Revenue (1897) Department.

Misc.
~~ROUTINE~~ SERIES.

G.O., No. 2085

DATED 26th April 97

[Despatch Abstract.]

Stating that the allowance to be paid to the Madras Railway Company in connection with the registration of Railborne Statistics was meant to include the house-rent sanctioned in G.O. 2836 d. 23rd Sept. '95.

BACK PAPERS.

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

FURTHER PAPERS.

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

Revenue (1897) Department.

CURRENT No. 1736

GOVERNMENT OF MADRAS
26 FEB 97
REVENUE DEPARTMENT

op
26/4/97

From
The Board of Revenue
(Rev. Sett., L. R. & Agri.).

No. 41 Press.

Dated 19th January 1897.
Received 25th Febry 1897
Registered 26th Febry
Enclosures
Spare copies

Order misc. No. 2085 of 26th April 97.

The allowance to be paid to the Madras Railway Company per mensem to be inclusive of ~~includes~~ the house rent sanctioned in G.O. No 3836 of 23rd Sept 1895 ~~(vide para 13 (a) of the note printed at page 14 of the Boards Procs read above)~~ omit.

19/4/97.

SUBJECT.

Rail-borne trade. Recording with remarks G.O. communicating the letter from the Government of Bombay regarding the revised scheme for the registration of and compilation of the statistics ~~of~~ Southern India

List
To Clk 9.4.97
x flagged A
The Bd of Revenue (R. S. L R & A)
The P.W.D. (Railway Branch)
the ~~Hold~~ Joint the P.W.D Secy for his favour of communication.

22/4/97

BACK PAPERS

G.O.	No.	Department.	Date.
Go	1946	R	18-5-96
"	3084	R	3-8-96
"	3719	R	17-9-96
"	4676	R	19-11-96
"	5836	R	23-9-95

FURTHER PAPERS.

G.O.	No.	Department.	Date.

Copy of a letter No. 557 of 20th January 1893 from the Consulting Engineer for Railways, Bombay, to the consulting Engineer for Railways, Madras.

With reference to your letter No. 1706 dated 25th July last, I have the honour to request you will be so good as to again address the agent, south Indian Railway and ask him to reconsider the question of taking up the registration of Rail-borne traffic, now that the grounds upon which his objection was based have been removed by the appointment of an Assistant Auditor which, I understand, has recently been sanctioned. All the other Railways, without exception have agreed to undertake this work, in which they themselves are not altogether uninterested; and it would seem somewhat anomalous if the South Indian should stand alone in its refusal.

2. I have reason to believe that the Agent is prepared to reconsider this question, and hence it is that I again venture to trouble you on the subject.

Copy of a communication from the Agent, South Indian Railway, Trichinopoly to the Consulting Engineer for Railways Madras,

No. 151, dated 3rd February 1893.

Your No. 60 of the 23rd ultimo. The Chief Auditor has reported to me as follows:-

"I beg to inform you that now the Supervising staff of my department has been strengthened and the pressure caused by the conditions under which the construction work has been carried on, is removed, I have no further objection to offer to the registration of the rail-borne traffic being transferred to my office."

"The staff at present employed here under the orders of the Examiner of Railway Accounts, Bombay, has not, I think, been increased proportionately to the additional mileage on

whic

which the registration has now to be made and in my opinion the necessary establishment could not be entertained under a cost of Rs. 200/- a month."

I am willing upon payment of Rs. 200/- a month, for this Company to undertake the registration of rail-borne traffic.

No. 267 dated Madras the 4th February 1893.

Forwarded to the Consulting Engineer for Railways, Bombay, in reply to his No. 557 dated 20th January 1893.

(sd.) A. B. C. Shelley
Captn.R.E.

for Offg. Cons. Engr. for Rys.

× Copy of a letter No. 7845 dated 10th December 1892 from the Consulting Engineer for Railways Bombay to the Agent, Great Indian Peninsula Railway.

The question of the existing arrangements for registering the statistics of rail-borne traffic which form so important a factor in the Trade review of India published annually by the Department of Finance and commerce, has recently been under the consideration of Government and it has been considered -- disirable, with a view to ensure as far as possible the accuracy of the figures embodied in those statistics, to secure the -- cooperation of the several Railway Administrations towards the attainment of this important object in which they are themselves not altogether uninterested. This can, it has been recognised only be satisfactorily accomplished by the Audit Offices of the several railways undertaking the registration of the -- traffic on payment of a half yearly sum to be agreed upon as has been the practice for many years past on the railways in Bengal the North Western Provinces and the Punjab. This --- arrangement has now been agreed to by the E. B. & C. I. the Southern Maratha and ~~oher~~ other railways under the contr~~act~~ol of this Government and I have accordingly the honour to request you will be so good as to allow your Audit Office to undertake the work of registration for the G. I. P. line, I should be glad if the sum proposed can be limited to the cost of the establishment at present maintained by Government for this purpose amounting to Rs. 280 per mensem. This is the cost of registration only as distinct from the portion of the same establishment employed upon the general compilation &c of the registered results received from the other railways which will be carried on as at present.

The clerks engaged on registration and who are fully conversant with the details of the work can be placed at the disposal of the Auditor, or so many of them as he may require, the pensionary and other claims on Government being settled up on their transfer to the Audit Department of the Company.

The required forms for registration will be provided - free of charge by Government and ~~my~~ any points of detail can be -- settled between the Government Examiner and the Auditor.

I shall be glad to be favoured with a reply at your early convenience.

× Copy of a letter No. 282R-92/933 dated 20th January -- 1893 from the Agent G. I. P. Railway Company to the Consulting Engineer for Railways Bombay.

In reply to your letter No. 7845 of the 10th December -- 1892, I have the honour to say that we will agree to do the -- registration of the Traffic in the manner proposed and upon -- payment for the present of a sum of Rs, 300/- a month, the -- amount to be subject to modification from time to time as may be found to be necessary.

It is understood that the requirement of Government is confined to the registration only, and that the general compilation of the registered results will continue to be carried out in the Examiner's Office.

2. The Auditor advises me that he proposes to make some re-adjustment of his office staff and will employ any additional staff he may require as junior hands on usual Railway - conditions, and it will therefore not be necessary to ask for the transfer of any of the staff of the Examiner's office as -

suggested in your letter.

Copy of a letter No. 12430 T of 28th October 1892 -- from the Agent, Bombay, Baroda & Central India Railway Company to the Consulting Engineer for Railways, Bombay

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In reply to your letter No. 6642 dated 10th October 1892, I have the honour to forward herewith copy of letter -- No. 29190/M4896, dated 15th idem from the Chief Auditor and Accountant; proposing a charge of Rs. 300 per mensem for compiling the statistics of Rail-borne traffic over this Company's system. This amount does not include any charge for rent, nor the cost of stationery, which it is understood, will be supplied upon application free of charge by the Superintendent of --- Government stationery Bombay.

The proposal seems fair and will it is hoped be accepted by Government.

Copy of a letter No. 29190/M4896 dated 15th October 1892 from the Chief Auditor and Accountant Bombay, Baroda & Central India Railway to the Agent, Bombay Baroda and Central India Railway.

With reference to your memorandum No. 12807 T of 12th instant, herewith returned I beg to inform you that I have no objection to undertake the record of the statistics of rail-borne traffic for the amount it actually now costs plus Rs. 50/- per mensem for supervision and stationery, but that I cannot undertake to furnish important information of this kind without having the work properly supervised, and that I consider the cost of supervision should not fall on the Railway which it would, if no charge were made for it.

2. With regard to the item of rent, I have no desire to press the charge, but it is question for you to decide, and in doing so, it should be borne in mind that the Accomodation in the offices in Ajmere is barely sufficient for our present staff.

