

Public Works (1895) Department.

RAILWAY BRANCH.

G.O., No. 134 R

DATED 6th March

[Despatch Abstract.]

Madras Railway. — Estimate of Rs 12,915 for a
through siding, &c, for a crossing station at
156 $\frac{1}{2}$ miles between Kadiampatti & Malla-
putam South West Line, —, sanctioned.

BACK PAPERS.

[illegible]

FURTHER PAPERS.

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

• 6TH MARCH 1895, No. 134 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.
PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper:—

From the Agent and Manager, Madras Railway, to the Consulting Engineer for Railways, dated Madras, 8th January 1895, No. E. 434/16.

With reference to schedule J of the minutes of the last official meeting, I have the honour to forward herewith an estimate with plan No. 3334 for the proposed through siding, &c., at the crossing station at 186½ mile, South-west line, and to request that the sanction of Government may be conveyed to me for the required outlay, Rs. 12,915, chargeable to Capital.

2. In explanation of the necessity for the work, the Traffic Manager writes—

"The chief difficulty experienced in the new working time-table (No. 40) owing to the absence of any crossing station between Kadiampatti and Mallapuram is in respect to No. 30 up, the through mixed from Pudukūṛ.

"No. 31 (6-45) from Madras leaves Mallapuram at 16-49 and (No. 30 (unless the connection with South Indian Railway at Erode is sacrificed) cannot reach Mallapuram by that time. No. 30 is therefore kept back and crosses at Thinnapatti, leaving that station at 17-42. No. 31 leaves Salem at 20-33 and if No. 30 is delayed by road goods and

"No. 42 up mail leaves Salem at 20-43 and if No. 30 is delayed by road goods and shunting, No. 42 overtakes it before reaching Jalarpet.

"No. 30 carries road goods and it has all night work between Mallapuram and Jalarpet. If delayed for the up mail to pass, the train runs a very good chance of being still further delayed by No. 17 and the down mail.

"A crossing at 186½ mile would enable No. 30 (while starting at a reasonable hour from Pōlanūr and maintaining the connection at Erode) to cross No. 31 at that mileage and get into Jalarpēt well before the mails.

"The E. train service would also be considerably improved by a crossing at 180½ mile-age."

3. The matter received my support at the last official meeting at which it was brought forward after discussion on inspection and at an officers' meeting.

4. Information as to provision in the budget and date on which sanction will lapse is given on the estimate.

ORDER—dated 6th March 1895, No. 134 R., Public Works.

Sanctioned.

2. This sanction has been registered as No. 27 R. of 1934-35.

(True Extract.)

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

To the Agent and Manager, Madras Railway.
 „ Examiner, Guaranteed Railway Accounts.

Exd. C A. Muniswamy.
Spare Copies

RAILWAY.
Govt. of Madras.
PUBLIC WORKS.

Dated March, 6th.

Recd.

Encl.

G.O., 6th Mar. 1895, No. 134 R.

MARCH

Madras Railway

Estimate of Rs. 12,915 for a through siding, &c., for a crossing station at 186½ mile between Kadiampatti and Mallapuram, South-west line, —, sanctioned.

(A. & M. I.)

No E-14311

16

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

Madras, 5th January 1895.

From

The Agent and Manager,
M.R. Co.

To

The Consulting Engineer for Railways,
Madras.

SIR,

With reference to schedule I of the minutes of the last official meeting, I have the honour to forward herewith an estimate with plan at E-23311 for the proposed through siding, &c. at the crossing station at 186½ miles South West line and to request that the sanction of Government may be conveyed to me for the required outlay, Rupees 12,915/-, chargeable to Capital.

In explanation of the necessity for the work, the Traffic Manager writes:—

"The chief difficulty experienced in the new Working Time Table (at 40) owing to the absence of any crossing station between Thinnapatti and Mallapuram is in respect to at 30 Up - the through

mixed

Put up with letter

mixed from Podanur. 2

"e 1:31 (b. 115) from Madras leaves
"Mallapuram at 16-49 and e 1:30 (unless
"the connection with South Indian Railway
"at Erode is sacrificed) cannot reach
"Mallapuram by that time - e 1:30 is
"therefore kept back and crosses at
"Thinnapatti, leaving that station at 17-42

"e 1:42 up mail leaves Salem at 20-33
"and if e 1:30 is delayed by road goods
"and shunting e 1:42 overtakes it before
"reaching Jalapet.

