

Public Works (1895) Department.

RAILWAY BRANCH.

G.O., No. 49 R

DATED 30th July

[Despatch Abstract.]

Institute at Arkonam: — Revised estimate of
Rs 5,784 for the Madras Railway, sanctioned.

ment of Madras. The inconvenience that would probably arise from this sub-division would be overcome by placing the whole of the northern portion under the control of one Government, but the disadvantages to which the mercantile community will be subject on the entry of the Bengal-Nagpur Railway into this Presidency cannot be so easily remedied.

It is scarcely necessary to point out to Government that commercially, ethnographically and geographically the Bengal Districts north of Cuttack are totally distinct from the Madras Districts south of it, and it would be only reasonable and politic that the separate sections of the East Coast Railway should correspond to these differences.

The Chamber, moreover, is of opinion that the necessity for respecting these differences gathers additional weight in the case of the Bengal-Nagpur Railway, because the portion from Cuttack to Vizianagram is altogether outside the legitimate sphere and legitimate interests of that line. Its legitimate sphere is behind the Eastern Ghauts and in the Lower Provinces of Bengal: its legitimate interests flow from the North-East to the South-West and *vice versa*, and may be said to be centred in Calcutta. The Northern Circars of this Presidency are from every point of view absolutely foreign to the Bengal-Nagpur system: their trade naturally enough flows southwards rather than northwards and their commercial interests can only be served effectively by a single railway administration dealing with the whole body of merchants and producers in that part of the Empire. To detach a small portion of what is a peculiarly homogeneous commercial sphere and hand over the administration of its railway communications to what is practically a foreign railway administration, whose interests are centred elsewhere and the bulk of whose dealings is with people of different language and race and with different commercial interests, would, in the Chamber's opinion, be a grave error of judgment.

From the point of view of the merchant, the producer, the shipper, and the people generally of the Northern Circars, there can be no manner of doubt that the best interests of those districts, and consequently of Government which has provided railway communication for them, would best, and indeed could only, be served by a single administration along the whole coast line that pertains to Madras; and from the point of view of the Government Consulting Engineer's Department also it is, in the Chamber's opinion, only politic and reasonable that the control of railways in Madras Districts should be exercised from Madras only, and not partly from Madras and partly from Calcutta.

In conclusion, the Chamber trusts that the Madras Government, if it has not already done so, will address the Government of India on this important subject, protesting against the acceptance of such a proposal as that referred to, which, if sanctioned, will have most damaging effects on the interests of the Madras Coast.

I have the honour to be,

Sir,

Your most obedient Servant,

P. R. Chamberlain
Chairman.

P.W. Current No 6718

Recd 3.9.95

Circulate

in accordance with the foregoing

from Mr. Ellis.

Adm Mr. Fox

We ought to send ^{India} ~~them~~ a copy
of the letter of the Madras Chamber
of Commerce, and state that in
our opinion the working of the
E. C. railway should ~~be~~ most
certainly be entrusted to the
Madras Rail^y. for that portion of
the line, wh. runs thro' the Madras
Presidency - but that we refrain
from stating our reasons, as we
do not know if the matter has
proceeded to Gov. as to render
useless our making any protest.
But that if there is still
~~time~~ we beg to be permitted
to make our representations on
the subject? ^{It is impossible we had ask} ~~well also to be~~
favoured with the reasons wh.
have led to the present proposal
being approved. W.

I quite agree 9 Sep 95
India has already
Come to any decision in

Division of the East Coast
Railway from Madras
to Calcutta between the
Madras & Bengal Raffles
Railways for working -

The Madras Chamber of
Commerce submit the
enclosed letter, the title
of which has also
appeared in the Madras
Mail - Very cogent reasons
are urged that the line
to the South of Cuttack
should be worked by the
Madras Ry - the principal
one being that the trade
of the Madras Presidency
in the northern Circars
has principally flowed South
wards and Nagapattanam &
Colouada have been the
principal ports for imports
& exports for these districts
and that the B. N. Ry would
naturally, if they worked
the Vizianagaram Cuttack
portion of the East Coast
endeavour to divert as
much trade as possible
to Calcutta to the detriment
of the local ports -
Judging from the distance
Vizianagaram is certainly
the centre of the East Coast

