Public Works (1898.) Department.

RAILWAY BRANCH.

G.O., No. 859 Ry.

DATED 24th June 1898.

Includes
37 R.M. d/ 27-5-98.

[Despatch Abstract.]

"Firm of Ralph Dense & Sons, Limited,
Bangalore."

G. of India ~~letter~~ memo. forwarding for information copy of its letter to the ______, referring them to the Govt. of Madras for any information they may desire on the subject of certain projected railways in the Madras Presidency, Commd. to the Con. Engr. for Rys, Madras.

Indexed. 12/7/98.

[P. W. Ry. / 500—13-6-98.]

BACK PAPERS.

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

FURTHER PAPERS.

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

Public Works (1898) Department.

Railway

CURRENT No. 211

From
Messrs Ralph Douse
+ Sons Ld
London, Bombay +
Delhi, Gadag

No. 2

Dated 5th February 1898

Received
Registered } 9. 2. 98

Enclosures

Spare copies

SUBJECT.

Nanjangud - Erode Ry.

Requesting to know on what terms the concession of construction + working of the proposed — will be granted

Order

Reply.

I ~~am directed~~ beg to refer you to Govt of India Circular No. — dated (Branch Ry. Circular) F.W.S. which was published in Govt of India Gazette dated the — and to inform you that the line you enquire about ~~[illegible]~~ has not been sanctioned.

F.R.J.
14/2/8
E.R.

Treat this as E.R.'s case. It ought to have been addressed to him.

F.W.S.
14/2

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.

R 9.2.98

P. W. Ry C No 211
Recd 9. 2. 98

RALPH DOUSE & SONS LIMITED.
LONDON, BOMBAY AND DELHI—

Gadag, 5th February 1898.

No: 2.

To
The Secretary,
Public Works Deptt: Government
of Madras, Madras.

Sir,

We have the honor to inform you that we intend Constructing and Working a Light Railway Line, between Nanjangud, in the Mysore State, and Erode, in the Madras Presidency; and request you will be pleased to let us know on what terms, the Concession of Construction and Working of the proposed Railway

---

of which they are prepared to receive tenders.

They will consider and dispose of any application for the inclusion in the said list of any other line which can properly be described as a branch or feeder line, and which does not, except in special circumstances, exceed 100 miles in length.

2. Proposals for the construction of branch lines under this Resolution must conform to the following terms and conditions:—

(i) Applicants must satisfy the Government that they are in a position to command substantial financial support.

(ii) The gauge to be adopted must be approved by the Government in each case.

BACK PAPERS.

FURTHER PAPERS.

PUBLIC WORKS DEPARTMENT.

NOTIFICATION.

Ootacamund, April 25, 1896.

No. 6.—The following Public Works Department Notifications, published in Part I, pages 280 to 290 of the *Gazette of India*, dated 18th April 1896, are republished :—

Simla, the 17*th Avril* 1896.

* * * * *

No. 187.—The following Resolution by the Government of India, detailing the terms on which the Government are prepared to consider offers for the construction by the agency of private companies of branch lines forming feeders either to State lines worked by the State or to railways worked by companies, is hereby published for general information :—

No. 514 R.C., dated Simla, the 17th April 1896.

RESOLUTION—By the Government of India, Public Works Department.

Terms on which the Government of India are prepared to consider offers for the construction by the agency of private companies of branch lines forming feeders either to State lines worked by the State or to railways worked by companies.

Read—
Public Works Department Resolution No. 924 R.C., dated 15th September 1893.
Also Public Works Department Resolution, dated 29th March 1895.

OBSERVATIONS.—Many of the applications made under the above Resolutions show that the terms for the construction of branch or feeder lines of railway have not been fully understood.

The Government of India have accordingly resolved to cancel the previous Resolutions above quoted upon this subject and to issue a fresh Resolution embodying a summary of the concessions which (the previous assent of any Railway Company concerned having been first obtained) they are now prepared to give for the construction of branch or feeder railways; such concessions being usually confined to lines not exceeding 100 miles in length.

