Public Works (1899) Department.

RAILWAY BRANCH.

G.O., No. 1142 Ry

DATED 11th October

Includes

G. G. Nos. 1106-07 Ry 7-10-99

~~do 1142 Ry 07 11-10-99~~

[Despatch Abstract.]

Procedure in connection with the prosecution of Railway Construction in India.

—

Recording a resolution of the Govt. of India in regard to the—

Indexed.

P. W. Ry. 500—8-5-00.]

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
	1106-7- Ry.		7-10-99				

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
1987 Ry.			17-11-04				

Public Works (1899) Department.

Railway Branch.

CURRENT No. 1176

6

From Govt of India P.W.D.

Order No. 1106 Ry. dated 7/10/99

The Govt of India will be addressed

7/11

3/10/99

No. 199 R P

Dated 12th Oct 1899.

Received 18/9/99

Registered 19/9/99.

Enclosures

Spare copies

Z. Gn. Ry.

SUBJECT.

Stating, the proposal of the Govt of India, to assemble a Commission, to enquire publicly into certain Ry matters in Bombay & Madras; and desiring to views, on the proposal and on the nomination of an unofficial member to the Commission.

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.

CONFERENCE OF 1899.

THE CONFERENCE WAS HELD, BY ORDER OF HIS EXCELLENCY THE VICEROY, AT VICEREGAL LODGE AT 11 A. M. ON TUESDAY, 15TH AUGUST 1899.

The following were present :—

President :

HIS EXCELLENCY THE VICEROY.

Members :

HON'BLE MAJOR-GENL. SIR E. H. H. COLLEN, K.C.I.E., C.B.

HON'BLE MR. C. E. DAWKINS.

HON'BLE COLONEL R. GARDINER, R.E.

MR. F. R. UPCOTT, Secretary to the Government of India, Public Works Department.

MR. A. R. BECHER, Accountant-General, Public Works Department.

Secretary :

CAPTAIN W. J. MCELHINNY, R.E.

His Excellency the President, in opening the proceedings, spoke as follows :—

In holding and in presiding over this Conference, I am following a practice which was instituted by my predecessor, Lord Elgin, who devoted himself with so much businesslike energy, and with such beneficial results, to the development of Railways in India during his term of office. Under the practice established by him this Conference meets yearly at Simla. Every third year a programme of expenditure and construction is drawn up in the Public Works Department by which the Government of India is more or less bound for the triennial period ; and, in the intervening years, the classification of prospective lines as originally adopted, according to their degree of urgency, has been examined and revised by the Conference, as a guide to the Department, in the light of later experience or of pressing need.

There are substantial advantages in this procedure. On the one hand, a comparison of the various proposals submitted to Government is conducted by an impartial Committee, who make an honest endeavour to advise upon their selection, postponement, or rejection. On the other hand, a programme is drawn up for Government by which its proceedings are regulated, and which prevents a policy of drift or caprice. In other words, we are the gainers, firstly, by the possession of a system, secondly, by a reasonable prospect of some continuity in that system.

Nevertheless, I cannot say that I regard our proceedings as perfect, or as realising the maximum possible advantage, nor am I clear that this Conference, either in its character or in its results, corresponds with the intentions of those who originally suggested it. Their idea, I believe, was in

some way to give a guarantee to promoters and to public opinion of the fair consideration of the various schemes submitted to the Government of India, and while not depriving the latter of its position as the final arbiter, to strengthen its decisions by the confidence attaching to an examination, whose proceedings or whose results should have the additional merit of publicity. Whatever the benefits of our annual Conference, I cannot claim for it that these objects have been fully attained. Indeed I am somewhat doubtful as to whether it can legitimately be entitled a Conference at all. A Conference is a high-sounding title, which conveys the impression of a meeting and a discussion between the principal parties concerned, who are in this case the Government of India on the one side, and the Companies or promoters on the other. But a Conference in which one of the two parties is not represented, save by its manuscript statements or applications, seems to me to have an imperfect claim to the title; and I should prefer to call our body what it is, namely, a Departmental Committee of officials of the Government of India, constituted to supplement the work of the Public Works Department, to apply to it the test of a wider examination, in which general considerations of policy shall play a part, and to recommend to the Government of India a systematic, and, so far as possible, a scientific programme.

I have re-summoned the Conference this year, in order that I may have personal experience of the advantages or faults of the system before passing final judgment upon it, and because I propose, when our sittings are concluded, to take the public into our confidence to a greater degree than has previously been the case.

