Public Works (1897) Department.

G.O., No. 612 R

DATED 1 September 1897

4/9/97

[Despatch Abstract.]

Proposal to add a third rail between Guntakal and Bellary: Correspondence on the subject of a — to allow of a broad gauge train running between the two stations, records.

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[P.W. 25 / 1,000 26-11-96]

Indexed 3/9/97

BACK PAPERS.

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

FURTHER PAPERS.

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

RAILWAY.

Government (1897) of Madras.

PUBLIC WORKS.

Recd. } 1897. *Enclosures*
Regd. *Spare copies*

G.O., No. 612 R., 1st September 1897.

SEPTEMBER.

Proposal to add a third rail between Guntakal and Bellary

Correspondence on the subject of a — to allow of a broad gauge train running between the two stations, recorded.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read again the following papers:—

From the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, to the Joint Secretary to the Government of Bombay, Public Works Department, Railway Branch, dated 13th September 1887, No. 672 R.

I am directed by His Excellency the Governor in Council to forward, for the consideration of the Government of Bombay, an extract from the address presented by the People's Association of Bellary to His Excellency the Governor on the occasion of his recent visit to that station:

> Although we are aware that all matters in connection with the Southern Mahratta Railway are immediately subject to the control of the Bombay Government, we feel the grievance so heavy and the injury to trade so great, that we are impelled to bring the matter to your notice in the hope that your Excellency will forward an extract from this address to His Excellency the Governor of Bombay with your recommendation that our wishes may be complied with as far as practicable. The grievance, we have to complain of, is caused by the introduction of the narrow gauge which, being unable to provide room for all the goods brought in by the Madras and Great Indian Peninsula trains, exposes them to great risk and loss by their having to be left in the open at Guntakal and exposed to the weather and pilferers, especially such goods as cotton, jaggery, &c. We trust we may not be thought presumptuous in suggesting that the broad gauge may be resumed between Bellary and Guntakal at least until the Southern Mahratta Railway is in full working order.

His Excellency, I am to state, replied as follows:—

> You rightly observe that all matters in connection with the Southern Mahratta Railway are subject to the control of the Government of Bombay. Your request that the broad gauge may be resumed between Bellary and Guntakal is not one in respect of which I can hold out any hope of compliance, because the change from broad to narrow gauge has been deliberately decided upon after most laborious investigation, but I see no objection to making known to the Government of Bombay, for such notice as that Government may think proper to take of it, your complaint as to the fate of goods which are transferred from the broad to the narrow gauge at Guntakal.

2. I am to ask that the representation of the Bellary People's Association may receive the earnest consideration of the Bombay Government and that such action may be taken thereon as will secure on the part of the Southern Mahratta Railway Company arrangements that will tend to minimize the inevitable inconvenience in times of commercial pressure of the break of gauge at Bellary.

3. His Excellency's attention, I am to add, was especially drawn to the apparent insufficiency of metre gauge rolling-stock available at Guntakal junction during the recent cotton season, and I am to ask that the influence of the Government of Bombay may be actively exerted in this matter which so seriously affects the interests of the port of Madras and the public in general.

G.O., No. 931 R., dated 15th December 1887.

Letter from the Joint Secretary to the Government of Bombay, Public Works Department, Railway Branch, to the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, dated Bombay Castle, 29th November 1887, No. 2647:—

In reply to your letter, No. 672 R., dated 13th September 1887, I am directed to say that the rolling-stock on the Southern Mahratta Railway is about to be considerably increased, and it is trusted that before the next busy season comes round, there will be sufficient waggons to meet all the demands of the merchants of Bellary and of all other important centres of traffic.

Order—No. 931 R., dated 15th December 1887.

Recorded with reference to Proceedings, No. 672 R., dated 13th September 1887.

(True Extract.)

(Signed) C. J. SMITH, Colonel, R.E.,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

Read also the following papers.

From the Officiating Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, to the Secretary to the Government of Bombay, Public Works Department, Railway Branch, dated 7th January 1897, No. 12 R.

With reference to Government of India letter, No. 598 R.C., dated 8th June 1888, to your address, I am directed to enquire whether the Southern Mahratta Railway Company are in favour of the proposal to add a third rail so as to allow a broad gauge train to run between Guntakal and Bellary.