2. It should be clearly understood that these concessions are not applicable to the larger or more important railways or to mountain branches, for which separate negotiations are in all cases necessary.

RESOLUTION.—Branch lines forming feeders, whether to State lines worked by the State or to railways worked by companies, will ordinarily be made by the main line administrations, who shall have a prior right to construct them.

The Government of India will from time to time publish a list of branch lines for the construction of which they are prepared to receive tenders.

They will consider and dispose of any application for the inclusion in the said list of any other line which can properly be described as a branch or feeder line, and which does not, except in special circumstances, exceed 100 miles in length.

2. Proposals for the construction of branch lines under this Resolution must conform to the following terms and conditions :—

(i) Applicants must satisfy the Government that they are in a position to command substantial financial support.

(ii) The gauge to be adopted must be approved by the Government in each case.

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.

No: 2

RALPH DOUSE & SONS LIMITED.

LONDON, BOMBAY AND DELHI—

189 :

Railway, will be granted. We shall also be much obliged if you will kindly say if the proposed line has been surveyed, and if so, with what results.

Awaiting the favor of a reply,

We have the honor to be
Sir
Your Most obedt. Servants
Madeksira Gopal Rao
for Ralph Douse & Sons Ld.

(iii) The proposed railway shall be subject to the provisions of all Acts of the Legislature applicable to Indian railways.

(iv) The proposed railway shall be built in accordance with the fixed and moving dimensions for the time being prescribed by the Governor-General in Council. and on plans and estimates that have been approved by that authority. The route of the line, the situation of stations, and other similar details shall be subject to approval by the Government.

(v) The line, while under construction, shall be inspected when and so often as an inspecting officer appointed for that purpose by the Government may consider desirable with a view to ensure the construction of the line up to the standard agreed upon.

(vi) Inasmuch as these railways are chiefly required for the development of country hitherto deficient in means of communication, and the anticipated profits may not therefore at once be fully realised, the Government of India are prepared to give financial assistance as set forth below. Proposals for financial concessions may be made in one or other of the following alternative forms :—

(*a*) It may be stipulated that after the opening of the railway for traffic the Government shall guarantee out of the revenues of India a fixed yearly minimum dividend in rupees on the actual expenditure charged in the capital account of the branch railway company as entered in rupees in the company's books in India with such share of the surplus net profits as may be agreed upon. The minimum dividend to be guaranteed in each particular case will depend upon consideration of the circumstances, but for the present no offer will be entertained that requires a guarantee exceeding 3 per cent. ; or

Under (*a*) the company will receive an absolute guarantee of interest at a rate not exceeding 3 per cent. and a higher return if the net earnings of the branch are sufficient to pay more than the guaranteed dividend.

(*b*) It may be provided that a payment be made to the branch company by the main line to the extent necessary, together with the branch company's share of branch earnings [see section (6) of paragraph 3] to give the branch company a dividend of 3½ per cent. per annum on the actual expenditure charged in the capital account of the branch railway company as entered in rupees in the company's books in India; provided always that the payment so made to the branch company shall in no case exceed the net earnings of the main line from traffic interchanged with the branch. This rebate will be granted from the first earnings of revenue by the branch, such payment being calculated at the close of the year, payments on account, however, subject to adjustment, being permissible at the close of the first half of each year. The net earnings of the main line from traffic interchanged with the branch are assumed to bear the same proportion to the gross earnings of the main line from such traffic as the net earnings of the whole system including the branch bear to the gross earnings thereof. If the net earnings of the branch line equal or exceed 3½ per cent. on the actual expenditure as above, the whole of such earnings will go to the branch company.

Under (*b*) the company will receive a dividend of 3½ per cent. provided that the amount of the net earnings from local and interchanged traffic be sufficient, and a higher return if the net earnings of the branch from its own traffic be sufficient to pay a higher dividend.