3. With reference to paragraph 5 of the Consulting Engineer's letter, I beg to point out that the tonnage recorded for the Department of Finance and Agriculture shows the approximate weight after making deductions on account of packing. It is consequently of no practical value to this railway in -- the preparation of its statistics.

4. With the constantly increasing traffic of the lines -- worked by this Railway an increase in the staff for recording the statistics under reference may reasonably be expected, --- besides small increments to the present staff, and some provision for these charges appears to be necessary.

5. I would under these circumstances, state the total -- charge to be Rs. 300 per mensem for the present.

6. The Consulting Engineer points out that the E. I. Railway charges Rs. 1920 per half year for the work and remarks -- that they have a considerably larger volume of traffic comparing the tonnage of General merchandise on the E. I. Railway with that carried on the lines with which we have to deal viz. B. B. & C. I. , R. M. Dabhoi Petlad, Mehsana, Jodhpore & ---- Bikaneer Railways, there is a difference of only 4% the figures for the year 1891 being:-

	Tons
E. I. Railway	2,862,050
B. B. & C. I. Railway R. M. Railway & other lines.	2,758,371.

7. If Government consider the amount proposed by me to be too high I would suggest that we charge actual cost.

No. 721 of 1893.
P. W. Department Railway .
Bombay Castle, 11th April 1893.

20

To

The Secretary to Government,
Revenue Department,
Bombay.

Memorandum.

Copy of a memorandum by the Examiner of --- Guaranteed Railway Accounts dated 18th February 1893, which is concurred with by Government in this Department together with copies of the replies of the various Railway Administrations concerned transferred to the Revenue Department with reference to paragraph 2 of that Department Resolution No. 5051, dated 17th June 1892 for consideration and orders

(sd.) H. O. Selby.
Under Secretary to Government.

Memorandum by the Examiner of Guaranteed Railway Accounts Bombay dated 18th February 1893.

In reference to paragraph 2 of the orders of Government in the Revenue Department No. 5051 of 17th June last, I beg to submit the result of the references therein ordered to be made to the several railway Administrations and to remark - as follows.

2. It should be explained that the delay in dealing with this matter has been due to difficulty in getting the South -- Indian Railway to agree to take up the work of registration, in consequance of the shorthandedness of their supervising -- Audit Staff. This difficulty has now been removed and the -- Agent has accordingly agreed to do the work (vide consulting -- Engineer's Madras, endorsement No. 267 of 4th instant)

3. The several Railway Administrations realizing apparently the unsuitability of the present arrangements for the -- registration of rail-borne traffic; and that Government sooner or later must have recourse to them if the figures are at all

to be depended upon and desiring also no doubt to provide for the development of traffic on their respective systems have, in accordance with true commercial instinct, put up their prices somewhat high since they were last addressed on this subject in 1891.

4. The annexed statement shows in comparison, the present and proposed cost per mensem the latter being Rs. 234 in excess of the former But to the present cost should be added contingencies such as office rent, stationery, postage, peons, -- punkah pullers, repairs of office furniture &c, also leave and pensionary claims. If allowance be made for these items, the proposed cost will certainly not be in excess of the present. It must also be borne in mind that any profit which the Railways may make out of the transaction goes back again to Government entirely in the case of non-surplus-earning lines and one half, in the case of surplus-earning ones. In any case even though the proposed cost were greater than it is, it would be well worth the while of Government to pay it, and get figures that could be depended upon. There is no guarantee that those are even approximately correct under the present arrangements.

5. The Railways having one and all agreed to do the -- registration of traffic on their respective lines it only now remains to consider what arrangements should be made for the general compilation i.e. the putting together of the returns received from the several Railways, their valuation and distribution. The Auditor Great Indian Peninsula Railway, expressed his -- willingness to under-take this part of the work also when first consulted some months ago; but he now finds that owing to -- insufficient Office space, he is not able to accommodate the staff required. Besides it might not be desirable to bring him into correspondence with the other railway Auditors in matters of discrepancies in their returns.

6. This work it may be mentioned is done in Bengal and the other Provinces by the Officer who does the review of the statistics; and there does not appear to be any reason why the same procedure should not been followed here. On this point the Director Land Records and Agriculture, in paragraph 3 of his memorandum recorded in Financial Department Resolution No.

428 of 30th January 1892 observes as follows. "This will not be necessary (the transfer of a clerk) if the compilation and valuation remain with this Office (the Director's) as proposed by Mr. Ozanne an arrangement which also undoubtedly offers --- the facilities needful for an effectual review".

7. It is perhaps unnecessary for me to say that I entirely concur in this opinion as there would obviously be no advantage in interpolating me between the Director and the Railways. -- This would be merely making me an intermediary for transmitting the Director's enquiries about discrepancies &c to the -- Railways concerned and for passing their replies on to the -- Director, thus creating unnecessary circumlocution and delay. The Railways having agreed to undertake the work of registration, their results should, I consider, be passed on by them - direct to the Director in whose office the General compilation &c should be done.

8. The only other point requiring to be noticed is the -- disposal of the present staff. The railways, it has been --- ascertained, will not be able to provide for the whole of them and those that they do take over will become non-pensionable Company's establishment; of the present staff, only some 8 men are entitled to pension see paragraph 4 of Director's letter No. 761 of 2nd April 1892, to the Chief Secretary to Government and those men might be provided for in connection with the work of general compilation &c proposed to be done in the Director's Office, the remaining hands being paid the gratuities due to their services.

9. The present cost of the Bombay branch office where -- the registration of the G. I. P. Railway traffic is done as -- well as the work of general compilation &c is Rs. 744 per --- mensem excluding office rent and contingencies (vide statement attached to Director's letter above quoted) and this I have ascertained is divisible between registration and general compilation &c as follows:

Registration - -------------Rs. 275
General compilation &c -------Rs. 469
744

The G. I. P. Railway proposes to charge Rs. 300 a month for -- doing the registration. This leaves Rs. 744-300 or Rs. 444

available for general compilation &c against present actual cost Rs. 469 as above, an increase of Rs. 469-444 or Rs. 25 which could be met from saving in the item of rent Rs. 45, on the transfer of the general compilation &c establishment to the Director's office at Poona.

10. If the arrangements now proposed are approved by --- Government it would be well to have early orders issued so as to bring them into effect from 1st April next.

No. A/1842 of 1893.
Poona, 8th June 1893.

From

The Survey Commissioner and Director, Land Records and Agriculture,

To

The Chief Secretary to Government,
Revenue Department.

Sir,

I have the honour to make the following remarks in -- obedience to Government Endorsement No.2804 of 20th April last (herewith returned) on the latest proposals by the Examiner of Guaranteed Railway Accounts, Bombay, on the subject of the registration and compilation of rail borne trade statistics.

2. The net result of the Examiner's proposals is that the registration should be transferred to the Railway Audit-- offices and that the compilation should be imposed on my office while all connection with the subject should cease as far as the Examiner himself is concerned.

3. If the registration is entrusted to the Railway Audit office under the terms which have been agreed upon provisionally by the railway authorities at the instance of the Examiner, the cost of the registration will be enhanced by Rs. 234 per mensem. This cost the Examiner urges will be counterbalanced by shortened expenditure on contingencies, but it must be -- observed that the full sum budgetted for contingencies is only Rs. 1[illegible] per mensem. Moreover the figure of cost estimated by the Examiner does not include provision for stationery and -- rent in the case of those railways which do not include these

items

items in the figure agreed upon.