From the Acting Under Secretary to the Government of Bombay, Public Works Department, Railway Branch, to the Officiating Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, dated Bombay Castle, 16th January 1897, No. 156.

I am directed to acknowledge the receipt of your letter, No. 12, Railway, dated 7th January 1897, and in reply to say that the meaning of the reference is not clear.

2. The Government of India, in pursuance of the expressed wishes of the Secretary of State, finally decided, in the letter quoted by you, not to have a mixed track between Guntakal and Bellary, so that it is not apparent how the views of the Southern Mahratta Railway Company can affect the question. I am therefore to ask that some further explanation may be given as to the cause of the enquiry made in your letter under reply.

From the Officiating Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, to the Secretary to the Government of Bombay, Public Works Department, Railway Branch, dated 25th January 1897, No. 479 C.

In reply to your letter, No. 156, dated 16th January 1897, I am directed to inform you that an address was presented by the Municipal Council of Bellary to His Excellency the Governor of Madras on the occasion of his visit to that town last October.

2. It was pointed out that the break of gauge at Guntakal told heavily against the trade of Bellary, and it was stated that passengers were frequently put to great inconvenience thereby.

3. In replying to the address His Excellency the Governor expressed his sympathy with the deputation as regards the inconveniences which they complained of.

4. The fact has not been lost sight of, that the Secretary of State, when the matter was last under consideration, decided against the introduction of a third rail between Guntakal and Bellary, but it seems not impossible that a representation of the inconveniences complained of may induce him to modify his views.

5. It was on this hypothesis that the enquiry made in my previous letter was made, and I am now to request that, with the permission of His Excellency the Governor of Bombay, this Government may be put in possession of the views of the Southern Mahratta Railway on the point.

From the Officiating Under Secretary to the Government of Bombay, Public Works Department, Railway Branch, to the Officiating Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, dated Bombay Castle, 17th August 1897, No. 2204.

In reply to your letter, No. 479 C. of 25th January 1897, enquiring whether the Southern Mahratta Railway Company are in favour of a proposal to add a third rail so as to allow a broad gauge train to run between Guntakal and Bellary, I am directed to forward copies of the undermentioned documents and, in so doing, to remark as follows.

2. It will be observed that the Southern Mahratta Railway Company are strongly opposed to the proposal; and that they assign reasons for their opinion that to lay down a third rail would be a waste of public money.

3. The question of a mixed track was exhaustively considered in 1886 and 1887, and the Secretary of State finally decided to have a metre gauge line only (*vide* letter, No. 598 R.C., dated 8th June 1888).

4. In view of the facts mentioned by the Agent of the Southern Mahratta Railway Company, I am to say that His Excellency the Governor in Council concurs in the view of the Railway Company that the introduction of a third rail and the running of trains of two gauges would be a source of considerable expense that it is not warranted by the facts.

5. In this connection I am to invite attention to paragraph 1 of your letter, No. 672 R., dated 13th September 1887.

Enclosures.

Copy of letter from the Agent, Southern Mahratta Railway Company, to the Consulting Engineer for Railways, Bombay, dated 13th May 1897, No. 1010/4610.

I have the honour to acknowledge the receipt of your letter, No. 900 of 30th January 1897, forwarding certain papers in which it is suggested that the question of providing a third rail between Guntakal and Bellary, which was settled in the negative by the Secretary of State (Bombay Government Resolution, No. 1362 of 25th June 1888) should now be re-opened and asking my opinion thereon.

2. My opinion is that no useful purpose would be served by raising the question again. As you point out, the question of a mixed track was exhaustively considered in 1886, 1887, 1888. I need not go through the arguments then used, but the following notes regarding present traffic may be of use:—

The present proposal seems to have been raised owing to the Municipal Council of Bellary having informed His Excellency the Governor of Madras that—

(1) The break of gauge at Guntakal tells heavily against the trade of Bellary.
(2) The break of gauge at Guntakal is inconvenient to passengers.