I propose to recommend to the Government of India that the conclusions at which we arrive, with reference to the various lines, shall be formulated in an easily intelligible shape, and shall be published. In this way promoters will learn how their schemes stand in the estimation of Government, instead of having to be content, as now, with the official intimation of success, or the private inference of failure; while the public will gain an idea both of the magnitude and complexity of the problem which we are called upon to discuss, and of the general principles upon which we attempt to decide it.

There remains to be considered the question whether it is possible to invest the proceedings of this so-called Conference with any of those features in which I have described it as lacking. Upon this point I have had the benefit of the opinion and advice of my present Public Works Colleague, Colonel Gardiner, who speaks with the double advantage of both official and commercial experience of Railways in India. There are many difficulties in the way. We cannot suddenly constitute a body resembling a Parliamentary Committee at home. We have not the materials; the questions for decision are far more numerous and more complex; the Government of India is much more intimately concerned than is the Government in Great Britain; above all, India is a much bigger country than England, and Simla is not, like London, an easily accessible centre to all parts of the kingdom.

It has occurred to us, however, that there may be cases in which local interests are acutely involved, and in which local feeling is likely to be more fairly represented if it is heard upon the spot, than by any official or semi-official representations either at Simla or Calcutta. It is, therefore, in my mind to constitute, should the case arise, a small peripatetic Commission, in which the Government should of course exercise the predominant influence, the Public Works Member in all probability taking the Chair, and which should, in the touring season, visit and conduct a public enquiry at any locality where such a problem called for decision, the Local Government or local commercial bodies being represented upon the Commission, so as to lend both impartiality and weight to its decisions, which should then be communicated in the form of a recommendation to the Government of India.

If we carry out this idea, the experiment will be a tentative one. If it is a failure, it can be dropped. Should it turn out a success, I conceive it as not impossible, that the body so formed might constitute the germ or nucleus of a more permanent Commission which should place Government in constant

touch with the currents of public opinion, and which should also satisfy promoters as to the *bonâ fides* and thoroughness of the investigation to which their claims are submitted.

As regards the official programme prepared by the Public Works Department, there seems to me to be a disadvantage, so long as the triennial system is maintained, in not always keeping up that programme three years in advance. As matters now stand, it is drawn up in every third year. The first of these programmes, based upon the first Conference, was drawn up in 1896, when an expenditure of 29½ crores was fixed for the three succeeding years. As is known, this total was, for various reasons, not worked up to, and only 25 crores were spent. Last year the second triennial programme was drawn up. Less ambitious ideas prevailed, and an expenditure of 20¼ crores, subsequently increased to 22⅓ crores on account of lapses in expenditure on the grant for 1898-99, was estimated for during the years 1899-1900, 1900-1901, 1901-1902. Meanwhile, in the intervening years, the construction programme is annually examined and recast; in the second year for the two remaining years of the triennial period; in the third year for the single remaining year. But it appears to me that we should do well to be always three years ahead with our financial working programme, and I, therefore, propose to recommend to the Government of India that Mr. Upcott should not limit himself to the two remaining years of the present term, but should include in his forecast the year 1902-3, and should follow the same practice in succeeding years.

Concerning the general policy of Government towards Railways, it seems to me that, just as the Currency problem which has agitated and perplexed the public mind for twenty years has in part been solved by the steady compulsion of events, so also the same irresistible pressure is directing our Railway policy into more or less permanent grooves. It is easy to denounce the diversity and inconsistency of plans that has prevailed in the past; easy either to laugh or to cry over the Homeric battle of the gauges. To me, it seems more profitable to assist the adaptation of our policy to the lines which seem to be marked out before it both by past experience and by common sense. The natural inclination is, in my judgment, in the direction, not of expanding, but of gradually restricting, Government agency. I must not be understood to deprecate in all cases State management or State construction. On the contrary, I see great advantages, both political and financial, in the maintenance of a Government staff. Still less would I impugn the advantage of State ownership, or the necessity of State control; I am myself a believer in the desirability of purchasing the few outstanding lines as they continue to fall in, while State supervision is of the essence of State possession. Probably we shall, as times improve, and as better offers are made to us, gradually divest ourselves of the working of the majority, at any rate, of those lines which are still both owned and maintained by the Government. The terms under which we may be prepared to part with them, appear to me to be a matter of financial expediency rather than of fixed principle. Our object should be to make the best bargain for the State. For my own part, I do not think that there is anything surprising in the fluctuations that have hitherto occurred in our policy. When Lord Dalhousie first introduced Railways into India, Government was unequal to the venture, and capital required to be attracted by easy and even generous terms. Later on, when Government found that it had been financially a heavy loser by the arrangements so made, there was a sharp reaction, and the Railway policy of Lords Lawrence and Mayo was based upon strict Governmental and centralising lines. We, who have now had a long experience of both systems, can discriminate between their virtues and vices, and can adopt a reasonable compromise. If that compromise tends towards the contraction of the area claimed by Government, and an increasing expansion of the facilities afforded to Companies, it is because we do not want to overweight the shoulders of Government with a burden that they are unfitted to bear, because we want to reinforce our own power and resources with the assistance of capital, both British and Native—and I wish that there were more of the latter forthcoming, as well as of the former—and because in the spirit of healthy competition so engendered seems to be the best guarantee for the promotion of the public interest.