Again, the Examiner's proposals must entail the discharge on pension or gratuity of the staff of clerks now in permanent Government service in the rail borne trade registration offices. I have further to notice that the figures -- agreed upon by the Examiner and the Railways do not include -- the increment which is certain to be demanded with the further extension of railway lines or the increment which is as certain to be demanded if the forms of registration are ----- modified. The Railway Companies themselves are, it is clear, not interested in the statistics which are compiled for Government purposes for the reasons given by the Chief Auditor of -- the Bombay Baroda and Central India Railway, viz that the --- tonnage recorded for the Department of Finance and Agriculture shows the approximate weight after making deductions on account of packing. This estimate of weight as the Chief Auditor --- states, makes the tonnage of no practical value to the railway in the preparation of its statistics. It does not seem to me that the proposed modification will work satisfactorily or -- that there will be any greater guarantee for correctness than there is now.

4. The above comments are based on the details of the proposals which have been submitted by the Examiner, but there is a strong objection to these proposals on the part of the ---- Supreme Government for that Government has distinctly declared that the compilation shall not be imposed on the Department of Land Records and Agriculture, whose connection with the rail-- borne statistics is confined to the valuation of articles of trade and to a review and publication of statistics. It is -- true that in my letter No. 567 dated 17th March 1891 I proposed that the compilation work should be transferred to my -- office. Apart from the distinct disapproval of this proposal, by the Government of India and the Government of Bombay, there are other reasons why it is not possible for me to undertake the compilation. My duties are already so heavy since the -- amalgamation of the Survey and Land Records Departments that I could not give due attention to the subject of compilation. If the compilation for the Bombay Presidency could be sepa-

rated from that of the Central Provinces, Berars and Madras, it might be possible for me to undertake it, but such separation would necessitate reconsideration of the whole scheme for rail borne traffic registration organised by the Government of India.

5. When I intimated readiness to undertake the compilation it was under the distinct understanding that the registration should be carried on under the supervision of the Examiner or Deputy Examiner of Guaranteed Railway Accounts, that is, under a Government servant. If I have to deal with a Government -- servant, there would be no difficulty in carrying out changes in the system of registration or in the forms, or any enlargement of staff as occasion might require; but if I have to deal -- direct with railway Administrations, the case is quite altered. I should have no power of check or enquiry in the detailed orders under which registration has been done.

6. I still hold my opinion that the compilation should be done as now by the Government Examiner, but if that officer secures the sanction of Government to his proposals for the registration by audit offices of the railway, and is held responsible for the registration and compilation, it will not be my province to take any objection, though the objections which I have raised against his proposals will equally apply even though they become of no concern to me.

7. In conclusion I am of opinion that under the orders of the Government of India the duties of valuation, review -- and publication should remain as now with me and that the compilation and registration should be imposed on the Examiner or Deputy Examiner as the case may be, these officers being also responsible for the punctual submission of returns, for dealing with the compilation and registration clerks in all matters of leave and discipline and for the due accommodation of the offices. The difficulty of disbursing pay raised by Colonel Moberly in 1891 and referred to in my letter No. 567 dated 17th March 1891 appears to have been surmounted. I -- pointed out in paragraph 5 of that letter some shortcomings in the manner in which the postings from invoices to weekly sheets are made, and suggested changes and additions to the

forms

forms now kept. These modifications are just as necessary now as they were then, for without them there is a deficiency of check on the registration clerks.

93

I have the honour to be,
Sir,
Your most obedient Servant,
(sd.) E. C. Ozanne.
Survey Commissioner and Director, ---
Land Records and Agriculture.

Through the Accountant General, Bombay.

No. P.A./9108 dated Bombay
28th June 1893

The Accountant General has the honour to state that the proposals therein made, are of an Administrative nature, but there is no objection to them from an audit point of -- view.

(Sd.) A. F. Fox
Accountant General.

No. 1930 of 1893.
P.W. Department, Railway Branch:
Bombay Castle, 18th September 1895.

To

The Secretary to Government
Revenue Department.

Memorandum.

Revenue Department's memorandum No. 5278, together with its accompaniments, beginning with this Department's memorandum No. 721 dated 11th April 1893 are herewith -- returned, a copy having been kept of the Survey Commissioner's letter No. A/1842, dated 8th June 1893.

The perusal by the Revenue Department, is invited of the accompanying note dated 16th August 1893, by the Examiner of Guaranteed Railway Accounts, which is fully concurred in by the Public Works Department Railway.

This Department is strongly of opinion that the proposed procedure sketched out by Mr. Quinlan a procedure which has its parallel in several other Provinces and Administrations, will most conveniently and economically secure the compilation of reliable returns.

That the existing system, whereby the primary compilation of the statistics of rail borne traffic is in the hands of a scattered and very insufficiently controlled staff is in need of reform, admits, in the opinion of the undersigned, of no question, and its improvement is apparently agreed to by all concerned as being necessary.

The question at issue between the Survey Commissioner and the Examiner of Guaranteed Railway Accounts is whether it is or is not necessary that the latter officer should intervene between the several Railway Administrations and the former in the compilation of, and correspondence about the statistics.

With Mr. Quinlan's expression of opinion that no such intervention is necessary the Public Works Department, Railway, concurs.

This Department is of opinion that at this stage a reference to the Government of India might be advisable in regard to their orders of 18th December 1890, a reconsideration of which might be invited, if the Revenue Department concur with the opinion now expressed by the P. W. Department.

(sd.) R.E. Dyson

Ag. Under Secretary to Government.

No. A/3565 of 1893.

From

The Survey Commissioner & Director, Land
Records & Agriculture, Bombay.

To

The Chief Secretary to Government,
Revenue Department.

Poona, 1st December 1893.

Sir,

With reference to Government Endorsement No. 6967 x --- dated 27th September 1893, Revenue Department, I have the honour to make the following report.

x returned herewith

2. It seems necessary to say that the line between registration and compilation is very indistinct. Practically --- registration includes compilation. The Bombay Office receives compiled figures from 6 offices located as per margin, but it falls to the Examiner, to re-arrange the statistics in -- order to show them separately for the 4 provinces of Bombay, Central Provinces, Berar, & Madras and for this purpose the Bombay Examiner has an office which he -- calls a compilation office. Virtually then, his proposal is that the figures for each railway should be posted and compiled in set forms by the Railway Administrations and that the work of re-arranging these figures by provinces should devolve on my office. In 1891 I agreed to undertake this duty provided that the Examiner in Bombay and corresponding officers in the 5 other registration places would undertake the control and -- supervision over the registering clerks. This would have entailed my taking over the Examiner's compilation office, leaving him to deal with the registration only, that is, posting of invoices received in Bombay in set forms. This proposal -- was distinctly negatived by Government in 1891, but in 1892, or a year after, the Bombay Government expressed willingness to consider, in the Railway Department, a proposal from the -- Bombay Examiner to hand over the posting of statistics of the various railway administrations concerned, to be made by their own establishments at a remuneration to be fixed between ---- Government and the Railways, and at the same time also to receive from the G. I. P. Railway Auditor the statistics compiled provincially. This arrangement Mr. Cappel acquiesced in. Subsequently however, the Examiner modified the proposals. -- Apparently the G. I. P. Railway Auditor receded from his --- agreement to do the provincial compilation and the present -- proposal of the Examiner is to hand this duty over to this -- office. In my letter of June 1893 (para 6) I showed that if the Examiner succeeded in inducing the railways to do the posting and Government sanctioned their doing so, he remaining -- responsible for the provincial compilation, the matter would not

Bombay, Ajmere, Dharwar, Secunderabad, Madras, Trichinopoli.

not in any way concern this office. That is, I agreed to -- accept the position which Mr. Cappel accepted.

3. It is not my province to say more about arrangements between the Examiner and the Railway Administrations but it will be impossible for me to accept the position which the -- Examiner desires. If I could accept this position with regard to compiling the statistics of Bombay alone, I should -- perhaps make no objection, but this is impossible unless the whole scheme laid down in 1888 is completely remodelled.