3. The first of these statements is one, the accuracy of which I much doubt. No figures are put forward to support it; no such representations have, so far as I know, ever been made to the management of this line. *Per contra* figures show that the traffic on this section has increased from 24,000 tons in the second-half of 1893 (when sectional returns first were kept) to 29,600 tons in the second-half of 1896. Further I note that, out of this 29,600 tons, by far the larger moiety (17,300 tons) consists of traffic booked to stations on the metre gauge system, and lastly that, were a third line laid, one broad gauge and one metre gauge train would have to be run in order to carry goods that on an average are now carried in one metre gauge train.

4. Turning to the second statement, viz., that relating to the passenger traffic. First, it appears that, out of 103,000 passengers carried over this section last half-year, about two-thirds of the total were carried to and from Southern Mahratta Railway stations. Of course, the remaining one-third passengers had to change carriages at Guntakal, but even were a third line put down, this would still have to be done, unless (as is very improbable) the Madras Railway would undertake to run special broad gauge carriages for all classes from and to Bellary and to and from Madras and Bombay.

5. Lastly, and generally speaking, it seems to me that we might as well agitate for a third rail being laid from Hotgi into Sholapur or, what is perhaps still more to the point, for one between Bangalore city and Bangalore cantonment stations. For this latter one, indeed, we should, in view of the obstructions that have been placed by the Madras Railway to interchange of traffic between the Bangalore cantonment station and our metre gauge stations, have a very strong case. Of course, were such course considered desirable, there would not be the slightest difficulty in getting up the requisite petitions and addresses from the local authorities.

Extract paragraph 6 from Southern Mahratta Railway Board's letter, No. 312, dated 7th July 1897, to his Agent in India.

Addition of a third rail to the line between Bellary and Guntakal.

A. L. No. 20/97, paragraph 6, and No. 21/97, paragraph 4.

6. The Board have read the correspondence on the subject of the addition of a third rail to the line between Bellary and Guntakal, with a view to the running of both broad and metre gauge trains, and entirely concur with all you say against the proposal, in your letter, No. 1010/4610, dated 13th May 1897, to the Consulting Engineer for Railways, Bombay.

The recorded increases of over 23 per cent. in the goods traffic from Bellary since 1893, and the fact that more than half of the tonnage is despatched to stations on the metre gauge system, seem to indicate that the trade of that town has improved, and that the absence of a standard gauge track to Guntakal has not injured its trade. It is believed that almost all third-class passengers had to change carriages at Guntakal before the gauge of the branch line was changed, and since, as you point out, about two-thirds of the passengers are carried to metre gauge stations, the Board are unable to accept the statement of the members of the Municipal Council of Bellary as to the general inconvenience suffered. The Board consider that any expenditure incurred in putting down a third rail between Bellary and Guntakal would, for the reasons which guided the Secretary of State for India in Council and the Government of India in 1888, and in the light of our experience since that date, be an inexcusable waste of public money.

Order—No. 612 R., dated 1st September 1897.

Recorded.

(True Extract.)

Under Secretary to Government,
Railway Branch.

To the Consulting Engineer for Railways.

Exd. T. K. Narayana Aiyangar.

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ILWAY BRANCH.

he Govt: of Bombay

Railway Branch

13th Septr. 1887.

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No. 672 B

Government of Madras.

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

To

The Secy: to the Govt: of Bombay

P. W. D. Railway Branch

13th Septr. 1887.

Sir,

I am directed by H.E. the Governor in Council to forward for the consideration of the Govt. of Bombay an extract from the address presented by the People's Association of Bellary to H.E. the Governor on the occasion of his recent visit to that station..

10 Sept

C.J.J.
12.9.7
Sent in M 88

"Although we are aware "that all matters in connection with "the Southern Mahratta Railway "are

"are immediately subject to the
"control of the Bombay Government,
"we feel the grievance so heavy and
"the injury to trade so great that
"we are impelled to bring the matter
"to your notice in the hope that Your
"Excellency will forward an extract
"from this address to His Excy: the
"Governor of Bombay with your
"recommendation that our wishes
"may be complied with as far as
"practicable. - The grievance we
"have to complain of is caused
"by the introduction of the narrow
"gauge which being unable to provide
"room for all the goods brought in
"by the Madras and G. I. P Trains,
"exposes them to great risk and
"loss by their having to be left in
"the open at Guntakal and exposed
"to the weather and pilferers, especially
"such goods as cotton, jaggery &c. -
"We trust we may not be thought pre-
"sumptuous in suggesting that the
"broad gauge may be resumed between
"Bellary and Guntakal at least until
"the Southern Mahratta Railway
"is in full working order."