His Excellency then proceeded to the business of the Conference and proposed the following definite measures for the opinion of the members :—

(I) That it be recommended to the Government of India that a continual triennial programme be prepared in place of the 3 years forecast programme as at present ; in other words, that the construction forecast of the third year in advance be yearly considered and laid down, the question of the amount to be so entered being arrived at in consultation with the Financial Department.

This was accepted by the Conference.

(II) That a travelling Commission be formed composed of the Honourable Member in Charge of the Public Works Department, the Secretary or Deputy Secretary, and an additional commercial or non-official member nominated by the Local Government in the Province in which the enquiry is to be held.

His Excellency proposed that this commission should, when the circumstances of the case required it, proceed to the nearest principal town, and publicly take and record the evidence of all interested parties and make its report to the Government of India.

The Hon'ble Colonel Gardiner suggested that the commercial member would probably be more disinterested if nominated from another Province.

The Hon'ble Mr. Dawkins remarked that as the commercial member would be in a minority, it would be immaterial.

His Excellency the Viceroy thought that the character of the nomination might be left over for future consideration, when the need for the commission arose.

This proposal was agreed to by the Conference.

(III) That the List of Railway projects, after obtaining the views of the Military, Home, Revenue and Agricultural and Finance Departments upon them, be edited for public use yearly.

That, following the history of each project or group of projects, a brief summary of the views of the Government of India be appended as to its merits and importance with, where possible, an indication of the policy to be followed in regard to its construction and working.

His Excellency remarked that the present classification adopted, while giving method to the proceedings of the Conference, did not appear to be of any other use to any one ; and, therefore, he considered that the new proposals, which were only tentative and experimental, should be given a trial. If successful, they could be continued in future years.

This proposal was accepted by the Conference.

It was also decided that purely strategic railways, such as the Kohat-Bannu, and Khyber railways, and such like, should not be published with the proceedings for issue to the public, who were not concerned with Frontier railways.

The Honourable Colonel Gardiner stated that he considered the proposals placed before the Conference by His Excellency were very desirable, and he entirely concurred in them with his former reservation as to the third member of the travelling Commission.

The Honourable Mr. Dawkins also concurred in the proposals and remarked that in outlining Government policy in connection with the various projects, care should be taken to allow for financial exigencies which might prevent Government from carrying out all their proposals.

The Honourable Sir. E. Collen remarked that the Conference enabled him to give the views of the Military Department and the Commander-in-Chief regarding projects considered desirable from a military aspect, and if the Conference was not to meet in future he hoped that the list of projects, which is usually prepared for the annual Conference, would be sent at an early stage to the Military Department to enable them to record their views on any project in which they were interested.

His Excellency stated that this would be done. Sir E. Collen, thereupon, expressed himself as satisfied with the procedure indicated for the future and concurred with all the proposals put forward by His Excellency.

His Excellency, in conclusion, ordered that the proposals of the Conference should be submitted to the Government of India for approval in the form of a memorandum and the Committee adjourned.

Curzon of Kedleston.

E. H. H. COLLEN.

C. E. DAWKINS.

R. GARDINER.

F. R. UPCOTT.

A. R. BECHER.

W. J. McELHINNY.

15th August 1899.

G. C. Press, Simla.—No. 1055 P. W. D.—6-9-99.—10.

31

JOINT SECRETARY TO
RECEIVED
18 SEP. 1899
GOVT. OF MADRAS RY.

All communications should be addressed to the Secretary.

No. 199 R.P.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY PROJECTS.

Copy of Madras.

To

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

Simla, the 12th September 1899.

Sir,

I am directed to inform you that the Government of India propose, as the outcome of one of the recommendations of the Railway Conference held this year at Viceregal Lodge, to assemble a Commission in Bombay about the commencement of November next to publicly enquire into certain Railway matters connected with Bombay. This Commission will, it is proposed, thereafter proceed to Madras and enquire there into the question of the point of Division of the East Coast Railway as soon as the permanent connection between Cuttack and Howrah is established.