4. Government in the Public Works Department appears to have accepted the Examiner's proposal, chiefly because, relying on the assertion that this would put the compilation of Rail-borne statistics in Bombay on the same footing as that of -- other provinces. A reference to Appendix III of the review by the Government of India of the "Inland trade of India by rail and river during the year 1888-89" will show that of the 6 registering offices, in only one, Jamalpur, a non-Government officer is in any way connected with the Rail-borne statistics required by Government, while the other 5 registering offices are under the control of a Government officer of the Railway Department. I have no knowledge of the detailed arrangements made in the different provinces between between the several -- registering offices and the local Director of Agriculture, but apparently the other registering offices do precisely the -- work which the Examiner in Bombay does for Bombay and three other provinces.

5. I have the honour to suggest that the papers may now be sent to the Supreme Government for final decision unless Government in the Revenue Department agrees with my proposal which is based on the orders of the Government of India. If the Government of Bombay thus decides to leave the present -- arrangements unmodified, I would press the necessity of improvement of the supervision over the registering offices, and the manner of posting referred to in para 7 of my letter of June 1893.

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

(sd.) E. C. Ozanne.
Survey Commissioner & Director, Land
Records & Agriculture.

25

Note by the Examiner of Guaranteed Railway Accounts -- Bombay, dated 16th August 1893.

I am sorry to note that the opinions now expressed by the Survey Commissioner and Director Land Records and Agriculture are a complete traverse not only of the views previously held by that officer as contained in his letter, to which he -- refers, of 17th March 1891, but of his immediate predecessor in office, and of the officers of the Railway Department who should naturally be in the best position to advise in a matter of this sort.

2. The Director first deals with the question of expense and proceeds to show that the increase of Rs. 234 resulting -- from the proposal to transfer the registration to the Railway authorities, can only be reduced by about Rs. 120/- leaving a net excess of Rs. 114/- per mensem, and adds that the figures agreed upon with the Railways do not include the increment -- which is certain to be demanded with the further extension of Railway lines. But, surely this argument applies with equal force for increasing the Government establishment of clerks if the proposed transfer did not take place at all. Apart, however, from the question of cost the fact remains that in the opinion of those officers who, it may be assumed, are best -- able to judge, the present system of obtaining the figures for the statistics of rail-borne traffic is not satisfactory. It must be self evident that those results cannot but be non-reliable which are turned out by a staff of low paid clerks, -- working in Railway offices situated hundreds of miles from -- Bombay, entirely inexperienced and uncontrolled and without -- the means of testing the correctness of their figures, for the reasons explained in paragraph 4 of my letter to the late --- Director No. 404 of 30th March 1892 and concurred in by that officer in paragraphs 2 and 3 of his letter to Government No. 761 of 2nd April 1892. Arguing from a statement made by the Chief Auditor, B. B. & C. I. Railway, to the effect that because the tonnage recorded in those statistics is net, while that in the Railway books is gross, the statistics are of no --

practical value to the Railway, the Director arrives at the conclusion that the proposed modification will not work --- satisfactorily, and that there will be no greater guarantee for correctness than there is now. Having myself dealt with the registration of rail-borne statistics for years when I was an Executive Examiner of Railway Accounts in Bengal and elsewhere, I can confidently state that this inference is -- quite incorrect. The fact that the Railway statistics record gross weights while those for rail-borne traffic record net does not affect the question of agreement with the Railway -- books; and I may add that no return of rail-statistics ever left my office which had not enfaced on the office copy ~~of~~ a certificate by the head of my statistical section that such agreement did exist.

3. Referring next to the Director's paragraph 3 it is difficult to understand the objection of the Government of -- India to the General Compilation being made in the office of the Director seeing that elsewhere in India this is the -- practice. I am quite willing to continue to do the work but I would submit it is a bad business arrangement. There is clearly nothing gained by making me a Post Office between the Director and the Railways. I should only be a fifth wheel to the coach, an element of delay; and I feel sure, that this point needs only to be represented to the Government of India to ensure their withdrawing their objection and allowing the procedure which obtains in all the other Provinces to be -- followed in Bombay.

4. Lastly, I notice that the Director in his paragraph 5 raises an objection to his being brought in direct official relations with the Railways and so would wish to interpose -- me as a buffer. It is difficult to understand this objection. The statistical officers of the several other Provinces correspond direct with the Railway authorities in all matters -- relating to rail-borne statistics. District Civil Officers, Officers of the Postal, Police, Telegraph, Commissariat, --- Ordnance and Accounts officers of these Departments are in -- constant direct official correspondence and relations with the Railways and experience no difficulty in having their

reasonable

reasonable requirements and wishes duly attended to. The --- Director's apprehensions therefore appear entirely groundless he will have exactly the same power of check and enquiry that he has now, and work will no doubt go on as smoothly here as - it does elsewhere while a really practical reliable and ---- business-like system will be ensured which does not, I venture to state, at present exist.

Statement of present and proposed cost of Registration and compilation of Statistics of Rail-borne traffic.

Railways	Present cost per mensem	Proposed cost per mensem	Increases per mensem	Remarks.
	Rs	Rs	Rs	
G.I.P.Railway	275	300	25	Increase very reasonable, Provides for Godhra Rutlam & Palanpur.
B.B.& C.I. & R.M. Railway	248½	300	51½	Deesa extensions.
Madras Railway	193½	250	56½	Rather high but -- more favourable -- terms not obtainable
South Indian Railway	110	200	90	Provides for extensions of line
Southern Mahratta Railway	94	100	6	Reasonable
H.H. The -- Nizam's	45	50	5	do
Total	966	1200	234	

11

28

Statement No. (a) i

Total monthly cost of clerical staff employed in each of the --- offices in which Rail borne trade is registered, the amount payable to the Railway Companies herein named for registration only and the --- extra amount payable by Government under the new scheme for registration.

Office	Total cost	Deduct for Compilation	Net cost of Registration	Amount payable to Railway Companies for registration -- only		Extra cost to Govt. for registration.
	Rs.	Rs.	Rs.	Amount	Railway	Rs.
Bombay	787 -60 727	509 -25 484	278 -35 243	300	G.I.P.Ry:	22
Ajmere	251	"	251	500	B.B.& C.I.Ry	49
Dharwar	96	"	96	100	S.M.Ry:	4
Secunderabad	45	"	45	50	Nizam's Ry:	5
Madras	~~193½~~ 198½	"	~~193½~~ 198½	250	Madras Ry:	~~146½~~ 141½
Trichinopoly	110	"	110	200		
Total	~~1482½~~ 1487½	509	~~973½~~ 978½	1200		~~226½~~ 221½

20
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Statement No. (a) ii

Statement comparing total monthly cost to each Government for -- Registration and Compilation under present and proposed arrangements.

Government	Present			Proposed			Extra amount payable to Ry: Com-panies for Registration - Vide Statement No.I
	Compi-lation	Regis tration	Total	Compi lation	Regis tration	Total	
Bombay	195	319	514	195	391	586	72
Central Pro-vinces	80	160	240	80	197	277	37
Berar	25	35	60	25	45	70	10
Madras	140	~~278½~~ 283½	~~418½~~ 423½	140	344	484	~~65½~~ 60
Bengal	"	29	29	"	36	36	7
N.W.P & Oudh	30	65	95	30	80	110	15
Punjab	39	87	126	39	107	146	20
Total	509	~~973½~~ 978½	~~1482½~~ 1487½	509	1200	1709	~~226½~~ 221½

P

Statement No. (a) III

Statement comparing total monthly cost to each Government under all Budget heads, under present and proposed arrangement and the Cost of Pensions and gratuity to the staff dispensed with.