System this

Madras - Bayada
with branches = 290

Bayada - Vizianagaram
with branches = 247

V = 537

Vizianagaram - Cuttack = 200

Cuttack - Calcutta = 254

Mini Madras
branch = 100

554

and the present Madras
& Bengal railway systems
are about equal mileage
viz 850 and 860 respec-
tively -

But the argument, if
it is one, of giving the 2
working Cos equal mileage
is nothing compared to
the advantage of fostering
& developing the trade
in the channels that it
has hitherto flowed -
I think the Govt. of India
should be reminded that
in 70 R of 11/95 this
Govt. urged that the Wally
of the East Coast should
be made near to the Ma-
dras Ry - and that if
not considered desirable
to give over the whole
length to Cuttack & the

this matter, it has done
so without allowing us
a reasonable opportunity
of saying in say ~~the~~
would protest energetically
to the S. of S.

KN 10/9/95 JK 11/9

Madras Ry - at least that
portion lying in the Madras
Presidency to Pampore
(about 75 miles north of
Cuttack) should be worked
by them - and attention
should be invited to the
remarks in para 2 of 71 R
of 12/95 in which the Madras
Govt laid stress on the great
advantages for administration,
material advancement, education
and business by having a
direct line of railway from
the district of Pampore (among
others) to the centre of Ma-
dras a seat of Govt. and
that these advantages might
be nullified in part if
a different Ry ^{Company} ~~was~~
the one who might naturally
be out of sympathy with
the country, were allowed to
work half the line in that
District

7th Dec 11/95

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GOVERNMENT OF MADRAS.
PUBLIC WORKS DEPARTMENT.

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<i>Perambur Workshop.—</i> Estimate of Rs. 11,609 for extending the line across the tank into the timber-yard at the —, Madras Railway, sanctioned.	1895. 4th Sept., No. 564 R.	...	
<i>Surplus Profits.—</i> The Agent, South Indian Railway, authorised to draw Rs. 1,48,769-9-1 from the treasury as — due for the half-year ended the 30th June 1895, under clause 60 of the contract and after adjusting Rs. 3,874-3-1 on account of income-tax to remit Rupees 1,44,895-6-0 to his Board.	12th Sept., No. 574 R.	...	
<i>Capital and Revenue Accounts, South Indian Railway.—</i> Ordered that copies of the — for the half-year ended the 30th June 1895, with note thereon by the Consulting Engineer for Railways, be forwarded to the Government of India and the Secretary of State.	13th Sept., No. 577 R.	...	
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<i>Pilgrim Traffic.</i> —Orders on report from the Sanitary Commissioner on the inadequacy of arrangements to meet the sanitary requirements of pilgrims on the South Indian Railway.	20th Sept., No. 590 R.	...	...
<i>Madras-Ennore Section of the Bezwada-Madras Railway.</i> —The Government Inspector's Inspection Report of the — for the half-year ending 30th June 1895, communicated to the Agent and Manager, Madras Railway, for attention, and to the Local and Municipal Department, with reference to the remarks by the Senior Government Inspector.	23rd Sept., No. 597 R.	...	...
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<i>His Highness the Nizam's Guaranteed State Railway and the Bezwada Extension Railway.</i> —The Government Inspector's Inspection Report of — for the half-year ended the 30th June 1895, communicated to the Agent and Manager for necessary action.	23rd Sept., No. 599 R.	...	...
The above forwarded to the Government of India.	23rd Sept., No. 600 R.	...	...
<i>Capital and Revenue Accounts, Madras Railway.</i> —Ordered that the note by the Acting Chief Auditor on the — for the half-year ended the 30th June 1895, be forwarded to the Government of India and to the Secretary of State.	23rd Sept., No. 608 R.	...	...
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<i>Engineering Workshops.</i> —Estimate of Rs. 20,000 for the proposed — at Arkonam, Madras Railway, sanctioned.	1895. 24th Sept., No. 610 R.	...	...
<i>Capital and Revenue Accounts, Kolar Gold Fields Railway.</i> —Ordered that the note by the Acting Chief Auditor on the — for the half-year ended the 30th June 1895, be forwarded to the Government of India and the Secretary of State.	25th Sept., No. 615 R.	...	...
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<i>Capital and Revenue Accounts of the Kolar Gold Fields Railway.</i> —Ordered that copies of the — for the half-year ended the 30th June 1895, with note thereon by the Consulting Engineer for Railways, be forwarded to the Government of India and the Secretary of State.	26th Sept., No. 617 R.	...	...
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<i>Analysis of working, South Indian Railway (including the Māyavaram-Muttupet and Pondicherry Railways).</i> —Ordered that copies of the — for the half-year ended the 30th June 1895, be forwarded to the Director-General of Railways and the Secretary of State.	28th Sept., No. 624 R.	...	...
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GOVERNMENT OF MADRAS.
PUBLIC WORKS DEPARTMENT.