2. Since the orders passed in the Government of India letter No.1209 R.T., dated 31st October 1898, this matter has been unofficially discussed in letters by Mr. Wynne and Mr.Moss, Agents, respectively, of the Bengal-Nagpur and Madras Railways, and these letters have been reviewed by your Consulting Engineer, Mr.Spring, and forwarded to the Madras and Coconada Chambers of Commerce for their remarks.

3. The letters, however, go beyond the point at issue and discuss the question of the Bengal-Nagpur Railway running into Madras - whereas, the original point selected by the Government of India was Vizianagram - the Madras Government preferring

B (page 16 + 17)

preferring, however, Khurda Road or Vizagapatam.

4. The Commission would be composed of Sir Arthur Trevor, Hon'ble Member for Public Works, Mr. Upcott, Secretary, Public Works Department, and a gentleman connected with the commercial interests, but for obvious reasons, not personally concerned with either the Madras or Calcutta trades. The unofficial member of the Bombay Commission might, if willing, conveniently continue to serve on the Madras enquiry, but if this cannot be arranged or is not thought desirable, a fresh member would be nominated by the Government of Madras.

5. I am desired to ascertain your views on the proposal and to ask your opinion on the subject of the nomination of the unofficial member, whose remuneration will be shortly communicated to you. It is proposed that the Commission shall sit in public for say a week in Madras in the latter part of November to hear and record evidence from those interested and then, unless it is also considered necessary to sit and record evidence in Calcutta, they would make their report to the Government of India.

6. Due notice of the meeting and its object would be published in the local papers and other details connected with the meeting would be, it is suggested, arranged by your Government. I forward, herewith, a copy of the Conference proceedings.

I have the honour to be,

Sir,

Your most obedient servant,

F. Upcott

Secretary.

RR.

Document accompanying :-

Conference Proceedings referred to.

S.s.S.

Form No. 10.

PUBLIC WORKS DEPARTMENT.

RAILWAY BRANCH.

C. No. 1176
18-9-99

HIS EXCELLENCY THE GOVERNOR.

~~THE HON'BLE MR. ARUNDEL I.C.S.~~ C.S.I.

~~THE HON'BLE MR. H. M. WINTERBOTHAM, I.C.S.~~

SUBJECT.

Proposal of the Government of India to form a Commission to sit at Madras and enquire into the point of division of the East Coast Railway.

FOR ORDERS.

We must now write to the Government of India accepting the proposed commission and offering every assistance. An independent gentleman must be named in substitution for the Bombay unofficial Member, in case the latter should not find it convenient to serve, or in case His Excellency in Council should desire the presence on the commission of an independent Madras Member not directly interested in the East Coast Trade or in railways.

2. I would suggest that the Honourable Mr. H. P. Hodgson, if willing to serve, would be a good nominee. He is independent, is a representative man, and has a head on his shoulders.

3. Should His Excellency in Council approve of this suggestion it might be well if the Private Secretary could ascertain for His Excellency whether Mr. Hodgson would be willing to serve in the event of the Bombay Member not continuing to sit.

4. If the above is approved India might be addressed to the effect that their letter is acknowledged and that His

I think the proposals in paras. 2, 3 & 4 may be adopted.

H.S.H.
28.9.99

9.99

Excellency in Council is glad of the opportunity offerred, and will be prepared to nominate an independent gentlemen connected with commercial, but not railway or East Coast, interests, in Madras, to sit on the commission if necessary; and that in the meanwhile His Excellency will be glad to learn the name of the Bombay unofficial Member and the amount of remuneration to be named in case an unofficial Madras gentleman has to be approached.

JKS.

R.

22/1/11

Form No. 10. A.

Draft for H.E.'s approval

No. 1107. Ry

SERIAL No. 8

Government of Madras,

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

To

The Secretary to the Government of India,

Public Works Department,

SIMLA.

Ootacamund, the 7th October 1899.

Sir,

I am directed to acknowledge the receipt of your letter No. 199 R.P., dated the 12th September 1899, intimating the Government of India's proposal to assemble a Commission after the cessation of their sitting at Bombay in November, with a view to the holding at Madras of a public enquiry into the subject of the best point of partition between the Northern and Southern Working Agencies of the East Coast Railway. Should it not be found convenient or deemed expedient for the Bombay unofficial member to come on to Madras, it is proposed that this Government should nominate, as a Member of the Madras Commission, a gentleman connected with commercial interests but not personally concerned with either the Calcutta, the Madras, or the East Coast Trade.

2. In reply I am instructed to communicate His Excellency's, in Council, acceptance of the proposal, and to intimate that on learning from the Government of India of the necessity for appointing a local Member, and of the remuneration proposed to be offered to him, this Government will be prepared to nominate a gentleman likely to command the fullest public confidence.