Government.	Present. Salaries.	Present. Contingencies.	Present. House rent.	Present. Total.	Proposed. Salaries.	Proposed. Contingencies and House rent.	Proposed. Total.	Extra Cost of Establishment under revised arrangements.	Pensions of Registration Staff.	Lump sum payment for Gratuities. Registration.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Bombay	514	14-10-8	15	545-10-8	536	.	536	~~10-5-4~~	.	590
Central Provinces	240	10-..	20	270-..	277	.	277	7-..	6-5-.	200
Berar	60	5-..	10	75-..	70	.	70	5-..	.	.
Madras	~~416~~½	10-..	.	426-8	484	.	484	~~55~~-8	.	2699½
Bengal	29	1-..	.	30	36	.	36	6-..	.	116
N.W.P. & Oudh	95	.	.	95-..	110	.	110	15-..	.	408
Punjab	126	3-..	.	129-..	146	.	146	17-..	.	416
Total	~~1400~~ [illegible]	45-10-8	45	~~1573~~-..	1709	.	1709	~~136~~-..	6-5-.	4429

75 due to death

It has been assumed that the whole of the existing Registration staff will be dispensed with although in some Cases the Railways will probably engage some of them.

IV A & IV B

Detailed List of Establishment.

Statement No IV A

Amount payable as pensions and gratuities by each Government for Staff now employed on registration which will be dismissed on transfer of registration to the railway Cos.

32

Government.	Office.	Names.	Date of appointment.	Service. Permanent or Temporary.	Service. Non pension-able.	Service. Pensionable.	Pension. Salary. Rs.	Pension. Gratuity. Rs.	Pension. Pension per mensem. Rs a. p.	Total service. y. m. days	Remarks
		(A) Registration Staff.									
Bombay	Bombay	Mr Munchershaw Hormasjee	18. 9. 88	Temporary	Nonpensionable		25	Nil	Nil		Temporary
		" Yeshwuntrai Vasantrai	18. 12. 90	Permanent		Pensionable	25	75		3. 6. 13	Up to the end of January 1894.
		" Dayabhai Moolchand	18. 7. 89	Do		Do	25	100		4. 11. 13	
		" Gangadhar Govind	28. 11. 89	Do		Do	25	100		4. 7. 3	
		" Sakarlal Ballabhai	9. 6. 92	Do		Do	25	50		2. 0. 22	
Bombay	Secunderabad	" Damodar Gopall	25. 11. 93	Temporary	Nonpensionable		20	Non pensionable		0. 6. 7	
Do	Madras	" J. C. Paul	1. 4. 88	Permanent		Do	20	120		6. 3. 0	
Do	Dharwar	" Gandoo Bhicajee	7. 7 88	Do		Do	20	100		5. 4. 24	Up to the end of June 1894.
Do	Bombay	Peon Jaisookhram Sittaram	14. 8. 90	Do		Do	9	27		3. 10. 17	
Do	Dharwar	" Jeewajee Anajee	24. 1. 89	Do		Do	6	18		5. 5. 8	
		Total Bombay Govt.					200	590			4
Central Provinces	Bombay	Mr Runchodbhai Valabbhai	12. 2. 92	Permanent		Pensionable	25	50		2. 11. 19	
Do	Do	" Moreshwar Ganesh	12. 6. 92	Do		Do	25	50		2. 0. 19	
Do	Ajmere	" Ali Ahmed	17. 2. 81	Do		Do	30		6. 5. 0	13. 4. 14	
Do	Dharwar	" Ganesh Govind	22. 7. 89	Do		Do	25	100		4. 11. 9	
		Total Central Provinces					105	200	6. 5. 0		
Bengal	Bombay	Mr Solomon Jacob	20. 7. 89	Permanent		Pensionable	29	116		4. 11. 11	
4	10	Total Bengal 21	10	6	6	6	29	116			14

Statement No IV A

Amount payable as pensions and gratuities by each Government for Staff now employed on registration which will be dismissed on transfer of registration to the railway Cos.

				Service.				Pension.			
Government	Office		Date of	Permanent or Temporary.	Non pensionable.	Pensionable.	Salary. Rs.	Gratuity. Rs.	Pension for deceased. Rs. a. p.	Total Service. y. m. days	Remarks
Madras	Madras	Mr M. Arunachella Moodliar	1.4.85	Permanent		Pensionable	50	450		9.3.0	
		" M. Mathoo Pillay	1.9.87	Do		Do	40	240		6.10.0	
		" M. Subha Rao Naidoo	1.4.85	Do		Do	17½	157½		9.3.0	
		" Ahmed Hoosain	Do	Do		Do	17½	157½		9.3.0	
		" B. Mannooswamy Reddy	Do	Do		Do	15	135		9.3.0	
		" W. Kuppuswamy Iyenger	1.1.86	Do		Do	15	120		8.6.0	
		" A. Cunniah	1.4.87	Do		Do	12½	87½		7.3.0	
Madras	Trichinopoli	" V. A. Cannooswamy Chetty	1.5.85	Do		Do	30	270		9.2.0	
		" T. G. Sasha Iyenger	Do	Do		Do	20	180		9.2.0	
		" S. A. Ramchandra Iyer	Do	Do		Do	20	180		9.2.0	
		" T. P. Kassavaloo Naidoo	Do	Do		Do	20	180		9.2.0	
		" C. Rethinum Chetty	15.9.92	Temporary	Nonpensionable		20				
							277½	2157½			
Madras	Dharwar	" S. Krishna Mewteras	1.5.86	Permanent		Pensionable	25	200		8.2.0	Up to the end of June 1894
	Secunderabad	" B. Parthasarthy	26.10.87	Do		Do	25	150		6.7.6	
	Dharwar	" Simon Vincent F. Desa	17.7.89	Do		Do	20	80		4.11.15	
	Bombay	" Dhondo Mahadeo	9.7.89	Do		Do	25	100		4.11.22	
	Do	" Dhunjeebhai Muncherjee	14.11.93	Temporary	Nonpensionable		20	Non pensionable			
	Do	" Krishnajee Waman	1.4.94	Do	Do		20	Do			
	Madras	Peon M. Teruvengadam Moodliar	13.11.91	Permanent		Do	6	12		2.7.18	
		Total Madras Government					418½	2699½			
N.W.P. & Oudh	Ajmere	Mr Laxmi Narayen	13.8.84	Permanent		Pensionable	35	198		6.3.0	Rendered pensionable Service from 1.4.88
		" Ganga Bux	9.8.85	Do		Do	25	138		6.3.0	
		" Hurcharan Ghose	3.5.90	Do		Do	20	72		4.1.28	
		" Nand Keshore	3.11.93	Temporary	Nonpensionable		15	Non pensionable			
		Total N.W.P. & Oudh Govt					95	408			
Punjab	Ajmere	Mr Nivaran Chunder Chatterjee	24.6.81	Permanent		Pensionable	50	300		6.3.0	Rendered pensionable Service from 1.4.88
		" Misree Lall	3.11.85	Do		Do	25	138		6.3.0	
		" Gowri Mal	12.4.88	Do		Do	25	138		6.2.10	
		" Harcharan Singh	19.11.86	Do		Do	20	140		7.7.12	
		Peon Mohan	20.4.84	Temporary	Nonpensionable		6	Non pensionable			
		Total Punjab Govt					126	716			
		Grand Total					973½	4729½	6.5.0		

IV B. List of Staff proposed to be retained by the Director L. R. & Agri., for compilations & amount of gratuity & pension payable to each of those dismissed.