TABULAR STATEMENT OF MISCELLANEOUS PROCEEDINGS
AND MATTERS OF ROUTINE,

RAILWAY,
FOR THE MONTH OF SEPTEMBER 1895.

Subjects.	Number and Date of Order.	Numbers and Dates of previous Orders.
<i>Tolls.</i> —Letter to the Government of India stating that no ferry or bridge — are levied on the Madras and South Indian Railways.	1st Sept. 1895, No. 560 R.	.....
<i>Official Meeting and Stores Committee (No. 7 of 1895), Madras Railway.</i> —Minutes of the — held on 25th July 1895, approved, and copies ordered to be forwarded to the Government of India.	1st do. do. No. 561 R.	.....
Forwarded	1st do. do., No. 562 R.	.....
<i>South Indian Railway Board's letter.</i> —Letter to the Government of India forwarding copies of — No. 156, dated 2nd August 1895.	2nd do. do. No. 563 R.	.....
<i>Rent.</i> —The payment of Rs. 50 per mensem as — for office of the Engineer-in-Chief, Arsikere-Mangalore Railway Survey, sanctioned.	4th do. do. No. 565 R.	.....
<i>Tinnevely-Quilon Railway Survey.</i> —The Resident in Travancore to be requested in the Political Department to arrange with the Travancore Government for the early payment of the balance of Rs. 2,000 towards the cost of the —, and the Examiner's attention drawn to telegram from the Engineer-in-Chief of the Survey.	6th do. do. No. 566 R.	.....
<i>Standard Dimensions.</i> —Amended enclosure to Government of India Circular forwarding Corrigendum slip in connection with the schedule of — to be observed on Railways in India, communicated to Railway administrations.	7th do. do. No. 567 R.	.....
<i>Dr. Moore's Manual of Family Medicine.</i> —Letter to the Government of India requesting sanction to the local purchase, by the Engineer-in-Chief, Arsikere-Mangalore Railway Survey, of three copies of — and 23 medicine chests of the aggregate value of Rs. 121.	7th do. do. No. 568 R.	.....

Subjects.	Number and Date of Order.	Numbers and Dates of previous Orders.
<i>Carriage of Coal, Railway Materials and Stores.</i> —Letter to the Government of India stating that the Agent, Madras Railway, does not think it advisable to accept the revised rates and conditions for the —, proposed by that Government, and that the Agent, South Indian Railway, has referred the matter to his Board of Directors.	7th Sept. 1895, No. 569 R.	.....
<i>Lines of Railway in the Madras Presidency.</i> —Letter to the Government of India forwarding a list of the proposed — divided into classes of main lines and branches of existing lines of Railway and further sub-divided in the order of their urgency.	10th do. do. No. 570 R.	.....
<i>East Coast Railway.</i> —Letter to the Government of India forwarding a protest by the Chamber of Commerce against the division for working purposes of the — from Madras to Calcutta at Vizianagram between the Madras and the Bengal-Nagpur Railways.	12th do. do. No. 571 R.	.....
<i>Haulage of Post Office Vehicles, &c.</i> —Letter to the Government of India requesting to be supplied with copies of that Government letter No. 2604 R., dated 16th June 1879, regarding payment for the — on State Railways and for the conveyance of mails by State Railway ferry steamers.	12th do. do. No. 572 R.	.....
<i>Assistant Telegraph Engineer, Madras Railway.</i> —Letter to the Government of India forwarding, for favourable consideration, a further communication from the Agent on the subject of the pay of —.	12th do. do. No. 573 R.	.....
<i>Mr. J. E. N. Boydell, Executive Engineer.</i> —Granted an extension of eight days' joining time under article 198, Civil Service Regulations, when transferred to the Arsikere-Mangalore Railway Survey.	13th do. do. No. 575 R.	.....
<i>Survey of the Palk Strait.</i> —Letter from the Government of India stating that the results of the new — will be communicated in due course, and forwarding copies of certain reports by Mr. F. J. Warning, recorded.	13th do. do. No. 576 R.	.....
<i>Land.</i> —Notification for the acquisition of — for the approach road at Ellore station, East Coast Railway, ordered to be published in <i>Fort St. George Gazette</i> .	18th do. do. No. 584 R.	.....
<i>General Rules for open State Railways.</i> —Letter to the Government of India forwarding a revised statement showing the requirements of the Railways in Madras with regard to the English or Vernacular copies of the —.	18th do. do. No. 585 R.	.....
<i>Madras Railway.</i> —Letter to the Government of India requesting an indication of the policy of that Government in respect of the construction of a proposed line from Pólanúr to Dindigul and of other branches of the —.	18th do. do. No. 586 R.	.....