3. All arrangements for the meeting will be made locally and public notice given, as soon as further particulars shall have been arranged with the Government of India.

Document accompanied
- Nil -

JKS

R. 3/10/99

Public works (1899) Department.

SERIAL No. 7

B/

Railways
CURRENT No. 1233.

From The Govt of India.

Order – No 1142. Ry dated 11/10/99
Recd 7/10/99

No. 206 R-P.

Dated 16th September 1899
Received 3d October 1899
Registered ——— do ———.
Enclosures
Spare copies

Z. Cm Ey. ✓
" Agra M.B.C. ✓ } three two
" " S.I.B.C ✓
" C.B ✓
" Editor Table ✓ } three two

Despatched on 11/10/99.

SUBJECT.

Railway Conference 1899—
Procedure in connection with
the prosecution of railway
construction in India

———

Forwarding 2 copies of Govt
of India Resolution in
regard to the ———.

BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.

JOINT SECRETARY TO GOVT. OF MADRAS R. S.
RECEIVED 3-OCT.1899

[*General Distribution.*]

No. 206 R. P.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY PROJECTS.

RESOLUTION.

Simla, the 16th September 1899.

Railway Conference, 1899.—Procedure in connection with the prosecution of railway construction in India.

READ—

Memorandum, dated the 7th September 1899, from the Secretary to the Departmental Committee, which assembled by order of His Excellency the Viceroy on 15th August 1899.

OBSERVATIONS.—With the memorandum read above were forwarded for the approval of the Government of India the proceedings of a Committee, which assembled on the 15th August 1899, to consider the question of railway extension in India. The definite measures proposed by the Committee are the—

(*a*) Preparation of a continual triennial programme of railway construction in place of the present three years' forecast.

(*b*) Constitution of a small travelling Commission to enquire into local interests affecting railway schemes.

(*c*) Editing and publication, in a suitable form, yearly of lists of railway projects which are before the Government of India for consideration. Such lists to exclude purely strategic railways.

The new proposals are only put forward as tentative and experimental, and if approved, are recommended for early adoption.

RESOLUTION.—The Governor General in Council is pleased to accept the recommendations of the Committee and to decide as regards the first of the recommendations made (*a*) that the system of a continual triennial programme of railway construction be adopted in connection with the annual programme now under preparation, and that the new system be given a wider scope by requiring all Railway Administrations to conform to the principle, and to submit their schedule of demands for capital works in the form adopted for State railways. The schedule should be submitted annually, and the figures for the two years that formed a part of the previous schedule should be revised in the light of subsequent orders and the latest information available: the figures for the additional year being added upon the best forecast that can be made.

2. As regards recommendation (*b*), the formation of a small travelling Commission to enquire into local interests affecting railway schemes is also authorised. For the present the Commission will only be constituted as a temporary body to be assembled as occasion may arise, and the dates of its sitting and the scope of its enquiries will be publicly notified. The Commission will sit and take evidence in public and will be open to interested parties who desire to appear in person, or by counsel, or by duly authorised representative.

3 The Commission shall consist at present of the Honourable Member for Public Works, the Secretary to the Government of India, Public Works Department, Railway Branch, and a third unofficial member of the commercial community, approved by the Local Government of the Province in which the enquiry is to be held, who shall be entitled to suitable remuneration and travelling accommodation while serving on the Commission. It follows, therefore, that the third unofficial member to fulfil the condition of ability to form opinions unbiased by local interests will be nominated anew, as the circumstances of the enquiry and locality may demand. A Secretary to the Commission and small clerical staff will also be appointed by the Commissioners as required.

4. The third and last of the proposals, (*c*), is also approved, and the work of preparing, in a suitable form, the history of the railway projects placed before the meeting of the 15th August 1899, excluding Frontier lines, is authorised and, when completed, should be issued to the public.

ORDER.—Ordered, that this resolution be published in the *Gazette of India*.

Ordered, also, that a copy of this resolution be communicated to the Local Governments and Administrations, and to the officers noted in the margin, for information and guidance, and to the Governments of the North Western Provinces and Oudh and the Punjab, the Chief Commissioner of the Central Provinces, the Agents to the Governor General in Central India and Baluchistan, the Resident in Mysore, and to the Accountant General, Public Works Department, for information.

The Governments of Madras, Bombay, Bengal and Burma.
The Chief Commissioner of Assam.
The Resident at Hyderabad.
The Agent to the Governor General for Rajputana.
The Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow and Assam.
The Managers of the North Western, Oudh and Rohilkhand, Eastern Bengal and East Coast (State) Railways.