In either of the above cases (*a*) or (*b*) if the capital is raised in sterling, the capital to be entered in rupees in the company's books in India shall be the actual amount realised in rupees from time to time by the several remittances of funds to provide for expenditure in India, together with the sterling outlay from time to time in England converted into rupees at the average rate of exchange obtained by the Secretary of State for his remittances during the half-year preceding that in which the outlay shall have been incurred, and the capital expenditure in rupees on which the interest is from time to time to be calculated for the purposes of the guarantee or rebate, as the case may be, shall be the total outlay whether in India or England up to any such time as thereto charged.

(vii) The general character of the supervision and control that will be exercised by the Government over the branch railway, apart from the provisions of the Railways Acts and the preceding provisions of this Resolution, shall be as follows :—

(*a*) No capital expenditure by the branch railway company will be allowed as between the Secretary of State and the company unless the prior sanction of the Secretary of State shall have been obtained. The company shall have no power to increase its share or stock capital without the sanction of the Secretary of State or to borrow money except within a fixed limit and on specified conditions.

(*b*) The branch railway company, if required, shall keep capital accounts and statistics in forms approved by the Secretary of State; and shall render, free of cost, all accounts and statistics required by the Government. The accounts and books will be subject to audit on behalf of Government.

(viii) Funds for the execution of new works, properly chargeable to capital, found necessary after the branch railway has been opened to public traffic shall be provided by the branch railway company. Such works and their cost shall be agreed upon between the branch railway company and the main line administration before they are put in hand. In the event of any difference of opinion arising between the branch railway company and the main line administration as to the necessity for and the cost of any new work, the matter shall be referred to the Director-General of Railways as arbitrator, and his decision shall be final.

(ix) The rates and arrangements in force on State railways in the matter of services rendered to all departments of the State shall apply.

3. The following are the principal additional concessions admissible for branch or feeder railways for the construction of which tenders may be invited :—

(1) The Secretary of State for India in Council, or the Government of India, respectively, will permit the charge of interest at a rate to be agreed upon in each case, during construction to the capital account of the railway under the terms of the Indian Railways Act of 1894 (57 and 58 Vict., Chapter 12), or the Indian Railway Companies Act X of 1895.

(2) The land required for the construction of the branch railway will be provided free of cost. Such grant shall not include land required for quarrying, ballast, brickfields and kindred purposes.

(3) Electric telegraphs and telegraphic appliances will be supplied and maintained by the Government of India at the usual charges for such works.

(4) The results of existing surveys will be made available free of charge. When desired, fresh surveys will be made by the Public Works Department of the Government of India of any branch railway on the applicants depositing the estimated cost thereof in a Government Treasury, on the understanding that no preferential claim to a concession is thereby established. If permission be eventually given for the construction of the line, the actual cost of all such surveys, as well as of those made at the cost of Government, may be included in the capital cost of the railway. No responsibility will be accepted by Government for the accuracy of any survey, plan, estimate or other information supplied.

(5) The branch railway may be constructed by the main line administration, and will be maintained and worked by that administration during the full currency of the contract to be entered into for the purpose, at a fixed ratio of expenses to earnings in each half-year. The ratio will, when the branch railway is of the same gauge as that of the working railway, usually be that obtaining on the whole system as from time to time existing including the branch railway, but will not exceed 50 per cent of the gross earnings of the branch from all sources, and will be inclusive of charges for the use of the main line rolling-stock.

(6) Such expenses on account of the Board of Direction of the Branch Line Railway Company as may be incurred with the sanction of the Secretary of State may be charged—

(*a*) during construction to the Capital Account of the Branch Line Company;

(*b*) after opening, and until the minimum dividend under paragraph 2 (vi) (*a*) or (*b*) is received by the Branch Line Company, as part of the working expenses to be met out of the stipulated percentage of the earnings of the branch taken by the working railway;

(*c*) and thereafter out of the general receipts of the Branch Line Company.

(7) Railway materials for the branch railway will be carried over State lines at the special rates prescribed for such materials belonging to State railways.

4. The Government of India reserve the right to purchase all such branch railways at the expiry of 21 years, or at subsequent intervals of 10 years on 12 months' notice, the purchase price being 25 times the yearly average net earnings not including rebate payments, of the 3 years preceding the purchase, with a maximum price of 120 and a minimum of 100 per cent. of cost price on a rupee basis.