Subjects.	Number and Date of Order.	Numbers and Dates of previous Orders.
<i>Line of Railway from Arcot Station to Arcot Town.</i> —Letter to the Government of India requesting sanction to the survey of the proposed branch — of the Madras Railway.	18th Sept. 1895, No. 587 R.	.....
<i>Nandalur Station.</i> —Letter requesting the sanction of the Government of India to an estimate of Rs. 76,143 for the conversion of — on the North-West line, Madras Railway, into an engine-changing station.	19th do. do. No. 588 R.	.....
<i>Standard Dimensions.</i> —Government of India letter requesting the opinion of this Government and of the Agents of Railways on draft lists of — for Railways in India 5 feet 6 inches and metre gauges, communicated to the Agents of the Madras and South Indian Railways and to the Engineer-in-Chief, Nilgiri, for favour of opinion.	19th do. do. No. 589 R.	.....
<i>Medical Officer of the Madras Railway Company.</i> —Letter to the Government of India requesting sanction to an increase of the pay of Dr. Currie, —, from Rs. 450 to Rs. 550 per mensem with effect from 3rd August 1895.	20th do. do. No. 591 R.	.....
<i>Crossing Station.</i> —Letter to the Government of India stating that this Government has sanctioned the opening of a — at Lokur 186½ miles between Mallapuram and Kadiampatti on the South-West line of the Madras Railway.	21st do. do. No. 592 R.	.....
<i>Land.</i> —Notifications for the acquisition of — required for the Bezwada-Madras Railway, ordered to be published in <i>Fort St. George Gazette</i> .	21st do. do. No. 593 R.	.....
<i>Nizam's Guaranteed State and Bezwada Extension Railways.</i> —Letter to the Government of India furnishing certain information with respect to the quality of the ballast on which certain cracked sleepers referred to in the Inspection Report on the — for half-year ended 31st December 1894, occur.	21st do. do. No. 594 R.	.....
<i>Indian Arms Act XI of 1878.</i> —Letter to the Government of India requesting to be furnished with Government of India Circular No. 41, Railway, dated 3rd December 1879, embodying extracts from the — and from rules issued under that Act for guidance of Railway officials in the Bengal Presidency.	21st do. do. No. 595 R.	.....
<i>Madras-Ennur Section.</i> —Letter to the Government of India forwarding the quarterly progress table in form B for the — of the Bezwada-Madras Railway for the period ending 30th June 1895.	21st do. do. No. 596 R.	.....
<i>Revenue Statistics.</i> —Ordered that copies of the — (outwards and inwards traffic at stations) of the Madras Railway for the half-year ended the 30th June 1895, be forwarded to the Government of India.	23rd do. do. No. 601 R.	.....
Forwarded	23rd do. do. No. 602 R.	.....