H Rivett

Secretary.

Documents accompanying.
Nil.

G. C. Press, Simla.—No 1288 P. W. D.—25-9-99-624.

To The Joint-Secretary to the Govt of Madras,
Public Works Department, Ry Branch,
4 Spare Copies

PRIVATE SECRETARY TO THE GOVERNOR · MADRAS ·

GOVERNMENT HOUSE.

Ootacamund. 15 Feb 1899

My dear Spring,

I send you a copy of a letter which, under His Excellency's instructions, I am sending Hodgson. I shall trust to you to let us know in due time if Hodgson is wanted, so that we may pass the information on to him, with whatever papers or references may be necessary.

Yours sincerely
H. A. Stuart

Ry — to pl
JM

GOVERNMENT HOUSE.

Ootacamund 15th 1899.

My dear Hodgson,

His Excellency wishes me to thank you for your letter of the 9th. He has consulted Spring again on the matter and this is what Spring says:—

"I should advise Hodgson "that what is wanted in "the Commission is not "special railway knowledge "but a Judicial mind and "that he should be a person "likely to command public "confidence. He must

nourable Member for
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in which the enquiry
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to form opinions
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"of Course, be unbiassed
" in the matter to be discussed,
" which on this occasion is,
" the best point of partition
" of the East Coast Rly between
" the Railway Agencies Centering
" in Madras and that Centering
" in Calcutta - I judge that
" the chief evidence will be
" that of Madras Traders
" and Bankers -"

You will see therefore that His Excellency and Spring consider that you are fully qualified to accept

the post of Commissioner if one should be wanted and accordingly, His Excellency understands from your letter of the 9th that you will be good enough to undertake the work if occasion should arise -

His Excellency wishes me to thank you for this and to say that should occasion arise, he will let you know in due course -

Yours truly
A Hastings
(True copy)
W. A. Jones

of Madras,
Ry: Branch,

1332

INDIAN TELEGRAPHS. Monthly Number.

Code (1888)

To (Office) Vizagapatam

From (Office) Simla 10

Words 18 | Date. OCT 1899 | Hour. 17 | Minute. 31. | Official Instructions. Urgt

To (Person) Workd.

Railway Madras.

From (Person) Workd.

248 R. P. Your
H 1107 R. dated seventh
october wired You accept
honourable allen arthur
member legislative council to
Sit on inquiry to decide
whether vizagapatam or Khurda
road shall be division
of the east coast
railway he has been
accepted for bombay enquiry
and government of India
consider his appointment both
convenient and expedient

64 Words Ordinary Form. F.C. 2.

Recd. from LN. | Sent to LN.

At Hrs. Mts. by | At Hrs. Mts. by

for Superintendent
Telegraph Master.

OOTACAMUND 17 10 99

C G P—No. 494 T—22 12 97—36 0 00.

Oblam Thackers Directory for me
where it is — send it with the money
with this. I have agreed with
Chij Engr. Simla.

Telegram

SERIAL 11

From

F. J. E. Spring Esqr C.S.

Calcacamund

To.

H. A. Sim Esqr

Private Secy: with H.E.

the Governor on tour

Ammayanaikanur.

No 89 C. India wires offering Hon. Mr Allen Arthur as member of Committee to choose between Khurda road and Vizagapatam considering appointment convinient and expedient. Does His Excellency accept or shall I wire that without questioning Mr Arthur's fairness considered here that Madras Commercial opinion likely have greater confidence in Hodgson's appointment than in that of Chairman Calcutta Chamber of Commerce which Arthur is.

Despatched on 18/10/99.

18. X. 99.

My dear Sir.

I have received your letter of the 15th Oct. and note what you say.

I cannot but feel gratified that His Excellency should think me capable to fill so important a position, & kindly express my thanks and say that I shall be ready to

Code Class. 8 INDIAN TELEGRAPHS Monthly Number. 1428

To (Office) ootacamund From (Office) Periyakulam

Words.	Day.	Hour.	Minute.	Official Instructions.
21	18	18	20	

To (Person) Spring Esq Consulting Engineer for Railways

From (Person) Private secry 12

32 Word Form. F.C.L.

excellency thinks we should recommend hodgson on grounds suggested by you

Recd. from LN. At Hrs Hrs. by

Sent to LN. At Hrs. Hrs. by

DD

Telegraph Master.

OOTACAMUND 18-10-99

C G P—No.—201 T—17997—2000000.

Telegram deferred From Ootacammund Works, Railways.