5. The Government also reserve—

(i) The right to fix and vary from time to time the classification of goods, and maximum and minimum rates for each class of goods, as well as of passengers; and

(ii) a general control in respect to the number and timing of trains.

6. Applications for concessions to construct branch railways under the terms of this Resolution should be submitted, in the form prescribed by Memorandum A, hereto attached, to the address of the Secretary to the Government of India, Public Works Department.

7. Applications for fresh surveys to be carried out on the terms detailed in condition 3 (4) above should be submitted in the manner prescribed by Memorandum B, hereto attached, to the address of the Secretary to the Government of India, Public Works Department.

Enclosure No. 1 (with Form A and Appendices A, B and C) to Government of India Resolution No. 514 R.C. of 1896.

MEMORANDUM A.

FOR THE GUIDANCE OF PERSONS OR SYNDICATES DESIROUS OF SUBMITTING PROPOSALS FOR THE CONSTRUCTION OF BRANCH RAILWAYS IN INDIA FORMING FEEDERS EITHER TO STATE LINES WORKED BY THE STATE OR TO RAILWAYS WORKED BY COMPANIES.

1. All applications for leave to construct a branch or feeder railway in any part of British India are to be addressed to the Secretary to the Government of India, Public Works Department.

2. All such applications shall be printed, and shall be drawn up, as far as may be in Form A attached hereto, and shall specify—

(*a*) the company, person, or syndicate by whom the application is preferred; the proposed amount of capital, the number of shares, and the amount of each share;

(*b*) all the termini, together with the names of all the principal towns from, through, into, or near which the railway is intended to be constructed, as well as the names of each civil division and district to be traversed by the proposed alignment;

(*c*) the length, so far as known, of the proposed railway;

(*d*) the gauge, the weight of rails, etc.;

(*e*) the motive power to be employed;

(*f*) the maximum tolls, rates, and fares proposed to be charged on the projected railway;

(*g*) the proposals for working the railway when constructed; and if any agreement is under contemplation, or has been provisionally arranged with any existing Railway Administration under which the proposed line, when constructed, is to be leased out for working by such Railway Administration, the exact nature and terms of such agreement;

(*h*) any further information that may be required to enable Government to thoroughly understand the scope of the proposals.

3. Every such application shall be accompanied by a map to a scale of one mile to one inch, with the line of the proposed railway delineated thereon, so as to show its general course and direction, and also by an estimate as correct as may be of the works proposed to be authorised.

4. When the applicants draw up their own detailed plans and estimates, these documents are invariably to be prepared in strict accordance with the Rules for the preparation of railway projects issued under the authority of the Government of India, of which copies may be obtained on payment from the Superintendent of Government Printing, Calcutta.

5. Lists will be published from time to time of the branch railways forming feeders, whether to State lines worked by the State or to railways worked by companies, for the construction of which the Government of India are prepared to receive tenders. Copies of such lists can be obtained on application addressed to the Secretary to the Government of India, Public Works Department.

6. Upon written application to the Director-General of Railways, permission will also be accorded to inspect, at all reasonable hours, the detailed plans, sections, and estimates at the disposal of Government in regard to any particular route already surveyed, provided that they relate to branch railways the construction of which the Government is prepared to entrust to companies; and copies of such plans, sections, and estimates will be furnished on payment of the cost of copying.

7. But in regard to all such information, statistics, plans, sections, or estimates, which may be furnished, it is to be recognised that the information thus offered to any person interested in the matter is simply the best information of the kind at the disposal of Government, and that Government cannot accept any responsibility whatever in regard to the accuracy of any of the documents.

FORM A.

To accompany all applications for leave to construct a branch or feeder railway in any part of British India.