Government.	Office.	Names.	Date of Appointment.	Permanent or Temporary.	Service. Non-pensionable.	Service. Pensionable.	Salary. Rs.	Pension. Gratuity. Rs.	Pension. Pension per mensem. Rs. a. p.	Total Service Y. M. Days	Remarks.
		(B) Compilation Staff									
Bombay	Bombay	Mr. Ruttonjee Nusserwanjee	1. 4. 81	Permanent		Pensionable	50		10. 10. 11	13. 3. 0	Upto the end of June 1894
		" Hurgowandas Bhukhandass	11. 4. 85	Do		Do	45	405		9. 2. 20	
		" Karsandas Chellabhai	1. 12. 81	Do		Do	35		5. 11. 1	12. 7. 0	
		" Sorabjee Jamsetjee	12. 2. 84	Do		Do	30		4. 14. 2	10. 4. 19	
		" Merwanjee Hormasjee	1. 12. 81	Do		Do	30		5. 12. 10	12. 7. 0	
		" Shamrao Balcrishna	1. 1. 83	Do		Do	30		5. 0. 9	11. 6. 0	
		" Damodar Mahadeo	25. 6. 84	Do		Do	30		4. 5. 10	10. 0. 6	
		" Rughunath Vithal	1. 1. 83	Do		Do	30		4. 14. 1	11. 6. 0	
		" Ganpat Balcrishna	24. 7. 89	Do		Do	25	100		4. 10. 7	
		Peon Surba Bhadoo	25. 11. 89	Do		Do	9	27		4. 7. 6	
		Total Bombay Government					314	532	41. 5. 8		
Central Provinces	Bombay	Mr. Hari Ramsett	2. 5. 81	Permanent		Pensionable	100		17. 8. 8	13. 1. 24	
		" Narayen Soondlee	1. 2. 82	Do		Do	35		5. 12. 10	12. 5. 0	
		Total Central Provinces					135		23. 5. 6		
Berar	Bombay	Mr. Damodar Ramchundra	5. 9. 81	Permanent		Pensionable	30		5. 10. 3	12. 9. 6	
		" Mahadeo Govind	25. 6. 84	Do		Do	30		4. 4. 8	10. 0. 6	
		Total Berar					60		9. 14. 11		
		Grand Total					509	532	74. 10. 1		

Statement No. V.

Proposed redistribution of salaries of Clerks to be retained by Director Land Records and Agriculture Bombay for Compilation.

Names.	Salary.	Government to which Chargeable.							Total.	Remarks.
		Bombay.	Central Provinces.	Berar.	Madras.	Bengal.	N.W.P. and Oudh.	Punjab.		
	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	
Mr. Ruttonjee Nusserwanjee	50		50						50	
" Hurgowandas Bhookhandas	45				45				45	
" Hari Ramset	100	100							100	
" Kursondas Gholabhai	35	35							35	
" Sorabjee Jamsetjee	30				30				30	
" Shankrao Balcrishna	30		30						30	
" Damodar Mahadeo	30				30				30	
" Rughunath Vithal	30						30		30	
" Ganpat Balcrishna	25			25					25	
" Merwanjee Hormasjee	30	30							30	
" Damodar Ramchandra	30	30							30	
" Mahadeo Govind	30							30	30	
" Narayen Poondlick	35				35				35	
Peon Surba Bhadoo	9							9	9	
Total	509	195	80	25	140	.	30	39	509	

No. VI. List of returns to be rendered by the Auditors of the Railway Co's. to the Director of Land Records and Agriculture, Bombay.

List of returns to be rendered by the Auditor G. I. P. Railway.

No.	Particulars of return	Name of block	Remarks.
	Quarterly		
1	Foreign - imports into blocks on G.I.P.Railway Stations in Bombay Presidency	1 Bombay Port 2 South of Narbada & below the ghats. 3 Khandesh N. & Ahmednagar. 4 Poona & Sholapur.	
2	Local - imports between above blocks		
3	Local - imports into above blocks from other blocks of Bombay Presidency on other Railways in Bombay Presidency. viz. 1 B.B. & C.I. Railway 2 Southern Maratha Ry: 3 West India Portuguese Railway	1 Bombay Port 2 South of Narbada & below the ghats 3 Gujarath & Kathiawar 4 Poona & Sholapur 5 Southern Maratha Ry: 6 West India Portuguese Railway	
4	Foreign - imports into blocks on G.I.P., I.M.B.P. & Wardha Coal Railway Stations in Central Provinces	1 Jabbulpore 2 Narbada 3 Nimar 4 Nagpur 5 Chhattisgarh	
5	Local - imports between -- above blocks.		
6	Foreign - imports into G.I.P. Khamgaon & Amraoti State Railways in Berar	Berar has no internal blocks.	
7	Foreign - imports into G.I.P. Railway stations in Nizam's Territory	Nizam's Territory has no internal -- block	
8	Foreign - imports received on G.I.P. Railway into I.M.Ry: Stations in N.W.P.& Oudh	1 Agra 2 Allahabad	
9	Foreign - imports received via G.I.P.Ry: into I.M. & B.N.Ry: Stations in Rajputana and Central India.	Rajputana & Central India has no internal blocks.	
10	Foreign - imports received via G.I.P. Railway into Bengal Nagpur Railway Stations in Bengal.	1 Western Bengal 2 Chota Nagpur	
11	Foreign - imports into the Bombay Port from S.M.Ry: system via the W.I.P. Ry: & British India Steam -- Navigation Co's Steamers		
	Monthly		
12	Foreign and Local imports of important Exportable produce into the Bombay Port from Bombay Presidency & other Provinces &c.		

6

6
8069

No.	Particulars of Returns	Name of block	Remark.
13	Foreign and Local imports of Cotton, Raw Wheat, Linseed and Indigo by Rail into the Bombay Port from Bombay Presidency & other Provinces &ca.		
14	Foreign imports in certain articles into external blocks comprising Stations on the G.I.P. Wardha Coal, Bengal Nagpur & Indian Midland Railways; from Madras Port.		
15	Statement of changes in Railway -- freights on G.I.P. Railway -- Stations affecting traffic to and from Bombay Presidency.		
16	Foreign imports of dry and salted fish into blocks on G.I.P. Wardha Coal, Bengal Nagpur & Indian Midland Railways from Madras Presidency.	A	
17	Foreign imports of opium into each block of Bombay Presidency on G. I. P. Railway from Rajputana. Malwa Railway Stations in Rajputana and Central India.		

B.P.

List of returns to be rendered by the Auditor

B. B. & C. I. Railway.

No.	Particulars of returns	Name of bulk	Remark
	Quarterly		
1	Foreign - imports into B.B. & C.I. & R.M. Ry: Stations in Bombay Presidency	1 Bombay Port 2 South of Narbada & below the ghats 3 Gujarat and Kathiawar	
2	Local imports between above blocks		
3	Local imports into above blocks from other Bombay blocks on other Railways viz. G.I.P., S.M. & W.I.P.Railways.	1 Bombay Port below the ghats 2 South of Narbada 3 Khandesh Nasik & Ahmadnagar 4 Poona and Sholapur 5 Southern Maratha Railway. 6 West India Portuguese Railway.	
4	Foreign imports into Rajputana Malwa Railway Stations in Rajputana &c India.	Rajputana and Central India has no internal blocks	
5	Foreign imports via the Rajputana Malwa Railway in-to Indian -- Midland Railway Stations in Rajputana & Central India		
6	Foreign imports into Rajputana Malwa and Rewari Ferozepore Railway Stations in Punjab	Delhi City The rest of Cis Sutlej Territory	
7	Local imports between above two blocks		
8	Local imports into above blocks from other blocks in Punjab on other Railways viz North Western Railway.	1 Territory between Sutlej & Jhelum 2 Territory between Jhelum and Indus 3 Peshwar and Kohat.	
9	Foreign imports into Rajputana Malwa and Cawnpore Achnera Ry; Stations in North Western Provinces & Oudh not passing over East Indian Railway.	1 Meerut 2 Agra 3 Allahabad	
10	Foreign imports into Indian Midland Railway Stations in North West Provinces and Oudh via the Rajputana Malwa Ry: system and not passing over the E.I.Ry:	1 Allahabad 2 Agra	
11	Local imports between above blocks		
12	Local imports into above blocks from other blocks of N.W.P. & Oudh on other Railways viz. E. Indian, O. & R., N. W. & B. & N. W. Railways	1 Meerut 2 Agra 3 Allahabad 4 Benares 5 Rohilkhand 6 Oudh	
13	Foreign imports into R.M. Railway Stations in Central Provinces	Nimar	

D.P.