To Simla Works

23 A Your wire 248 RP, October seventeenth, Matter fully discussed in Council here and subsequently your proposal submitted to His Excellency on tour who instructs me to say that while not for a moment questioning your nominee's bona fides the nomination of President Calcutta Chamber of Commerce on committee to consider the particular question under discussion cannot possibly command confidence Madras Commercial community. His Excellency has obtained consent of Honourable Mr. H. P. Hodgson Member Madras Legislative Council to sit if required and that selection was dictated by consideration that while representing commercial community Mr Hodgson is quite unconnected with East Coast commercial politics and certain to be acceptable to commercial community here whose interests are so largely affected by decision between Khurda road and Vizagapatam Port.

Despatched on 19-10-99

PRIVATE SECRETARY TO THE GOVERNOR · MADRAS ·

~~GOVERNMENT HOUSE~~.
Governor's Camp.
Kodaikanal
23rd October 1899

SERIAL
No. 13

My dear Spring.

Will you please read the enclosed. Can I trust to you to let us know if Hodgson's services are required.

Yours sincerely

W. A. Hinde

Public Works (1899) Department.

RAILWAY BRANCH.

14

CURRENT No. 1325

From The Govt of India

Order

Telegram No. 1063 RT

Dated 26-10-99.

Received
Registered } 27-10-99

Enclosures

Spare copies.

SUBJECT.

Railway Commission in Madras re: the Division of the E.I.Ry.

Suggesting that a Gentleman unconnected with either Calcutta or Madras should be selected to sit on the Commission

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.

JOINT SECRETARY
RECEIVED
27 DEC 1899
GOVT OF MADRAS

Code Class. XS INDIAN TELEGRAPHS. Monthly Number. 445

To (Office) madras Irrigation From (Office) Simla

Words	Day.	Hour.	Minute.	Official Instructions.
11218	26	18	18	Urgt- Received at 00hr 18th

To (Person) Works Railway madras.

From (Person) Works.

Chepauk

1063 R. J. 26D your telegram 23 d 19 instant the objection taken to the appointment of honorable mr allan arthur would apparently apply also to the appointments of the honorable mr Hodgson under these circumstances the government of india would prefer that a gentleman unconnected with either calcutta or madras should be selected and suggest

64 Word Form. Dft 1428.

Recd. from LN. At Hrs. Mts. by

Sent to At Hrs. Mts. by

IRRIGATION 27 DEC 99

Telegraph Master.

INDIAN TELEGRAPHS.

Code Class. | Monthly Number.

To (Office) | From (Office)

Words	Day.	Hour.	Minute.	Official Instructions.

To (Person) | From (Person)

that the names of mr Abercrombie Chairman of the Chamber of Commerce Bombay or mr Forrest of messrs Killick nixon and Co. Bombay or mr macaulay of messrs. Wallace and Co Bombay should be submitted to his excellency the governor for acceptance

84 Word Form.

TRIPLICANE 27 OC. 99

Recd. from LN. At Hrs. Mts. by

Sent to LN. At Hrs. Mts. by

Telegraph Master.

Form No. 56.

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS.

Current No.

NOTE FOR

15

Telephone to Private Secretary.

Govt. of India wire as follows.

---

message ends. Please tell His Excellency I have no personal knowledge of any of the gentlemen named. I suggest that he wire accepting Govt. of India choice of any one of them.

7/11

27/11/99

After telephone to H.E. that Col Gardiner is at the Club, and is leaving tomorrow.

7/11

Despatched
12.20
Clerk.
27/11/99.

PRIVATE SECRETARY TO THE GOVERNOR · MADRAS ·

GOVERNMENT HOUSE,

Guindy, 27 Oct 1899.

16

My dear Spring

His Excellency approves of your suggestion, made by telephone to-day, that we should accept the Govt. of India's choice of any one of the three Bombay men suggested by them as Railway Commissioner in place of Hodgson. Will you please take the necessary action?

Yours sincerely,

L. Dane

~~URGENT~~
~~DRAM~~ ORDINARY

No. 23

Form No. 7.

TELEGRAM ~~URGENT~~ ORDINARY ~~DEFERRED~~

SERIAL No. 17

FROM Works Rwy. Madras

TO Works Simla

R0. 55 B. Your wire 1063 R.T. dated 26th ult. Nomination of any one of the three gentlemen named is accepted.

28.10.99

Sd/ F. J. E. Strong
R.

TELEGRAM ~~URGENT~~ ~~ORDINARY~~ ~~DEFERRED~~

GEN. No. 18

Public Works (1899) Department.

RAILWAY BRANCH.

Ry CURRENT No. 1392

From Govt of India

Order

No. 1086 R.T.

Dated 7— 11— 99

Received

Registered 8— 11— 99

Enclosures

Spare copies.

