changes, Allowances, Passage Moneys, &c.
Engineering ...	Mr. R. M. Logan ...	Assistant Engineer	Three months' privilege leave with effect from 27th June, 1894.	Agent.
Do. ...	Mr. G. T. Bridges ...	Do. ...	Three months' privilege leave, with effect from 20th October, 1894.	Do.
Do. ...	Mr. J. T. Lewis ...	Do. ...	Transferred from Head Quarters to charge of Sub-Division A, *vice* Mr. R. M. Logan absent on leave.	Do.
Do. ...	Mr. C. J. Bond ...	Resident Engineer.	Posted to charge of Division B, *vice* Mr. J. Rice, absent on furlough.	Do.

SCHEDULE L.

Changes in Subordinate Staff.

Department.	Name of Subordinate.	Designation.	Nature of change.	Remarks as to authority for Changes, Allowances, Passage Moneys, &c.
Locomotive ...	Mr. B. Hyde ...	Locomotive Foreman.	Furlough leave for six months, on half pay, with effect from 20th June, 1894.	*Vide* Board letter No. 127 of 20th April, 1894.
Audit ...	S. Krishnasamy Iyer ...	Accountant P.W.D.	One month's privilege leave, with effect from 28th May, 1894.	Agent.

SCHEDULE M.

Publications purchased in India.

Name of Publication.	Quantity.	Amount.	Authority.	Remarks.
		RS. A. P.		
Civil Service Regulations ...	One copy.	8 10 0	Agent.	
Indian Medical Gazette ...	One copy monthly.	18 0 0	Do.	Subscription in advance for the year, 1894.
Indian Tariff Act No. VIII of 1894.	14 copies.	2 10 6	Do.	
Asylum Press Almanac ...	Books 3.	18 0 0	Do.	
Letts' Diary ...	One copy.	2 5 0	Do.	
Trichinopoly District Gazette ...	One copy.	2 0 0	Do.	Subscription for one year.
Exchange Calculator ...	One copy.	2 10 0	Do.	

Consulting Engineer for Railways, Madras.

Agent, South Indian Railway.

No. 839

South Indian Railway Co., Ld.,

AGENT'S OFFICE,

TRICHINOPOLY, 14th August 1894

Parcel 15/8 Enclosure not received

From

The Agent,

SOUTH INDIAN RAILWAY.

To

The CONSULTING ENGINEER FOR RAILWAYS,

MADRAS.

Sir,

Referring to your letter No. 2481 of the 7th instant I have the honor to forward herewith, in a Separate parcel, twenty six copies of the Minutes of Official Meting No. 4 of 1894, held here on the 12th of July 1894.

In two of the copies our printed Signatures have been omitted and to these I have appended my autograph Signature, will you kindly do the Same, and return me one Copy.

I shall be glad to learn the No. and date of the G. O. with which these minutes are transmitted to the Government of India.

I have the honor to be,
Sir
Your most obedient Servant
J. H. Le Mesurier
for Agent

Ltd 26 Enclos by railway parcel

4456

From

THE AGENT,
South Indian Railway,
Trichinopoly,

To

THE CONSULTING ENGINEER FOR
RAILWAYS,
Madras.

Dated
Received } 189

No.

ENCLOSURE.

FORM No. 7.

~~MADRAS,~~ Oodatamund, 22nd August 1894.

To

Agent, S. I. R.

No. 117/0 Reply No. , dated

SIR,

With reference to your letter No: 839 dated 14th August 1894. I have the honor to return herewith one copy of the minutes of meeting held at Trichy on 12th July 1894. duly signed by me and to inform You that the 50 copies which these minutes have been transmitted to the Govt. of India has been received and dealt with as follows.

Reminders.

Mso Dept. No 442 R 7 22nd August 94

to A with one enclosure

Subject. the 22nd Aug 94

Mrs

GR

Form No. 1. 442-R. 22-8-94

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

READ the following:—

Letter ~~Memorandum~~ from the Agent ~~and Manager, Madras~~ Railway, No. 839, dated 11th August 1894, submitting 26 copies of the Minutes of Official Meeting ~~and Stores Committee~~, ~~Railway~~ (No. 4 of 1894), held at Trichinopoly on 12th July 1894.

ORDER THEREON, No. 442 R, DATED 22nd August 1894.

Approved, and nine copies ordered to be forwarded to the Government of India.

DESPATCHED
29 AUG. 94

(True Extract.)

R

~~Joint Secy. to Govt., P.W.D., Ry. Branch.~~

M.E. No 443 R 7 22nd August 1894
Forwarded.

To

The Agent ~~and Manager, Madras~~ Railway, through Consulting Engineer for Railways.
„ Examiner, Guaranteed Railway Accounts.

DESPATCHED
29 AUG. 94

M.S. Dept. on the 22-8-94

D.C.E/30/8