Subjects.	Number and Date of Order.	Numbers and Dates of previous Orders.
<i>Stationery.</i> —Sanction accorded to the local purchase of — amounting to Rs. 10-14-5 for the Arsikere-Mangalore Railway Survey during December 1894.	23rd Sept. 1895, No. 603 R.	.....
<i>Land.</i> —Notification for the acquisition of — required for the East Coast Railway in Vizagapatam district, ordered to be published in <i>Fort St. George Gazette</i> , and the Collector authorised to acquire them under section 17 of the Act.	23rd do. do. No. 604 R.	.....
<i>Land.</i> —Notifications for the acquisition of — in Chingleput district required for the Bezwada-Madras Railway, ordered to be published in <i>Fort St. George Gazette</i> , and the Collector authorised to acquire them under section 17 of the Act.	23rd do. do. No. 605 R.	.....
<i>General Rules for working open lines of Railway.</i> —Letter to the Government of India stating that arrangements are being made by this Government to translate portions of the — into the Malayalam language for the Madras Railway.	23rd do. do. No. 606 R.	.....
Copy of the above forwarded to the Agent, Madras Railway	23rd do. do. No. 607 R.	.....
<i>Special Deputy Collector, Bezwada-Madras Railway, Northern Section.</i> —Orders sanctioning the proposed establishment for the —, and approving the fixing of his head-quarters at Bapatla.	25th do. do. No. 611 R.	.....
<i>Officers and Subordinates.</i> —Letter to the Government of India reporting that certain — were relieved of their duties on the specified dates on transfer to the Bezwada-Madras Railway.	25th do. do. No. 612 R.	.....
<i>Guttur Station on the Guntakal-Hindupur Section.</i> —Letter to the Government of India requesting sanction to the name of — being altered to <i>Makkajipalli</i> .	25th do. do. No. 613 R.	.....
Copy of the above forwarded to the Secretary for Railways, Bombay	25th do. do. No. 614 R.	.....
<i>Capital and Revenue Accounts of Government Buildings.</i> —Letter to the Government of India forwarding, with remarks, the — on the South Indian Railway for 1894-95.	26th do. do. No. 619 R.	.....
<i>Railway Projects.</i> —Letter to the Government of India regretting the delay in the submission of the Cannanore-Calicut, Shoranur-Cochin and Madura-Pámban —, and enquiring if the results of the estimates may be telegraphed on receipt from the Chief Engineers concerned.	28th do. do. No. 620 R.	.....
<i>Line of Railway from Perakam to Karikal.</i> —Letter from the Government of French Settlements in India stating that he has no objection to urge against the mode of payment of the amounts required for expenditure on the — suggested by the Government of India, recorded.	26th do. do. No. 621 R.	.....

Subjects.	Number and Date of Order.	Numbers and Dates of previous Orders.
<i>Land.</i> —Notification for the acquisition of — required for the Bezwada-Madras Railway in Chingleput district, ordered to be published in the <i>Fort St. George Gazette</i> .	26th Sept. 1895, No. 622 R.	.....
<i>Service on the North-Western Railway.</i> —Letter to the Government of India forwarding nominal lists of staff on the Madras and South Indian Railways, who have volunteered for — in the event of mobilization.	28th do. do. No. 623 R.	.....
<i>Land.</i> —Notification for the acquisition of — required for a flag station at Durgada, Gódvári district, ordered to be published in <i>Fort St. George Gazette</i> .	28th do. do. No. 626 R.	.....
<i>Indian Arms Act XI of 1878.</i> —Letter to the Government of India stating the number of copies that will be required of extracts from the — and rules made thereunder in the Madras Presidency.	28th do. do. No. 627 R.	.....
<i>Tinnevely-Quilon Railway Survey.</i> —The plans and estimates of the — with a note by the Consulting Engineer for Railways, forwarded to the Resident in Travancore and Cochin, through the Political Department for the consideration of the Travancore Government and the acceptance of the estimate recommended.	30th do. do. No. 628 R.	.....
<i>Rules for the preparation of Railway projects.</i> —Government of India corrigendum to the —, communicated to the Agents, Madras and South Indian Railways, and to the Engineer-in-Chief, Bezwada-Madras Railway.	30th do. do. No. 629 R.	.....
<i>Professional Tax.</i> —Government of India letter enclosing the opinion of the Advocate-General, Bengal, on the question of liability of the East Coast Railway to pay — to Municipal bodies in the Madras Presidency, communicated to the Manager, East Coast Railway, and to the Local and Municipal Department.	30th do. do. No. 630 R.	.....
<i>Establishment.</i> —The retention of the present — for the construction of the Madras-Ennur Section to the end of the current official year, approved, pending the sanction of the Government of India to a proposed transfer of funds in the construction estimate, and the grant of Rs. 100 per mensem to Mr. Duncan for holding charge of the Ennur Branch Works in addition to his duties, sanctioned.	30th do. do. No. 631 R.	.....
<i>Funds.</i> —Letter to the Government of India requesting sanction to the transfer of Rs. 5,000 from II "Land" to XII 2. "General charges, Engineering" in the construction estimate of the Madras-Ennur Section of the Bezwada-Madras Railway.	30th do. do. No. 632 R.	.....