	Nature of particulars to be specified.	Particulars.
1	The name of the Company, person, or persons by whom the application is preferred; the proposed amount of capital, the number of shares, and the amount of each share.	
2	The termini, together with the names of all the principal towns from, in, through, or into, or near which the railway is intended to be constructed.	*Reference to an Appendix (vide Appendix A) may be here given if necessary.*
3	The length, as far as known, of the proposed railway.	
4	The gauge proposed and weight of rails, etc.	
5	The motive power to be employed.	
6	The maximum tolls, rates, and fares intended to be charged on the proposed railway.	*Reference to an Appendix (vide Appendix B) may be here given if necessary.*
7	Details of any agreement which may have been provisionally arranged, or which it is desired to enter into, under which the proposed line, when constructed, is to be leased out for working to any existing Railway Administration.	*Reference to an Appendix (vide Appendix C) may be here given if necessary.*
8	Any further information that may be required to enable the Government of India to thoroughly understand the scope of the proposals.	

APPENDIX A.

Alignment of proposed branch railway.

From———to———

Principal towns and districts or provinces through which the projected railway will pass.

Towns.	Districts or Provinces.

APPENDIX B.

Schedule of Maximum and Minimum rates and fares intended to be charged on the proposed branch railway.

	Maximum. Pies per mile.	Minimum. Pies per mile.
Passenger Fares—		
1st class	..	..
2nd class	..	..
Intermediate class	..	..
3rd or lowest class	..	..
	Maximum. Pies per maund per mile.	Minimum. Pies per maund per mile.
Luggage	..	..
	Maximum. Pies per mile.	Minimum. Pies per mile.
Carriages—		
Single carriage	..	..
	Maximum. Pies per truck.	Minimum. Pies per truck.
Two or more carriages on one truck	..	..
	Maximum. Pies per mile.	Minimum. Pies per mile.
Horses—		
Single horse	..	..
	Maximum. Pies per 50 miles or portion thereof.	Minimum. Pies per 50 miles or portion thereof.
Dogs—		
Each	..	..
	First 100 miles. Annas.	Every additional 100 miles. Annas.
Parcels—		
Not exceeding 5 seers or 1 cubic foot	..	..
,, ,, 10 ,, 2 cubic feet	..	..
,, ,, 20 ,, 4 ,,	..	..
,, ,, 30 ,, 6 ,,	..	..
,, ,, 40 ,, 8 ,,	..	..
For every additional 10 seers or 2 cubic feet, or portion of 10 seers or 2 cubic feet	..	..
	Maximum. Pies per maund per mile.	Minimum. Pies per maund per mile.
Goods rates—		
5th class		
4th ,,	..	..
3rd ,,	..	..
2nd ,,	..	..
1st ,,	..	..
Coal, edible grain, and other low-priced staples to be carried at special rates	..	..

APPENDIX C.

Working of proposed branch railway.

No agreement has yet been arranged with any existing Railway Administration under which the projected branch railway is to be worked; but, when completed, it is proposed to offer the working to the——————Railway Company on the following terms:

(i)——————

(ii)——————

(iii), etc.——————

Or

It has been provisionally arranged with the ______________ Railway Company to work the projected branch railway, when completed, on the following terms :

(i) ______________

(ii) ______________

(iii), etc. ______________

Enclosure No. 11 *to Government of India Resolution No.* 514 *R. C. of* 1896.

MEMORANDUM B.

FOR THE GUIDANCE OF PERSONS OR SYNDICATES DESIROUS OF HAVING SURVEYS FOR BRANCH OR FEEDER LINES OF RAILWAY IN INDIA CARRIED OUT AT THEIR EXPENSE BY THE PUBLIC WORKS DEPARTMENT.

1. All applications for the survey of proposed branch or feeder railway routes in any part of British India are to be addressed to the Secretary to the Government of India, Public Works Department.

2. All such applications shall specify—

(*a*) the company, person, or syndicate by whom the application is preferred ;
(*b*) all the termini, together with the names of all the principal towns from, through, into, or near which the survey is intended to be carried, as well as the names of each civil division and district to be traversed by the proposed alignment ;
(*c*) the length, so far as known, of the proposed railway ;
(*d*) the gauge and the motive power to be employed ;
(*e*) the intentions of the applicants as to the construction and working of the railway. If it is intended that the working shall be leased to any existing Railway Administration, the nature of the contemplated agreement shall be specified.