H.E.

Dear

His Excellency I am to state
replied as follows

"You rightly observe that all
"matters in connection with the
"Southern Mahratta Railway are sub-
-ject to the control of the Government
"of Bombay. - Your request that the
"broad gauge may be resumed between
"Bellary and Guntakal is not one
"in respect of which I can hold out
"any hope of compliance, because
"the change from broad to narrow
"gauge has been deliberately decided
"upon after most laborious inves-
"tigation, but I see no objection to
"making known to the Government
"of Bombay for such notice as that
"Government may think proper to take
"of it, your complaint as to the fate
"of goods which are transferred from
"the broad to the narrow gauge at
"Guntakal". -

2. I am to ask that the
representation of the Bellary
People's Association may re-
ceive the earnest consideration
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Recorded with reference to Pros: No 672 R, dated 13th September 1887.

5.12.7

I think the purport of this might be communicated to the association through the Collector at Bellary

To the Consg. Engineer to Govt. for Railways

Copy taken in C. E.'s office 15/12/7

circ 7-12-87

With Order

R. Form No. 14.

Prcd 5 No. 12 R

18/

Government of Madras.

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

To

The Secy: to the Govt: of Bombay
P. W. D. Railway Branch
Bombay

Madras, the 7th January 1897.

Sir,

With reference to Government of India letter No: 598 R.C. of 8th June 1888, to your address, I am directed to enquire whether the Southern Mahratta Railway Company are in favour of the proposal to add a third rail so as to allow a broad gauge between Guntakal & from to ~~[illegible] so far~~ ~~as~~ Bellary.—

6/1/87

Documents accompanying:

— Nil —

7.1.97
Despatched

B/p
No. 12 of dated [illegible] 97

Public Works (1897) Department.

CURRENT No. 636

(6)

Order

AR
Please put up again
the copy of AE's speech
FA 18.1.97

ER [illegible] 18/1

From
The Govt. of Bombay
P.W.D.

No. 156 of '97

Dated 16th January 1897
Received 19.1.97.
Enclosures
Spare copies

SUBJECT.

Mixed track between Guntakal & Bellary

—

Calling for some further explanation re: the construction of a —

BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.

[illegible] HF. [illegible] HF. 15/1/97

No. 156 of 1897.

P. W. Department, Railway Branch:

Bombay Castle, 16th January 1897.

To
The Joint Secretary to the Government of MADRAS,
Public Works Department.
(Railway)

Sir,

I am directed to acknowledge the receipt of your letter No. 12 Railway, dated 7th January 1897, and in reply to say that the meaning of the reference is not clear.

2. The Government of India, in pursuance of the expressed wishes of the Secretary of State, finally decided, in the letter quoted by you, not to have a mixed track between Guntakal and Bellary, so that it is not apparent how the views of the Southern Mahratta Railway Company can affect the question. I am therefore to ask that some further explanation may be given as to the cause of the enquiry made in your letter under reply.

I have the honor to be,
Sir
Your most Obdt: Servant,
J. Willcocks
Ag: Under Secretary to Government

Docts: Accpg:
Nil.

240

27/8/97

P. W. Current No. 636

No. 4796 of 25 Jany/97.

R. Bombay, DCCD

His Excellency the Governor

Draft for approval.

Sir

In reply to your letter No. 156 d. 16/1/97, I am directed to inform you that an address was presented ~~to His Excellency the Governor of Madras~~ by the Municipal Council of Bellary to His Excellency the Governor of Madras on the occasion of his visit to that town last October.

2. It was pointed out ~~in the address~~ that the break of gauge at Guntakal told heavily against the trade of Bellary and it was stated that passengers were frequently put to great inconvenience thereby.

3 In replying to the address His Excellency the Governor expressed his sympathy with the deputation as regards the inconveniences which they complained of.

4. The fact has not been lost sight of, that the Sec. State, when the matter was last under consideration, decided against the introduction

A.S.H. 20.1.97

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of a third rail between Guntakal and Bellary, but it seems not ~~improbable~~ impossible that a representation of the inconvenience complained of may induce him to modify his views.