"e 1:30 carries road goods and it has
"all night work between Mallapuram
"and Jalapet. If delayed for the up
"mail to pass, the train runs a very
"good chance of being still further de-
"layed by e 1:17 and the down mail.

"e crossing at 156 1/2 miles would
"enable 1:30, (while starting at a reason-
"able hour from Podanur and maintain-
"ing the connection at Erode), to cross
"e 1:31 at that mileage and get into
"Jalapet well before the mails.

"The train could also get into Madras
"earlier if considered desirable.

"The E. train service would also

"to considerably improved by a crossing at 156½ mileage".

3. The matter received my support at the last official meeting at which it was brought forward after discussion on inspection and at an officers' meeting.

4. Information as to provision in the Budget and date on which sanction will lapse is given on the estimate.

I have the honour to be,

Sir,

Your most obed^t servant,

Wm. J. M. V. S.
Agent & Manager.

Recd
G.O. No 134 R
27
6.3.95

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated

Recd.

No.

No 176
17-1-95

Agent.
The Madras Ry.

Your No 16 of 6 Jan.
The traffic manager
says the difficulty in getting
traffic is caused by the
absence of any crossing station
between Thirunelveli and
Mallapuram" S. L. 1000.
Inquire whether Kallian
petti is a crossing station
or not. Y. M.

16
1

No 176
17-1-95

Agent.
The Indian Ry

Your No 16 of 6 Jan
The traffic manager
says the difficulty in working
traffic is caused by the
absence of any crossing station
between Thirunelveli and
Mallapuram S. L. the L.
Inquire whether Kallidasa
petti is a crossing station
or not.

Yours
16
1

(No. 11.)

No. E. 1,316

67

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 23rd January 1896

From

P. A. Agent and Manager.

M. R. G.

To

The Consulting Engineer for Railways.

SIR,

MADRAS.

In reply to your letter No. 176 dated the 17th instant I have the honour to inform you that as shown on pages 7, 8 and 9 of Working Time Table No. 60, Madanabadi cannot be used as a crossing station for trains. In addition to this, the Traffic Manager points out that it would not save the great engine mileage which will be saved by the proposed route at 186 1/2 miles, South West Line.

I have the honour to be,

Sir,

your most obedient servant,

W. S. M. S.

Agent and Manager.

*The Working Time Table
gives no reason however
what is the fault
length of riding? The 24*

From
To
The Agent and Manager.
The Consulting Engineer
for Railways.
Dated
188
Red.
No.

MADRAS RAILWAY.

What is the gradient
at this point -
Look up a large scale section
The index section shows 1 in 132

Appears to be $\frac{1 \text{ in } 9}{1}$

1 in 264

CMU $\frac{11}{1}$

To CR

CMU

206 Salween

195 Thirunipathi

192 Kadiampatti

186 $\frac{1}{2}$ Proposed crossing etc.

180 Mullapuran

The ghat lies between
Kadiampatti & mile 186 $\frac{1}{2}$ -
Kadiampatti is not a crossing
etc - & is not a crossing
It is stated that mile 186 $\frac{1}{2}$
is not suitable, altho it
is in the midst of the same
jungle - The advantage of
making mile 186 $\frac{1}{2}$ the new crossing
is that Assistant Engineer
will be able to return to
Salween from there instead
of running on to Mullapuran
as they have to do at present

CMU $\frac{20}{2}$

Note

The officer inspecting
the S. W. line is requested
to inquire into the ne-
cessity for a crossing station
at mile 186 $\frac{1}{2}$ -

The Agent states it is
not possible to cross
trains @ mile 192 where
there is the station of
Kadiampatti but I
do not understand the
reasons -

The estimate is for
12,915. & the reason is
said due the difficulty of
working the new train
table.

PM 25/95

The Work may under
of explanation be
handwritten - note for
D. E. The first etc
with letter of enquiry
for his approval

PM
27/95

Note for His Excellency
the Governor

Proposal for a through siding, &c.,
for a crossing Station at $186\frac{1}{2}$ miles
between Kadiampatti and Mallapuram --
S.W. Line, Madras Railway, estimated --
cost Rs. 12,915 (Capital).

