

RAILWAY BRANCH.

G.O., No. 539-40 R

DATED 6th April

[Despatch Abstract.]

Erode - Nangunode Railway, etc. Ordered that a copy of para 15 of the M. Ry. Board of Directors' letter to their agent No. 940 d/11-3-98 on the subject of the survey by S. I. Ry. of proposed line be forwarded to the Govt of India.

Forwarded.

Board see no ground for interference with the action of the Traffic Management in respect of the despatch of the goods—coffee and manure—of the above-mentioned firms; but that they felt sure that such concessions in regard to times of closing will be made to their customers, on particular occasions, whenever it can be done without inconvenience to the Traffic Department.

Concession granted to Partners, etc., of the agents of B. I. S. N. Co.

7. With reference to para. 11 of No. 965, I forwarded to you on the 11th ultimo copy of a letter, dated 7th idem, from the British India Steam Navigation Company, together with copy of the letter from their Managing Agents in Calcutta referred to therein.

The British India Company have been informed in reply that the concession granted to the Partners and the European Assistant in charge of the firm acting as Agents may, as an exceptional privilege, be extended to the wives (and families) when travelling with the husbands.

Through booking between Burmah and India.

8. In continuation of para. 12 of 965, I forwarded to you on the 25th ultimo copy of a letter from the British India Steam Navigation Company, dated 24th idem, on the subject of through booking between Burmah and India, *via* Madras.

From this you will have seen that while not prepared to accept the Board's proposals in entirety, the British India Company would be agreeable, as an experiment, to enter into arrangements with this Company for through bookings from our stations to the stations of the Irrawaddy Flotilla Company, subject to this Company recovering its own shipping charges, and paying the British India Company's schedule freight from Madras to Burmah.

The Board are uncertain whether it will be desirable in the interests of the Madras Railway Company to entertain the limited proposal now made, but leave it to you to communicate with the Managing Agents of the British India Company, and make any arrangements which will be to the public advantage, having due regard to the avoidance of any undue preference.

Mr. R. E. Pigott appointed Telegraph Engineer.

9. In continuation of para. 4 of No. 968, and with reference to para. 8 of No. 2,345, I have now to inform you that the Board have appointed Mr. R. E. Pigott, Telegraph Engineer, in succession to the late Mr. Winter. His salary on appointment has been fixed at Rs. 700 per month, rising to Rs. 800 after two years' approved service, and to the maximum of Rs. 900 after a further two years' service.

Appointment of H. H. L. Prendergast Assistant Telegraph Engineer.

10. In accordance with the request contained in para. 8 of No. 2,345, the Board have appointed Mr. Herbert H. L. Prendergast, Assistant Telegraph Engineer, on an engagement for four years on a salary of Rs. 350 per mensem, rising by biennial increments of Rs. 50 to a maximum of Rs. 500, with exchange compensation allowance.

Exchange compensation allowance to Railway employees on leave.

11. In para. 7 of No. 2,345 you refer to G.O. No. 74 R., dated 15th January 1898, embodying the Resolution of the Government of India to the effect that all Railway employees who do not draw exchange compensation allowance shall be permitted to draw their furlough and sick leave allowance in Europe at the privilege rate of 1s. 6d. to the rupee, subject to the proviso mentioned. I am now to inform you that the Board accept the above resolution.

line. You have also specially invited the attention of that officer to the express offer of this Company to construct and work this extension on the metre gauge. The Board trust therefore that the claims of the Madras Railway to undertake the construction of this line will not be set aside.

As you have remarked to the Consulting Engineer, this Company would desire to work this extension in connection with the proposed Podanur and Dindigul Railway, also with the Nilgiri Railway, and to extend the system from Satyamangalam to Mettapolliem, the present standard gauge branch to that place from Podanur being converted into the metre gauge.

Moreover, it occurs to the Board to suggest for the consideration of the Government and of the Company working the Bangalore-Mysore Railway, whether it would not be desirable to extend that line direct to the northern foot of the Nilgiri mountains, and eventually to climb the ghat to Ootacamund. The scheme would be of great value, if brought no further than to the foot of the ghat, and prove of much advantage to the Nilgiri Railway. The distance is between 40 and 50 miles, and the gradients, it is believed, are easy.

I am, Sir,

Your obedient Servant,

(sd.) *Julian Pypue*
Secretary.

13/

Papers to be read in Proceedings:—

Again G.O., dated	189	, No.
Again G.O., dated	189	, No.
Current No.	of 189	, dated
" "	" 189	, "
" "	" 189	, "

Extract from the M.R. Board's letter to Agent & Co.
M.R. No 970 of 11-3-98.

ORDER.

No 539 R. of 6/4/98.

The Govt. of India will be addressed.

No. 540 Rg.

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To

THE SECY. TO THE GOVT. OF INDIA,

P. W. DEPARTMENT.

6th April 1898.

SIR,

With reference to the subject dealt
with in my letter No 527. Rg. dated 4/4/98.
I am directed to forward a copy of para 15 of the
Madras R. Board of Directors' letter to this Govt. No. 970.
dated the 11th March 1898.

2. - I am instructed also to inform you that the
difficultly ^{hinted at} ~~mentioned~~ in para 8 of my letter above referred
to has now been removed by the receipt from ~~the Government~~ ^{the Government}
of an agreement of H.H. the Rajah's readiness to allow the
Cochin railway to occupy the required strip of land where
for a few miles it will pass through Travancore territory.

I have &

7/ks

7/4/98

8/4/98