3. Every such application shall be accompanied by a map to a scale of one mile to one inch, with the line of the proposed survey delineated thereon, so as to show its general course and direction.

4. If the detailed plans and estimates are submitted to Government, these documents are invariably to be prepared in strict accordance with the rules for the preparation of railway projects issued under the authority of the Government of India, of which copies may be obtained on payment from the Superintendent of Government Printing, Calcutta.

5. Upon written application to the Director-General of Railways permission will also be accorded to inspect at all reasonable hours the detailed plans, sections, and estimates at the disposal of Government in regard to any particular route already surveyed, provided that they relate to branch or feeder railways the construction of which the Government is prepared to entrust to companies ; and copies of such plans, sections, and estimates will be furnished on payment of the cost of copying.

6. But in regard to all such information, statistics, plans, sections, or estimates, which may be furnished, it is to be recognised that the information thus offered to any person interested in the matter is simply the best information of the kind at the disposal of Government, and that Government cannot accept any responsibility whatever in regard to the accuracy of any of the documents.

C. W. HODSON,
Offg. Joint Secy. to Govt., P.W.D., Railway Branch.

Form No. 4.

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,
Madras, 15 Feby 1898.

To

Messrs. Ralph Douse & Sons
~~AGENT AND MANAGER, M. R.~~
Gadag

No. 448 Reply No. , dated

Reminders.

SIR, In reply to your letter No. 2 d Gadag 5/2/98

I beg to refer you to Government of India Circular No. 514 R.C., dated the 17th April 1896 which was published in Part I of the Government of India Gazette dated the 18th April 1896, and to inform you that the line you enquire about has not been surveyed.—

Copy below

[illegible] 14/2/98

for C.E.

Despatched on 15/2/98

Subject.

[illegible] 14/2/98

[illegible] 14/2/98

RECEIVED
19 FEB. 1898

RALPH DOUSE & SONS LIMITED.
LONDON, BOMBAY AND DELHI—

Gadag 17th Febry 1898.

No: 16.

The Consulting Engineer for
Railways, Madras.

Sir,

We have the honor to acknowledge, with thanks, receipt of your letter no: 448 dated 15th instant, and note Contents.

We have the honor to be
Sir,
Your most obdt Servants
Madeksira Gopal Rao
for Messrs Ralph Douse & Sons (Ld)

File
for E.R.
22/2/98

118

T—14.

Class. Dp

INDIAN TELEGRAPH.

Monthly Local No. 666

To Station: Ms Triplicane

From Station: Gadag

Words.	Day.	Hour.	Minute.	Official Instruction.
22/3	22	9	30	Dfd

To (Person): The Consulting Engineer for Railways

From (Person): Ralph Douse & Sons (Ld)

22/2/98

1 Engineer for Railways

2

3 Your number 448 kindly

4 x

5 send copy of circular

6

7 x circular

8

9

10

11

12

13

14

CONSULTING ENGINEER FOR RAILWAYS
RECEIVED
22 FEB. 1898
MADRAS.

TRIPLICANE
22 FE.
98

Recd. from L. N.
At Hrs. Mts. By

Sent to L. N.
At Hrs. Mts. By

Date

Postmaster.

Ralph
Douse &
Sons (Ld)

Feby 2

1/98

FORM No. 7.

MADRAS, 25 Feby: 1898.

To

Messrs. Ralph Douse & Sons Ld
~~Agent, S. I. R.~~
Gadag

No. 561 Reply No. 20 , dated 1/3/98

SIRS,

With reference to your telegram dd. 22d Feby: 1898, I beg to forward herewith a copy of Govt: of India Circular No 514 R.C. of the 17th April 1896. -

24/2/98.

Reminders.

Despatched on 25/2/98

27/2/98

Subject.

118

G. No. 1080
Recd. 3.3.98

CONSULTING ENGINEER FOR RAILWAYS
RECEIVED
3 MAR 1898
MADRAS

RALPH DOUSE & SONS LIMITED.

LONDON, BOMBAY AND DELHI—

No: 20.　　　　Gadag. 1st. March 1898.

The Consulting Engineer for
Railways, Madras

Sir.