5. It was on this hypothesis that the enquiry made in my previous letter was made, and I am now to request that with the permission of His Excellency the Gover of Bombay, this Govt. may be put in possession of the views of the Southern Mahratta Ry. on the point.

18/6/97

[illegible] 25/6/97

Public Works (1897) Department.

CURRENT No. 8403

6128

From Govt. of Bombay

Order

EM

No action seems necessary but to circulate to H.E. 25/8/97

No. 2204

Dated 17th August 1897.
Received
Registered } 23-8-97
Enclosures 2
Spare copies

SUBJECT.

Proposal to add a third rail to S.M. Ry. Forwarding copies of certain documents regarding the ———— and informing that the S.M. Ry. are strongly opposed to the proposal.

cd. 449

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.

SP 10

Copy of letter No. 1010/4610 dt 13th May 1897 from the Agent, S. M. Railway Company, to the Consulting Engineer for Railways, Bombay.

I have the honor to acknowledge the receipt of your letter No. 900 of 30th January 1897 forwarding certain papers in which it is suggested that the question of providing a third rail between Guntakal and Bellary, which was settled in the negative by the Secretary of State – Bombay Government Resolution No. 1362 of 25th June 1888 – should now be reopened and asking my opinion thereon.

2 My opinion is that no useful purpose would be served by raising the question again. As you point out, the question of a mixed track was exhaustively considered in 1886, 87, 88. I need not go through the arguments then used, but the following notes regarding present traffic may be of use:–

The present proposal seems to have been raised owing to the Municipal Council of Bellary having informed His Excellency the Governor of Madras that

(1) The break of gauge at Guntakal tells heavily against the trade of Bellary.

(2) The break of gauge at Guntakal is

FWS
27/8/97

is inconvenient to passengers.

3. The first of these statements is one, the accuracy of which I much doubt. No figures are put forward to support it; no complaint of inconvenience as far as I know, has been made to the management of this line. The [illegible] figures show that the traffic on this section has increased from 24000 tons in the second half of 1893 (when Sectional Returns first were kept) to 29600 tons in the second half of 1896. Further I note that, out of this 29600 tons by far the larger moiety (17300 tons) consists of traffic booked to stations on the metre gauge system and lastly that, were a third line laid, one broad gauge and one metre gauge train would have to be run in order to carry goods that on an average are now carried in one metre gauge train.

4. Turning to the second statement, viz. that relating to the passenger traffic. First, it appears that, out of 103,000 passengers carried over this section last half year, about two-thirds of the total were carried to and from Southern Mahratta Railway stations. Of course, the remaining one-third passengers had to change carriages at Guntakal, but even were a third line put in this would still have to be done, unless (as is very improbable) the Madras Railway would undertake to run special broad gauge carriages

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for all classes from and to Bellary and to and from Madras and Bombay.

5. Lastly and generally speaking, it seems to me that we might as well agitate for a third rail being laid from Hotgi into Sholapur or, what is perhaps still more to the point, for one between Bangalore City and Bangalore Cantonment stations. For this latter one indeed we should, in view of the obstructions that have been placed by the Madras Railway to interchange of traffic between the Bangalore Cantonment station and our metre gauge stations, have a very strong case. Of course, were such course considered desirable, there would not be the slightest difficulty in getting up the requisite petitions and addresses from the local authorities.

FNS
27/8/97

P.W.2.1
8403 of 97

1012

Extract para 6 from S. M. Railway Board's Letter No. 312 Dated 7th July 1897, to his Agent in India

ADDITION OF A THIRD RAIL TO THE LINE BETWEEN BELLARY AND GUNTAKAL.

A.L. No. 20/97, paragraph 6, and No. 21/97, paragraph 4.

6. The Board have read the correspondence on the subject of the addition of a third rail to the line between Bellary and Guntakal, with a view to the running of both Broad and Metre Gauge Trains, and entirely concur with all you say against the proposal, in your letter No. 1,010-4610, dated 13th May, 1897, to the Consulting Engineer for Railways, Bombay.