The ghat lies between Kadiampatti
mile $192\frac{1}{4}$ and mile 186. Kadiampatti is
not a crossing Station and is notori-
ously unhealthy. It is stated that --
mile $186\frac{1}{2}$ is not unhealthy although it
is in the midst of the same jungle.
The advantage of locating at mile $186\frac{1}{2}$
the new crossing station is that Assis-
ting Engines will be able to return to
Salem from there, instead of running
on to Mallapuram as they have to do at
present.

Abul
1/10/95
D. R.

X 10/10/95

S. W.

A Order No 134 R dated 6th March 1895

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

A

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following

Letter from the Agent ^{Print} and Manager Madras Ry } H. E. No. $\frac{E 434}{16}$ of 8 Jan'y 95

Sanctioned.

W
3 Mar
1895
5-3-95

2. This sanction has
been registered as
No. 27. R of 1894-95.

Ades
5/3/95

L.R.

To The Agent Manager Madras Ry
By G. S. Ry. Secy.

R.

A

No 134 Rd 6th March 1895
27

Re-synthesized for March 1895
P. W. D.

No.

Memorandum of Papers removed from
the Records of the Madras Government for
reference.

Name of the party by whom
taken.

When taken.

For what purpose.

No. of G. O.

Name of the party by whom
taken.

When taken.

For what purpose.

No. of G. O.

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GOVERNMENT OF MADRAS.
PUBLIC WORKS DEPARTMENT.

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Forwarded to the Government of India ...	19th Mar., No. 186 R.	...	
Despatch to the Secretary of State forwarding the above.	19th Mar., No. 186 R.	...	
<i>Kolar Gold Fields Railway.</i> —The note by the Chief Auditor, Madras Railway, on the Capital and Revenue Accounts of the — for the half-year ended the 31st December 1894, together with a note by the Consulting Engineer for Railways, ordered to be forwarded to the Government of India and to the Secretary of State.	20th Mar., No. 188 R.	...	.....
Forwarded to the Government of India ...	20th Mar., No. 189 R.	...	.....
Despatch to the Secretary of State forwarding the above.	20th Mar., No. 189 R.	...	.....
<i>Madras Railway.</i> —The note by the Chief Auditor on the Capital and Revenue Accounts of the — for the second half of 1894, ordered to be forwarded to the Government of India and to the Secretary of State.	23rd Mar., No. 199 R.	...	.....
Forwarded to the Government of India ...	23rd Mar., No. 200 R.	...	.....
Despatch to the Secretary of State forwarding the above.	23rd Mar., No. 200 R.	...	.....
<i>Madras Railway.</i> —Copies of the analysis of working of the — for the half-year ended the 31st December 1894, ordered to be forwarded to the Director-General of Railways and to the Secretary of State.	28th Mar., No. 214 R.	...	.....
Forwarded to the Director-General of Railways.	28th Mar., No. 215 R.	...	.....
Despatch to the Secretary of State ...	28th Mar., No. 216 R.	...	.....
<i>Bezwada-Madras Railway.</i> —The correspondence regarding the proposed alignment of the —, ordered to be forwarded to the Government of India.	28th Mar., No. 218 R.	...	16th Jan. 1895, Nos. 25-26 R.
Forwarded	28th Mar., No. 219 R.	...	.....

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

TABULAR STATEMENT OF MISCELLANEOUS PROCEEDINGS
AND MATTERS OF ROUTINE,

RAILWAY,

FOR THE MONTH OF MARCH 1895.