We have the honor to acknowledge receipt of your No: 561 dated the 25th ultimo. and Copy of Government of India Circular No. 514 R.C. and to thank you for Same.

964 E

964 K

at Repl P.T.

We Shall be glad if you will Kindly let us Know, what lines of Railway have been projected or Surveyed in the Madras Presidency, but the Construction of which has not yet

Ld:

... papers.

I have &

TKS

5/3/98

Subject.

500—13-6-98.

RALPH DOUSE & SONS LIMITED.

LONDON, BOMBAY AND DELHI—

189

No: 20 (Continued)

yet begun— Please see D.G.R's Adⁿ Rept Flag G
List (Flag R.)

If Convenient, please send us Copies of any lists published by the Government of India, Shewing the Branch or feeder railways for the Construction of which they are prepared to receive Tenders—

SM

Send extract from D.G.R. report of railways projected or surveyed and say that letter address India will regard the last para.

JWT 4/3/98

We have the honor to be,
Sir,
Your Most obdt. Servants
Madeksira Gopal Rao
for Messrs Ralph Douse & Sons
Ld:

Subject.

TKS
5/3/98

Form No. 4.

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,
Madras, 8 March 1898.

To Ralph Douse & Sons Ld.
Gadag.
~~AGENT AND MANAGER, M. R.~~

No. 676 Reply No. 24, dated 1/3/98

Reminders.

Gentlemen

You must excuse me if before continuing this correspondence with you I ask you to tell me who you are and what business you do, and whether you have any recognised footing in the business of promoting railways. You might refer me to firms or Companies or to others with whom you have done business.

At present I have no knowledge of you except your name at the head of your letter paper.

I have &

F.R.S.

5/3/98

Despatched on 8/3/98

Subject.

No: 24.

Gadag 11th March 1898.

The Consulting Engineer for Railways
Madras

Sir,

We have the honor to acknowledge receipt of your No: 676 dated 8th instt. One of our Firm will Visit Madras, Shortly, on business. He will then Call at your Office, and give all the information asked for by you.

We have the honor to be
Sir,
Your Most obdt. Servants,
Madeksira Gopal Rao
for Messrs. Ralph Douse & Sons Ltd.

CONSULTING ENGINEER FOR RAILWAYS
RECEIVED
14 MAR 1898
MADRAS.

1248
15.3.98

RALPH DOUSE & SONS LIMITED.

LONDON, BOMBAY AND DELHI—

No: 24.

Gadag 11th March 1898.

The Consulting Engineer for Railways
Madras.

Flag K

Sir,

We have the honor to acknowledge receipt of your No: 676 dated 8th instt. One of our Firm will Visit Madras, Shortly, on business. He will then Call at your Office, and give all the information asked for by you.

We have the honor to be
Sir,
Your Most obdt. Servants,
Madeksira Gopal Rao
for Messrs. Ralph Douse & Sons Ltd.

The Govt. of India from time to time publish (or once published) a list of branch schemes on account of which they would be prepared to receive applications. Put up papers.
EM
FW 16/3
FW 16/3

ER
Please see Flag R
Case 156/93 put up
FW

ting
l
of

have addressed a commun... tion
to the Govt. of India from Bangalore
asking for copies of plans &
Estimates of certain projected
lines in the Madras Presidency.

No: 24.

Guindy 11th March

The Consulting Engineer for Railway
Madras

Sir,

We have the honor to acknowledge receipt of your No: 676 dated 8th inst. One of our firm will visit Madras shortly, on business. He will then call at your Office, and give all the information asked for by you.

We have the honor to be
Sir
Your Most Obdt Servants,
Madhava Gopal Rao
for Messrs Ralph Douse & Sons Ltd

The firm of [illegible] to [illegible] the [illegible] ([illegible]) a list of [illegible] [illegible] [illegible] the [illegible]
15/3/98

Public Works (1898) Department.

Railway

CURRENT No. 636

Please see our correspondence with Ralph Douse & Co put up

From the Govt. of India

Order

No. 39 R.P.