Ans N. for September 10/2

P. W. D.

No.

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

September & October

nos 564 - 7/2

CAPITAL ACCOUNT.

Da.

Cr.

	Rs.	a.	p.		Rs.	a.	p.
To Expenditure incurred in India ...	6,55,910	9	0	By Construction accounts, viz:—			
				Preliminary expenses ...	6,111	1	11
				Land ...	13,401	15	9
				Construction of Line ...	1,95,602	3	3
				Ballast and Permanent way ...	3,30,830	0	9
				Stations and Buildings ...	80,553	6	0
				Plant ...	5,789	4	8
				Establishment including Telegraph ...	39,593	11	1
					6,71,881	11	5
				By Suspense accounts ...	3,047	5	6
				Total...	6,74,929	0	11
				Less receipts on capital account, creditable to the following heads:—			
				Construction of line...	5	4	0
				Ballast and Permanent way ...	19,013	3	11
				Total...	19,018	7	11
Total...	6,55,910	9	0	Total ..	6,55,910	9	0

These figures are furnished by the Mysore Durbar.

KOLAR GOLD FIELDS RAILWAY.

Abstract of Principal Commodities Half-year ending 30th June, 1895.

DESCRIPTION OF COMMODITY.	QUANTITY.		RECEIPTS.		QUANTITY.		RECEIPTS.	
	First Half of				Increase.	Decrease.	Increase.	Decrease.
	1894.	1895.	1894.	1895.				
	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
I. COAL AND COKE CARRIED FOR THE PUBLIC AND FOREIGN RAILWAYS. ...	8,052	42,834	6,853	38,297	...	...	...	...
II. COTTON, RAW ...	...	...	...	...	...	...	...	...
III. COTTON MANUFACTURED.—								
(1.) Twist and Yarn, European ...	...	...	...	...	...	...	...	...
(2.) Twist and Yarn, Indian ...	...	...	...	...	...	...	...	...
(3.) Piece Goods, European ...	...	3	6	7	...	...	...	...
(4.) Piece Goods, Indian.	1	4	4	6	...	...	...	...
IV. DRUGS AND CHEMICALS.—								
(1.) Intoxicating other than Opium ...	...	...	...	...	...	...	...	...
(2.) Non-intoxicating.—								
(a.) Cinchona bark.	1	...	20	...	...	...	...	...
(b.) Others ...	...	...	...	...	...	...	...	...
V. DYES AND TANS.—								
(1.) Indigo ...	...	...	...	...	...	...	...	...
(2.) Myrabolams ...	...	...	...	...	...	...	...	...
(3.) Cutch ...	...	...	...	...	...	...	...	...
(4.) Turmeric ...	...	...	...	...	...	...	...	...
(5.) Aniline dyes ...	...	14	...	13	...	...	...	...
(6.) Others ...	...	...	...	...	...	...	...	...
VI. GRAIN AND PULSE.—								
(1.) Wheat ...	...	5	...	4	...	...	...	...
(2.) Rice in the husk ...	47	206	74	185	...	...	...	...
(3.) Rice not in the husk.	26	385	167	544	...	...	...	...
(4.) Jawar and Bajra ...	...	1	...	2	...	...	...	...
(5.) Grain and Pulse ...	4	21	9	23	...	...	...	...
(6.) Others ...	...	5	...	6	...	...	...	...
VII. HIDES AND SKINS.—								
1. Hides of Cattle.—								
(a.) Dressed or tanned ...	...	2	...	3	...	...	...	...
(b.) Raw ...	...	...	...	...	...	...	...	...
2. Skins of Sheep, &c.—								
(a.) Dressed or tanned ...	...	8	...	6	...	...	...	...
(b.) Raw ...	...	20	2	23	...	...	...	...
VIII. HORNS ...	...	...	...	...	...	...	...	...
IX. JUTE.—								
(1.) Raw ...	...	...	...	...	...	...	...	...
(2.) Gunny bags and cloth ...	1	5	4	9	...	...	...	...
X. LAC.—								
(1.) Stick ...	...	...	...	...	...	...	...	...
(2.) Shell ...	...	...	2	...	...	...	...	...
XI. LEATHER MANUFACTURED	...	...	...	...	...	...	...	...
Carried forward..	8,132	43,563	7,141	39,128	...	...	...	...