SUBJECT.

The Railway Commission in Madras re: the division of the E & G Ry

Stating that neither of the gentlemen proposed in their Tele 1063 R.T. of 2[illegible] can attend

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Dat

04243

INDIAN TELEGRAPHS.

8 NOV 1900

Code Class. ds | Monthly Number.

To (Office) Madras | From (Office) Calcutta

Words	Day.	Hour.	Minute.	Official Instructions.
53.10	7	16	30	dpd

To (Person) Works Railway | From (Person) Works

1086 R T owing
to pressure of business
and absence mither of
the gentleman proposed in
my telegram 1063 R 7th & D.
T. of 26th October
last can attend will
government Madras accept tag
of forbes and company
Bombay or Symonds of
finlay Muir bombay &
Macrobert of Calcutpore

64 Word Form. F. C 2.

Recd. from LN. At Hrs. Mts. by

Sent to LN. At Hrs. Mts. by

ADRAS 8-11-99

Telegraph Master.

O & P.—No. 361 T—17 12 99—5000000

TELEGRAM ~~URGENT~~ ~~ORDINARY~~ ~~DEFERRED~~

Form No. 7.

~~TELEGRAM~~ ~~URGENT~~ ~~ORDINARY~~ ~~DEFERRED~~

Telephone to Finlay

FROM

To

R. Privt Secty to H.E.

India wire begins.

Message ends.

I recommend His Excellency to refuse Finlay Munn and Company's representation and accept Mr Saville's with the remark that Mr Hodgson is still preferred and that as already explained he is a representative to whom he has no interest in Mundra or East Coast Trade.

Resp'd
1/0
Calcutta
8/11/79.

8/11/79

TELEGRAM ~~URGENT~~ ORDINARY ~~DEFERRED~~

23

PRIVATE SECRETARY TO THE GOVERNOR · MADRAS ·

GOVERNMENT HOUSE.

22

Sunday. 8th Nov 1903

My dear Spring

His Excellency accepts your telephonic recommendation about the man who shall represent Madras on the forthcoming Railway Commission. You will recollect that your recommendation was as follows:—

"I recommend His Excellency to refuse Finlay Muir & Cawnpore representative & accept Mr Saville, with the remark that Mr Hodgson is still preferred & that, as already explained, he is a representative tea planter but has no interest in Madras or East Coast trade"—

Yours sincerely

L. A. Pri

Form No. 7.

TELEGRAM

~~URGENT~~
ORDINARY
~~DEFERRED~~

23

FROM

R.

To

Calcutta
Works

No. 57. B. apple 1086 R.J.

anomaly His Excellency the Governor refuses Finlay Mains and the Cawnpore representatives and is willing to accept Mr: Saville but directs me to say he still prefers his own nominee the Hon: Mr: Hodgson a representative planter but who as already explained has no interest in Madras or East Coast Trade.

Sd Frank E Sprunt
R.
9.11.99.

Despatched on 9/11/99

Public Works (1899) Department.

RAILWAY BRANCH.

CURRENT No. 1413

2 currents

From Govt of India

Order

No. 1114. R.T.

Telephone G.G.

to be passed in order

Dated 13—11—99

Received

Registered 14—11—99

Enclosures

Spare copies.

Paper Ltr

Journal

Letter

7M

17/11

SUBJECT.

Railway Commission in Madras

Intimating that Mr. Savile of Forbes & Co Bombay has accepted a Seat on the ——

BACK PAPERS.

No.	Date.

FURTHER PAPERS

No.	Date.

TELEGRAPHS. Monthly Number. 1340

INDIAN

14 NOV 1899

OUT OF INDOOR SYS

Code Class. Dd.

From Calcutta (Office)

To Madras (Office)

Words. 21 | Day. 13 | Hour. 17 | Minute. 7 | Official Instructions. Off.

To Works railway (Person)

From Works (Person)

S.23.

1114 R. T. Your telegram Number 57.b of 9 instant to Savile Bombay Forbes and Company has accepted seat on railway Commission in Madras

64 Word Form. F.C.2.

Recd. from LN. At Hrs. Mts. by

Sent to LN. At Hrs. Mts. by

MADRAS 14-11-99

Telegraph Master.

[illegible] 782 THR & 97[illegible]

n No. 7.

~~TELEGRAM~~ ~~URGENT~~ ~~ORDINARY~~ ~~DEFERRED~~

Telephone to Gennadius

To

FROM

R.

Private Secretary
to H.E. the Governor

India writes that Saville
of Forbes and Company has ac-
cepted seat on Railway Commission
in Madras. –

Despatched
14.III.99