Subjects.	Number and Date of Order.	Numbers and Dates of previous Orders.
<i>Proposed route of the railway now being surveyed between the Madras Railway and Cochin.</i> —A revised plan showing the —, forwarded to the Resident in Travancore and Cochin with request to obtain the views of the two Durbars as to the relative merits of Pattambi and Shoranur as the junction station with the Madras Railway and as regards the deviation of the line towards Perambalur.	1st March 1895, No. 114 R.	.....
<i>Railway Stores.</i> —Endorsement from the Government of India forwarding copy of a circular issued by the Secretary of State to the Guaranteed Railway Companies on the subject of the infringements of standard dimensions which have recently occurred in the case of — obtained in England for State and Guaranteed lines, and stating that, when alterations are proposed in stores under supply, the Government of India may be invariably allowed an opportunity of considering the proposals before they are carried out, recorded.	1st do. do. No. 115 R.	.....
<i>Submission of copies of the registers of receipts and issues by Consulting Engineers to the Government of India for Railways in lieu of abstracts of Proceedings.</i> —Resolution of the Government of India in regard to the —, recorded.	4th do. do. No. 116 R.	9th Nov. 1871, No. 2846.
<i>Dewan Bahadur A. Pinto, Deputy Collector.</i> —Letter to the Government of India requesting that —, whose services have been placed at the disposal of the Public Works Department for the acquisition of the lands required for the Madras-Ennore section of the Bezwada-Madras Railway may be considered on deputation from the date of his taking up the appointment.	4th do. do. No. 117 R.	.....
<i>Land acquired for the Madras-Ennore Railway.</i> —The Government Solicitor requested to place himself in communication with Dewan Bahadur A. Pinto in view to his appearing in support of the awards made by the Special Deputy Collector in all cases in which his services may be required.	6th do. do. No. 128 R.	.....

Subjects.	Number and Date of Order.	Numbers and Dates of previous Orders.
<i>Railway from Calicut to Cannanore.</i> —Ordered that His Excellency the Governor of the French Settlements in India be addressed on the subject of the proposed line of—passing through the French Settlement of Mahé.	15th March 1895, No. 162 R.	.....
<i>Chamber's Mathematical Tables.</i> —The purchase of a copy of— for the use of the Executive Engineer, Ghat Division, Tinnevely-Quilon Railway Survey, sanctioned.	15th do. do. No. 163 R.	.....
<i>Expression "partly by road or water and partly by railway" which occurs in paragraph 2 of the Government of India letter No. 280 H.T., dated 21st June 1894.</i> —Letter from the Government of India stating that the— is correctly interpreted by the Joint Secretary, Public Works Department, Railway Branch, Madras, in the first sentence of paragraph 3 of his letter No. 3310 C., dated 25th October 1894, communicated to the Agent and Manager, Madras Railway.	15th do. do. No. 164 R.	25th Oct. 1894, No. 3310 C. 20th Oct. 1890, No. 1546 R. 11th Aug. 1890, No. 1163 R. 13th April 1889, Nos. 417-18 R.
<i>South Indian Railway Board's letter No. 146, dated 15th February 1895.</i> —Two copies of—, forwarded to the Government of India.	15th do. do. No. 165 R.	.....
<i>Promotion recommendation roll of the Superior Revenue Establishment of State Railways below Class II, Grade I.</i> —Resolution of the Government of India forwarding revised form of accompaniment to the—, recorded.	15th do. do. No. 166 R.	.....
<i>Land required for the East Coast Railway, Vizagapatam district.</i> —Notification for the acquisition of certain—, ordered to be published in the <i>First St. George Gazette</i> .	15th do. do. No. 167 R.	.....
<i>Mr. J. Lightfoot, Examiner, Railway Accounts, Madras.</i> —Application of— for furlough for one year and 48 days, forwarded to the Government of India with remarks.	15th do. do. No. 168 R.	.....
<i>Office of the Examiner of Railway Accounts, Madras.</i> —The Government of India informed that Messrs. A. Grant and J. Lightfoot have respectively made over and received charge of the— on the forenoon of the 11th March 1895.	15th do. do. No. 169 R.	.....
<i>Quarterly returns of lead traffic over the Madras and South Indian Railways.</i> —Letter from the Government of India stating that the submission of the— should be continued, recorded.	18th do. do. No. 176 R.	11th Feb. 1895, No. 69 R.
<i>Minutes of official meeting, South Indian Railway (No. 1 of 1895).</i> —The—, approved and copies ordered to be forwarded to the Government of India.	18th do. do. No. 177 R.	.....
Forwarded	18th do. do. No. 178 R.	.....