Note:—The figures for 1894 relate to the month of June only.

BACK PAPERS.

[illegible]

FURTHER PAPERS.

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

4TH SEPTEMBER 1895, No. 564 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper :—

From the Officiating Agent and Manager, Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 16th July 1895, No. E. 470/642.

I have the honour to forward, herewith, an estimate with plan No. 3503 for the extension of line across tank into the timber yard at Perambúr Works and to request that the sanction of Government may be conveyed to me for the required outlay, Rs. 11,609, chargeable in the proportion of Rs. 11,452 to Capital and Rs. 157 to Revenue.

2. In explanation of the necessity for the work the Locomotive Superintendent writes :

"The extension of this line will be a very great convenience and save much time and expense in handling timber, as it will enable us to load the logs as required by a crane into timber trucks or trolleys and transport them direct to the Saw Mill instead of, as is now necessary, doing this work by hand labour."

3. The matter was discussed at a meeting of officers held in my office on the 7th May last and approved.

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

ORDER—dated 4th September 1895, No. 564 R., Public Works.

Sanction is accorded to the estimate amounting to Rs. 11,609 chargeable in the proportion of Rs. 11,452 to Capital and Rs. 157 to Revenue for extending the line across the tank into the timber yard at the Perambúr Workshop.

2. This sanction has been registered as No. 20 R. of 1895-96.

(True Extract.)

Under Secy. to Govt., P.W.D.,
Railway Branch.

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

Exd. T. K. Narayana Aiyangar.
Spare Copies

RAILWAY.

Govt. of {1895} Madras.
PUBLIC WORKS.

Dated September, 4th.

Recd.

Encl.

G.O., 4th Sept. 1895, No. 564 R.

SEPTEMBER.

Perambur Workshop

Estimate of Rs. 11,609 for extending the line across the tank into the timber yard at the —, Madras Railway, sanctioned.

(A. & M. I.)

No. E 470

642

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

Madras, 16th July 1895.

From

Pr

To

SIR,

The offg. Agent and Manager,
A.R. Jay.

The Consulting Engineer for Railways,

Madras.

I have the honour to forward herewith an estimate with plan N^o. 3502 for the extension of line across tank into the Timber yard at Perambur Works and to request that the sanction of Government may be conveyed to me for the required outlay. Rupees 11,609/-, chargeable in the proportion of Rupees 11,452/- to Capital and Rupees 157/- to Revenue.

2. In explanation of the necessity for the work the Locomotive Superintendent writes:—

"The extension of this line will be a very great convenience and save much time and expense in handling timber, as it will enable us to load the logs as required

by

"by a crane into timber trucks or trollies
and transport them direct to the Saw
mill instead of, as is now necessary,
doing this work by hand labour."

3. The matter was discussed at a
meeting of officers held in my office on
the 7th May last and approved.

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,

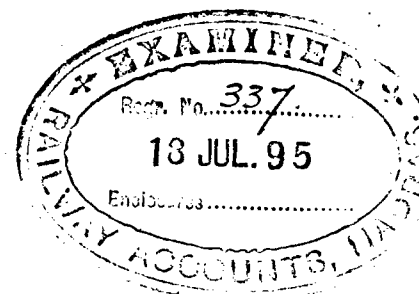
Your most obed^t servant.

Edmund.

Offg. Agent & Manager.

EB

11
th



OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,
Madras, 17th July 1895.

No. 2320

OFFICE NOTE.

Letter from the Agent and Manager Madras Railway, No. E 470
dated 16th July 1895, forwarded to the Examiner of Railway
Accounts. for favor of remarks as to allocation
and budget provision.

[Signature]

for E.R.

EXAMINER'S REPLY.