Dated 17th May 1898

Received 23 } do

Registered 23

Enclosures

Spare copies

SUBJECT.

Ralph Douse & Sons Ld - Requesting to be informed of the financial position, standing & intentions of the firm of ———— who have addressed a communication to the Govt. of India from Bangalore, asking for copies of plans & estimates of certain projected lines in the Madras Presidency.

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.

No. 39 R.P.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY PROJECT.

All communications should be addressed to the Secretary.

CONSULTING ENGINEER FOR RAILWAYS
RECEIVED
23 MAY 1898
MADRAS.

To

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

Simla, the 17th May 1898.

Sir,

I am directed to request that the Government of India may be informed of the financial position, standing and intentions of the firm of Ralph Douse and Sons, Limited, who have addressed a communication to the Government of India from Bangalore, asking for copies of plans and estimates of certain projected railways in the Madras Presidency.

I have the honour to be,
Sir,
Your most obedient servant,

C.H.Sykes.

~~Offg~~: Under Secretary.

Documents accompanying:-
Nil.

M.

S.A.

R Form No. 12.

No. 37 R.M.
19

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To

The Secy. to the Govt. of India,
P. W. Department.
Simla

Ooty, the 27th May 1898.

Sir,

In reply to ~~your~~ G of I Letter No 39 RP dated 17 May'98 asking for information regarding the Firm of Ralph Douse & Sons Lt I am directed to inform you that no information is available regarding their standing ~~of~~ or ~~the~~ financial Position.

Early in March last E R Madras ~~in~~ ~~wrote to them~~ writing in reply to a communication from them, enquired who they were, and was informed that a representative would shortly visit Madras & give the necessary information. But up to the present nothing further has been heard of the firm.

F.B.S. 27/5/98 C.M.S. 25/5/98

R.
I am informed by Messrs Arbuthnot & Co, that they do not know the Firm & that they cannot find their name in any directory except the London one; in which the Firm are described as "East Indian Merchants"
C.M.

Despatched on 27/5/98

E.R. - Perhaps he may have called on you
C.M.

Documents accompanying:-
-Nil-

No
F.B.S. ~~[illegible]~~ C.M.S. 1/6

P. W. Ry.
500-13-6-98.

Public Works (1898) Department.

Railway

CURRENT No. 750

From

The Govt. of India

Order

No. 62 R.P.

Dated 14th June 1898

Received } 21-6-98
Registered

Enclosures

Spare copies

SUBJECT.

Projected railways in the Madras Presidency.

Forwarding for information copy of its letter to Messrs. Ralph Dowse and Sons, Ld., Bangalore, referring them to the Govt. of Madras for any information they may desire on the above subject.

BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.

All communications should be addressed to the Secretary.

No. 62 R.P.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY PROJECT.

Simla, the 14th June 1898.

JOINT SECRETARY TO GOVT. OF MADRAS RYS.
RECEIVED
21 JUN. 1898

Flag E

The following is forwarded to the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, for information, with reference to his letter No.37 $\frac{\text{R.M.}}{\text{O.}}$, dated the 27th May 1898.

By Order,

Captain R.E.,
Offg: Under Secretary.

Copy of a letter No.61 R.P., dated the 14th June 1898, from the Secretary to the Government of India, Public Works Department to Messrs Ralph Douse and Sons, Limited, Bangalore.

In continuation of Government of India letter No.43 R.P., dated the 25th May 1898, in which you were informed that your request to be supplied with copies of plans, sections and estimates relating to certain projected railways in the Madras Presidency was under consideration, I am now directed to refer you to the Government of Madras for any information you may desire on the subject.

S.A.

Form No. (2).

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

B/ No 859 Ry of 24/6/98.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

READ the following

Letter from the Govt: of India P.W.D. } H.E. No 39 R.P. of 17 May 1898

Letter to do — " — " — 37 Rw./6 of 27 do —

Letter from do — " — " — 62 R.P. of 11 June 1898

Communicated to the Consulting Engineer for Railways.

C.W.P.
D.R.

To

The Cons Engr for Rys

21/6/98.

21/6/98

Despatched on 28/6/98