Subjects.	Number and Date of Order.	Numbers and Dates of previous Orders.
<i>Land temporarily required by the Madras Railway for side ditch in Pommathi village, North Arcot district.</i> —The Head Assistant Collector, North Arcot District, authorised to acquire the—.	19th March 1895, No. 179 R.	15th Jan. 1894, No. 34 R.
<i>Mr. C. H. Bond, Temporary Assistant Engineer, Tinnevely-Quilon Railway Survey.</i> —Sanction of the Government of India to the salary of— being raised from Rs. 250 to Rs. 350 per mensem, communicated to the Engineer-in-Chief, Madras-Pamban and Tinnevely-Quilon Railway Surveys.	19th do. do. No. 180 R.	15th Feb. 1895, No. 80 R.
<i>Maximum limit of stores balances of the Madras Railway.</i> —Letter to the Government of India stating, with remarks, that the— may fairly be raised to the 22½ lakhs approved by the Board of Directors and asked for by the Agent and Manager.	19th do. do. No. 181 R.	.....
<i>Railway Circulars issued in 1894 (Heads of Departments).</i> —The abstract of the contents of— received from the Government of India, recorded.	19th do. do. No. 182 R.	.....
<i>Railway Circulars issued in 1894 (General distribution).</i> —The abstract of the contents of— received from the Government of India, recorded.	19th do. do. No. 183 R.	.....
<i>Land required for quarrying stone for the East Coast Railway.</i> —Notification for the acquisition of certain—, ordered to be published in the <i>Fort St. George Gazette</i> .	19th do. do. No. 184 R.	.....
<i>Passage money to be paid by the South Indian Railway Company in the case of employes drawing a salary under Rs. 300 per mensem.</i> —The Government of India requested to state whether any further reference to the Board of Directors is required by them in regard to the proportion of assisted—.	20th do. do. No. 187 R.	9th Jan. 1895, No. 6 R. 11th Sept. 1894, No. 478 R. 6th May 1892, No. 1176 R.
<i>Government of India Circular No. XV, Railway, dated 20th November 1894.</i> —Forty-six out of 50 copies of—, returned to the Government of India with the remark that the remaining four copies are missing.	21st do. do. No. 190 R.	.....
<i>South Indian Railway.</i> —The Government of India requested to carry out certain corrections in the capital and revenue accounts of the— for the half-year ended 31st December 1894.	21st do. do. No. 191 R.	.....
<i>Tramway from Purratipur to Bimlipatam.</i> —Letter to the Government of India on the subject of the proposed—.	21st do. do. No. 192 R.	.....
<i>Land required for quarrying stone, &c., for the East Coast Railway.</i> —Telegram from the Collector of Qdāvari requesting to order the publication of notification for the acquisition of—, recorded.	21st do. do. No. 193 R.	10th March 1895, No. 184 R.
<i>Mr. R. L. Campbell's Civil Engineers' Provident Fund Account.</i> —Letter to the Government of India explaining the delay in connection with the settlement of—.	22nd do. do. No. 194 R.	.....

Subjects.	Number and Date of Order.	Numbers and Dates of previous Orders.
<i>Revenue statistics (Outwards and Inwards traffic at stations) of the Madras Railway.</i> —Three copies of the — for the half-year ended the 31st December 1894, ordered to be forwarded to the Government of India with remark.	23rd March 1895, No. 195 R.	.....
Forwarded	23rd do. do. No. 196 R.	.....
<i>Ally Hussain Sahib, late a Clerk, office of the Consulting Engineer for Railways, Madras.</i> —Sanction accorded to the closing of the account of — in the Railway Provident Institution in view to the balance at his credit being refunded to him.	23rd do. do. No. 197 R.	.....
<i>Index plans and sections of the Madras Railway.</i> —The —, forwarded to the Government of India with remark.	23rd do. do. No. 198 R.	.....
<i>Survey of the Calicut-Cannanore and Shoranur-Cochin lines.</i> —Orders on petition from Mr. J. B. Burnett and others of Tellicherry praying that the sanction of the Government of India may be obtained for placing sufficient funds at the disposal of the Madras Railway Company to enable them to complete the —.	23rd do. do. No. 201 R.	.....
<i>Statement of Financial statistics of the South Indian and Madhavaram-Muttupet Railways.</i> —The — for the year 1894, forwarded to the Government of India.	23rd do. do. No. 202 R.	.....
<i>Rules for Railways under construction.</i> —A copy of the — in Tamil, forwarded to the Under Secretary to the Government of India, Home Department, for transmission to the India Office.	23rd do. do. No. 203 R.	.....
<i>Mr. J. Lightfoot.</i> —Sanction accorded to an advance of Rs. 4,000 to — from the Provident Fund to pay his passage to and from Europe.	23rd do. do. No. 204 R.	.....
<i>Peralam-Karikal Railway</i> —Letter to His Excellency the Governor of French Settlements in India regarding the construction of the — by the Agency of the South Indian Railway Company under certain terms.	23rd do. do. No. 205 R.	.....
<i>Rate List, Class K, Rolling-stock for 1893.</i> —Letter from the Director-General of Railways forwarding —, recorded.	25th do. do. No. 206 R.	.....
<i>Land required for the East Coast Railway, Ganjam district.</i> —Notification for the acquisition of certain —, ordered to be published in the Fort St. George Gazette.	25th do. do. No. 207 R.	.....
<i>Revenue Account of the Kolar Gold Fields Railway for the half-year ended 30th June 1894.</i> —Orders of the Government of India solicited on certain points raised in the note by the Examiner, Railway Accounts, regarding the —.	26th do. do. No. 208 R.	.....