No.	Particulars of return	Name of Blocks	Remark s
	Quarterly Continued		
14	Local imports into above block from other internal blocks on other Railways viz G.I.P. --- Wardha Coal Bengal Nagpur & Indian Midland Railways	1 Jubbulpore 2 Nerbada 3 Nagpur ~~3 Nagpur~~ 4 Chhattisgarh	
15	Foreign imports into the I.M.Ry: Stations in Central Provinces via the R.M.Railway and not passing over the G.I.P. & East Indian Railways	1 Jubbulpur 2 Nerbada	
16	Statement of changes in Railway freights on trade to and from Bombay Presidency		
16a	------Do --------Do ----Punjab		
	Monthly		
17	Imports of important exportable -- produce into Bombay Port from Bombay Presidency and other Provinces .		
18	Statement showing imports of Cotton, Raw Wheat, Linseed & Indigo by Rail into the Bombay Port from Bombay Presidency & external blocks.		
19	Statement showing exports from -- Madras Port in Certain articles to external blocks on the -- B.B.& C.I. Railway System.		
20	Statement showing imports of dry & salted fish into blocks on the B.B. & C.I. Railway system -- from Madras Presidency.	B	
21	Statement showing imports of opium into Bombay blocks from R.M. Railway stations in Rajputana and Central India.		

38

List of returns to be rendered by the Auditor

Southern Maratha Railway.

No.	Particulars of return	Name of blocks	Remarks
	Quarterly		
1	Foreign imports into Southern Maratha Railway stations in Bombay Presidency.	1 Poona and Sholapur 2 Southern Maratha Railway 3 West India Portuguese Railway	
2	Local imports between above blocks		
3	Local imports into above blocks from other blocks in Bombay Presidency on other Railways viz G.I.P. & B.B. & C.I. Railways	1 Bombay Port 2 Gujarat and Kathiawar 3 South of Narbada and below the ghats 4 Khandesh Nasik & -- Ahmednagar 5 Poona and Sholapur	
4	Foreign imports into Southern Maratha Railway Stations in Nizams Territory.	Nizam's Territory has no internal blocks.	
5	Foreign imports into Southern Maratha Railway Stations in Madras	1 Kistna - Godavari 2 Deccan Districts	D9
6	Local imports between the two blocks		
7	Local imports into above blocks from other blocks of Madras Presidency on other Railways viz the Nizam's State Railway, East Coast Madras and South Indian Railways	1 Madras Port 2 Pondicherry 3 Cuddalore 4 Negapatam 5 Tuticorin 6 Calicut 7 Cocanada 8 Vizagapatam 9 Northern Circars 10 Kistna Godavari 11 Deccan Districts 12 Chinglepat & North Arcot 13 South Arcot & Tanjore 14 Salem Coimbatore & Trichi 15 Madura & Tinnevelly 16 Malabar.	
8	Foreign imports into East Coast Railway Stations in Madras via Southern Maratha Railway	1 Kistna- Godavari 2 Northern Circars 3 Vizagapatam Port 4 Cocanada Port.	
9	Local imports into above blocks from othe blocks (via Southern Maratha Ry:) of Madras Presidency on othe Railways via Southern Maratha, Madras and South Indian Railways	1 Madras Port 2 Pondicherry 3 Cuddalore 4 Negapatam 5 Tuticorin 6 Calicut 7 Kistna-Godavari 8 Deccan Districts 9 Chinglepat & North Arcot 10 South Arcot & Tanjore 11 Salem Coimbatore and Trichinopoly 12 Madura & Tinnevelly 13 Malabar.	
10	Foreign imports into Southern Maratha and Mysore State Railway Stations in Mysore	Mysore has no internal block	

No.	Particullara of return	Name of block	Remarks
	Quarterly continued		
11	Foreign imports into Southern Maratha Ry: System in Bombay, Madras, Nizam's Territory and Mysore from the Bombay Port via the British India Steam Navigation Co's --- Steamers & West India Portuguese Ry:		
12	Statement of changes in Railway -- freights on trade to and from Bombay Presidency.		
13	Statement of changes in Railway freights on trade to and from -- Madras Presidency.		
14	Imports of Opium into Madras blocks on Southern Maratha Railway System from Rajputana Malwa Railway stations in Rajputana and Central India.	G	
15	Imports of dry and salted fish into Provinces (including Madras Presidency) on the Southern Maratha Railway System, West India Portuguese, & East Coast Railways from Madras Presidency.	C	
	Monthly		
16	Imports of certain articles into Provinces (including Madras Presidency) on the Southern Maratha Railway System, West India Portuguese & East Coast system Madras Port.		

List of returns to be rendered by the Auditor.

Nizam's State Railway.

No.	Particulars of return	Name of blocks	Remark
	Quarterly		
1	Foreign imports into Nizam's -- State Railway stations in Nizam's Territory	Nizam's Territory has no internal block.	
2	Foreign imports into Nizam's State Railway Stations in Madras Presidency	Kistna- Godavari	
3	Local imports into the above block from other blocks of Madras Presidency.		
4	Foreign imports into East Coast Railway stations in Madras via the Nizam's state Railway	1 Kistna - Godavari 2 Northern Circars 3 Vizagapatam Port 4 Cocanada Port.	
5	Local imports into above blocks from Nizam's state Railway Stations in Madras.		
6	Imports of dry and salted fish into Nizam's state Railway stations in Nizam's Territory & Madras from Madras Presidency.	D	
7	Imports of opium into Nizam's -- State Railway Stations in -- Madras Presidency from Rajputana Malwa Railway stations in Rajputana and Central India	H	
	Monthly		
8	Imports of certain articles into Nizam's State Railway Stations in Nizam's Territory and in Madras from Madras Port.		

List of returns to be rendered by the Auditor

Madras Railway.

No.	Particulars of return	Name of block	Remark
	Quarterly		
1	Foreign imports into Madras Railway Stations in Nizam's Territory		
2	Foreign imports into Madras Railway Stations in Mysore.		
3	Foreign imports into Madras Railway Stations in Madras Presidency	1 Madras Port 2 Calicut Port 3 Deccan Districts 4 Chingleput & North Arcot 5 Salem Coimbtore & Trichinopoly 6 Malabar	
4	Local imports between above six blocks.		
5	Local imports into above six blocks from other Madras Bolcks on other Railways viz Southern Maratha East Coast Nizam's State & South I. Railways.	1 Pondicherry Port 2 Cuddlore Port 3 Negapatam Port 4 Tuticorin Port 5 Cocanada Port 6 Vizagapatam Port 7 Northern Circars 8 Kistna -Godavari 9 Deccan Districts 10 Chinglepat & North Arcot 11 South Arcot & Tanjore 12 Salem Coimbtore & Trichinopoly 13 Madura & Tinnevelly	
6	Statement showing changes in Ry: freights on trade to and from Madras Presidency.		
7	Imports of Opium into blocks of Madras Presidency on Madras Railway from Rajputana Malwa Railway Stations in Rajputana and Central India.	I	
8	Foreign and Local imports of dry & salted fish into Madras Ry: Stations in Madras Nizam's Territory & Mysore	E	
	Monthly		
9	Foreign & Local imports of certain articles into Madras Port & Stations on Madras Railway in Mysore & Nizam's Territory.		