The recorded increases of over 23 per cent. in the goods traffic from Bellary since 1893, and the fact that more than half of the tonnage is despatched to stations on the Metre Gauge System, seem to indicate that the trade of that town has improved, and that the absence of a standard gauge track to Guntakal has not injured its trade. It is believed that almost all third-class passengers had to change carriages at Guntakal before the gauge of the Branch Line was changed, and since, as you point out, about two-thirds of the passengers are carried to metre gauge stations, the Board are unable to accept the statement of the members of the Municipal Council of Bellary as to the general inconvenience suffered. The Board consider that any expenditure incurred in putting down a third rail between Bellary and Guntakal would, for the reasons which guided the Secretary of State for India in Council and the Government of India in 1888, and in the light of our experience since that date, be an inexcusable waste of public money.

[illegible] for the Board and [illegible]. This may be filed FKS 27/8/97

H.P. 27/8/97

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8403 of 97

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No. 2204 of 1897.

20 AUG 1897
GOVT. OF MADRAS

P. W. Department, Railway Branch:

Bombay Castle, 17 August 1897.
Desp 19-8-97

To

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

Sir,

Flag B

In reply to your letter No. 479/C. of 25th January 1897, enquiring whether the Southern Mahratta Railway Company are in favor of a proposal to add a third rail so as to allow a broad gauge train to run between Guntukal and Bellary, I am directed to forward copies of the undermentioned documents and in so doing to remark as follows.

2. It will be observed that the Southern Mahratta Railway Company are strongly opposed to the proposal; and that they assign reasons for their opinion that to lay down a third rail would be a waste of public money.

3. The question of a mixed track was exhaustively considered in 1886 and 1887, and the Secretary of State finally decided to have a metre gauge line only.- vide letter No. 598/R.C., dated 8th. June 1888.

Flag G

4. In view of the facts mentioned by the Agent of the Southern Mahratta Railway Company, I am to say that His Excellency the Governor in Council concurs in the view of the Railway Company that the introduction of a third rail and the running of trains of 2 gauges would be a source of considerable expense that is not warranted by the facts.

are very glad of a halt for a week and a peace. This may be filed FHS
27/8/97

H.E. 27/8/97

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5. In this connection I am to invite attention to para. 1 of your letter No. 672/R. dated 13th. September 1887.

I have the honor to be,

Sir,

Your most obedient servant,

Offg. Under Secretary to Government.

Documents-accpg.

Copy of letter from the Agent, S. M. Ry. Coy.

No. 4610 of 13th. May 1897.

Extract para 6 of letter No. 312 dated 7. 2. 97

from the Board of Directors, S. M. Ry. Coy.

[illegible] fied. This may be filed FHS 27/8/97

42 27/8/97

P. W. Current No: 8403

H. E. the Governor

I agree. The proposal may be recorded.

A.G.H
30.8.97

Proposed Third Rail between Guntakal and Bellary.

I do not think that this Govt. need move any further in this matter. There are doubtless many important towns all over India within 30 miles of a break of gauge who, with equal plausibility with Bellary, might demand a third rail.

For goods a break of gauge means usually one day's delay. But there is no charge at all to the public for such transhipment. There is a slight extra risk of theft, especially of grain salt &. But the amount so lost is I am assured quite inappreciable, only so much as perhaps three or four lucky ones out of the transhipment gang of 20 or 30 coolies can conceal in their clothes.

To Native passengers transhipment is a matter of small consequence. Indeed they are very glad of a halt for a wash and a feed. This may be filed FWS

27/8/97

H.E. R 19.8.97
27/8/97

No. 612 R. dated 1/9/97

PUBLIC WORKS DEPARTMENT,
IRRIGATION BRANCH.

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18 P

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the

READ again the following

Print

Letter to the Govt. of Bombay P. W. Deptt: —	H.E. No. 672 R of 13th Septr 1887
Progs: of the Madras Govt. P.W. Deptt: —	" — " — 931 R of 15th Decr 87

Read also

Print

Letter to the Govt. of Bombay P.W. Deptt: —	H.E. No: 12 R of 7th Jany: 1897
Letter from do —	" — " — 15b of 16th do —
Letter to do —	" — " — 479 C of 26th do —
Letter from do — with enclosures —	" — " — 2204 of 17th Augt 97

Recorded.

1/9/97

R

To The Consg Engr for Rys. d 24/7/97

A/-

No. 612. L. dated 1.9.97.

E. I. Form No. 1—1,000—2-2-97.