Subjects.	Number and Date of Order.	Numbers and Dates of previous Orders.
<i>Captain A. D. G. Shelley, R.F.</i> —Declaring — to be the Controlling officer for the Department of Consulting Engineer for Railways, Madras, during the absence on leave of Mr. F. R. Upcott.	26th March 1895, No. 209 R.	.....
<i>Travelling Journals of the Engineers-in-Chief, Madras-Pamban, Tinnevely-Quilon and Arakere-Mangalore Railway Surveys.</i> —The Examiner, Public Works Accounts, authorised to accept the — without countersignature.	26th do. do. No. 210 R.	.....
<i>Additional locomotives and rolling-stock, South Indian Railway.</i> —Letter to the Government of India stating that the Board of Directors, South Indian Railway, object to the charge against capital of 2 per cent. for wear and tear of machinery made in the estimate of Rs. 14,31,589 for —, and requesting orders thereon.	27th do. do. No. 211 R.	.....
<i>Recreation rooms at Trichinopoly and Negapatam.</i> —Sanction of the Government of India requested to two grants from the Fine Fund, South Indian Railway, each of Rs. 30,000 to cover the cost of erecting —.	27th do. do. No. 212 R.	20th Nov. 1894, No. 3697 C.
<i>General Rules for open lines of railway in British India administered by the Government.</i> —Resolution of the Government of India sanctioning the — and directing that they shall be brought into force on the 1st August 1895, communicated with remark to the Agents, Madras, South Indian and Nizam's Railways, and also to the Engineer-in-Chief, Nilgiri Railway.	27th do. do. No. 213 R.	.....
<i>Madhavaram-Muttupet Railway.</i> —Orders of the Government of India requested as to the procedure to be adopted in respect of charges for Government control to be levied on the —.	29th do. do. No. 216 R.	.....
<i>Mr. J. Lightfoot, Examiner of Railway Accounts, Madras.</i> —Proceedings of a Medical Board in the case of —, forwarded to the Government of India with the request that the furlough granted to him may be commuted to twelve months' sick leave.	28th do. do. No. 217 R.	.....
<i>Ennore Section of the Madras-Berunda Railway.</i> —The proposals of the Deputy Collector, Saidapet Division, to retain, till the end of April, certain establishment required for compensation work in connection with the —, approved.	28th do. do. No. 220 R.	12th Jan. 1895, No. 16 R.
<i>Madras-Ennore Section of the Berunda-Madras Railway.</i> —Telegram from the Government of India sanctioning the proposed charge of Rs. 775 per annum to the — for direction, audit and stores, communicated to the Agent and Manager, Madras Railway, and to the Examiner, Railway Accounts.	28th do. do. No. 221 R.	.....
<i>Land required in the Kistna district for a quarry by the East Coast Railway.</i> —The notification for the acquisition of —, ordered, with remark, to be published in the Fort St. George Gazette.	29th do. do. No. 222 R.	.....