The estimate is correct as to allocation and
requires the sanction of Local Govt.
Funds are available from the grant for
unsanctioned works, Schedule B of
Budget '95-96.

[Signature]

[Signature]

[Signature]

[Signature]

[Signature]

WR

P.T.O.

MADRAS RAILWAY.

From
To
Dated
Recd
The Consulting Engineer
The Agent and Manager
for Railways.

Letter to Gen in No 2446
30-7-95

Madras, 30 July 1895.

To

AGENT AND MANAGER, M. R.

No. 2446 Reply No. 8470
764, dated 27.8.95

Sir,

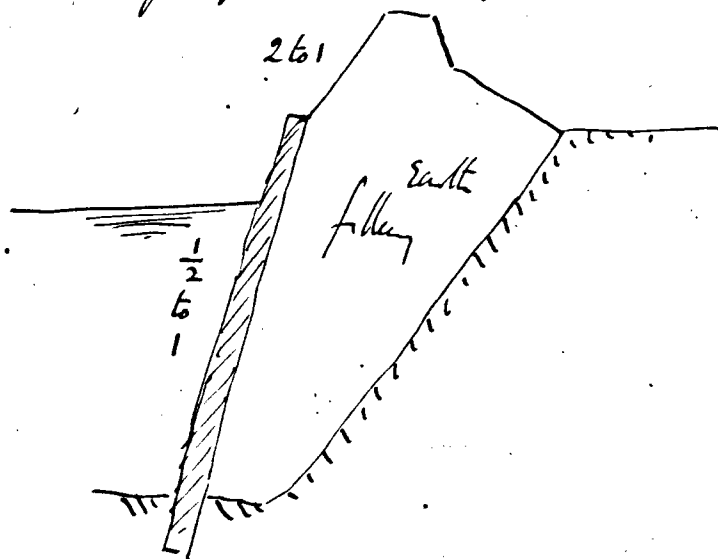
With reference to your letter No. 642 dated 16th July 1895, Relinquishing for sanction an estimate for the proposed extension of line across tank into the timber yard at Perambalur workshop, I have the honor to state that the design for the retaining wall appears weak and to suggest that ~~a revised design~~ showing a flatter slope should be used ~~and be submitted to this office.~~

Reminders.

Subject.

5/12

The proposed arrangement



doesn't seem a very good one.

A ^{suggested} wide shaped mass of filling, after downwards, faced with dry stone revetment at a slope of $1\frac{1}{2}$ to 61 and with water standing against it would I should think be very likely to fail. The slope should I think be flatter.

JH
22/7

Reply that the design for the retaining wall appears weak --- suggest flatter

slope - M 26
7

No. 564. R. dated 4. 9. 95

(No. II.)

No. 2470

764

MADRAS RAILWAY.

AGENT AND MANAGERS' OFFICE,

Madras, 27 August 1895

From

The Agent and Manager.

M. R. Co.

To

The Consulting Engineer for Railways.

Madras.

SIR,

Referring to your letter No. 2446 of the 30th ultimo, I have the honor to forward herewith a revised drawing of the proposed extension of line across tank into timber yard at Perambur works in which the slope of the bank has been increased to $1\frac{1}{2}$ to 1

I have the honor to be,

Sir,

Your most obed^t. servant

Edmund

Agent & Manager

Est may line in station

28/8

back

3718
29.8.95

No. 188
Reel.
Dated
To
The Consulting Engineer
for Railways.
From
The Agent and Manager.
MADRAS RAILWAY.

564R

(R) Form No. 3.

A.

No. 564R, dated 4.9.95
PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following

Letter from the Agent and
Manager Madras Railway } H. E. N. = $\frac{E420}{642}$ of 16 July 1895

W
4 Sep

Print

Sanction is accorded to
the estimate amounting
to Rs 11,609 chargeable in the
proportion of Rs 11,452 to
Capital and Rs 157 to Revenue
for the extending of the line
across the tank into the Timber
yard at Perambur work.
2. This sanction has been
registered as N-20, R of 1895-96.

DR
29-8-95

To, The Agent & Manager, Madras Railway
" Examiners, G. P. Dept.
His Excellency the Governor
In approval

DISPATCHED
13 SEP. 95

11/2/2.9
2419

138
30.8