18

9069

40

List of returns to be rendered by the Auditor

South Indian Railway.

No.	Particulars of returns	Name of blocks	Remark
	Quarterly		
1	Foreign imports into South Indian Railway Stations in Madras	1 Madras Port 2 Pondicherry Port 3 Cuddalore Port 4 Negapatam Port 5 Tuticorin Port 6 Deccan Districts 7 Chinglepat & N. Arcot 8 South Arcot & Tanjore 9 Salem Coimbtore & Trichinopoly 10 Madura & Tinnevelly	
2	Local imports between above blocks		
3	Local imports into above blocks from othe blocks of Madras -- Presidency on other Railways viz: Madras East Coast Nizam's & Southern Maratha Railways.		
4	Statement showing changes in Ry: freights on trade to and from Madras Presidency.		
5	Foreign and Local imports of dry and salted fish into south Indian Railway Stations in Madras.	F	
6	Imports of Opium into each local block of Madras on South --- Indian Railway from Rajputana Malwa Railway Stations in -- Rajputana and Central India.	J	
	Monthly		
7	Foreign and Local imports of -- certain articles into Madras Port (South Indian Railway) from otherProvinces and Local blocks of Madras Presidency.		

No. VII.

List of returns, to be compiled by
Director Land Records and
Agriculture, Bombay

List of returns to be compiled by Director Land Records and Agriculture Bombay.

No.	Names of return.	For what Presidency.	To whom submitted.	Date due.	Remarks.
	Monthly.				
1	Statement showing Foreign and Local imports of important exportable produce into Bombay Port		Bombay Government Gazette	15th of each month	42
2	Statement showing Foreign and Local imports of Cotton raw, wheat, Linseed and Indigo into Bombay Port		Government of India	Do	
3	Statement showing Foreign and Local Imports and Exports to and from the Madras Port		Board of Revenue Madras	10th of each month	
	Quarterly				
4	List of value rates	Bombay Presidency	Director of L R & Agri: Bombay	Within two months after the close of the quarter to which it relates.	
5	Statement of Changes in Railway freights		Do Do		
6	Statement showing Foreign and Local Imports and Exports of dry and salted fish into and from the Madras Presidency	Madras Presidency	Board of Revenue Madras	Do Do	Compiled from statements A-F vide List of Returns No 1.
7	Statement showing imports of Opium into each internal block of Madras Presidency from Stations in Rajputana and Central India	Do Do	Do Do	Do Do	Do G to J. vide List of Returns No 7
8	Statements showing trade of Agra and Cawnpore Cities	North West Provinces and Oudh	Director of Land Records and Agriculture N. W. P. & Oudh	Do Do	From quarterly posting sheets received from B. B & C. I. Office.
9	Return of rail borne trade from Sind	Province of Sind	Collector of Customs, Karachi	Within seven weeks after the close of the quarter	From quarterly posting sheets received from Auditors of all Railways.
10	Returns of rail borne trade in prescribed forms	Punjab	Financial Commissioner Punjab	Do Do	
11	Statements II and III	North west Provinces and Oudh	Director of Land Records North West Provinces & Oudh		
12	Return of rail borne trade in prescribed from Statement II only	Bengal	Under Secretary Bengal Government	Do D	
13 to 16	Returns of rail borne trade in prescribed form Statements II to IV	Bombay Central Provinces Berar Madras	Director L. R & Agri: Bombay Commissioner of Settlements C. P. Director of L. R & Agri: Berar Board of Revenue Madras	Within eight weeks after the close of the quarter to which they relate.	

List of returns to be compiled by Director Land Records and Agriculture Bombay.

No.	Names of return.	For what Residency.	To whom submitted.	Date due.	Remarks.
	Annual				
17	Returns of rail borne trade in prescribed forms	Bombay	Director L. R. & Agr: Bombay	Beginning of	
18	Statements 11 to 18	Berar	Do Do Berar	August every year	
19	List of value rates	Bombay Presidency	Government of India and all compiling officers	20th June every year	
20	Statement of changes in railway freights	Do Do	Director L. R. and Agr: Bombay	Beginning of August every year.	

REVISION OF ESTABLISHMENT.

44

PROPOSITION.														Grounds of Proposition.	Local Government's recommendation.	ORDERS OF THE GOVERNMENT OF INDIA.		
PERMANENT.						TEMPORARY.										HOME DEPARTMENT.	FINANCIAL DEPARTMENT.	
Increase per month.			Decrease per month.			Increase per month.				Decrease per month.						Remarks.	Remarks.	Order.
Amount.			Amount.			Period.	Amount.			Period.	Amount.							
Rs.	a.	p.	Rs.	a.	p.		Rs.	a.	p.		Rs.	a.	p.					

If Local Government is competent to sanction, its order will be written across these four columns.

Form 5, Art. 57, C. A. C.]

Try. Form No. 142.

415

STATEMENT OF PROPOSITION FOR REVISION OF ESTABLISHMENT.

Order sanctioning present Establishment. Government of Department. No.	Date.	Office to which the proposition refers.	Nature of Charge. Total Present Scale. No.	Designation.*	Pay. Mini-mum.	Incre-ment.	Maxi-mum.	Average cost.	Proposed Scale for Compilation. No.	Designation.	Pay. Mini-mum.	Incre-ment.	Maxi-mum.	Average cost.	Proposition. Permanent. Increase per month. Amount. Rs. a. p.	Permanent. Decrease per month. Amount. Rs. a. p.	Temporary. Increase per month. Period.	Temporary. Increase per month. Amount. Rs. a. p.	Temporary. Decrease per month. Period.	Temporary. Decrease per month. Amount. Rs. a. p.	Grounds of Proposition.	Local Government's recommendation.	Orders of the Government of India. Home Department. Remarks.	Financial Department. Remarks.	Financial Department. Order.
				Bombay Government.																			Government of India Resolution No 4063 dated 29th May 1894 R. D.		
G. R. No 5026 dated	16th July 1889	Office of the Examiner of Guaranteed Railway Accounts, Bombay, for registration of [illegible] land [illegible]	1	Clerk at Rs 50	50	.	.		1	Clerk at Rs 50	50	.	.												
			1	Do 45	45	.	.		1	Do 45	45	.	.												
			1	Do 35	35	.	.		1	Do 35	35	.	.												
			5	Do 30 each	150	.	.		5	Do 30 each	150	.	.												
			6	Do 25 each	150	.	.		1	Do 25	25	.	.			125 . .									
			3	Do 20 each	60	.	.									60 . .									
			2	Peons 9 each	18	.	.		1	Peon 9	9					9 . .									
			1	Do 6	6	.	.									6 . .									
				Contingencies	31	8	.									200 . . 31 8 .									
				Total	345 314	8	.			Total	314	.	.			231 8 . 200									
				Central Provinces Government																					
Letter No 1421 dated 19th March 1894 from the Secretary to the Chief Commissioner to the Commissioner of Settlements &c Central Provinces		Office of the Examiner of Guaranteed Railway Accounts, Bombay, for registration of [illegible] lands of Central Provinces	1	Clerk at Rs 100	100	.	.		1	Clerk at Rs 100	100	.	.												
			1	Do 35	35	.	.		1	Do 35	35	.	.												
			1	Do 30	30	.	.									30 . .									
			3	Do 25 each	75	.	.									75 . .									
				Contingencies	30	.	.									105 . . 30 . .									
				Total	270 [illegible]	.	.			Total	135	.	.			135 . . [illegible]									
				Berar Government																					
Letter No 2292 dated 18th August 1888 from Secretary for Berar to the Resident Hyderabad		Office of the Examiner of [illegible] Railway Accounts [illegible] for registration of [illegible]	2	Clerks at Rs 30 each	60	.	.		2	Clerks at Rs 30 each	60	.	.												
				Contingencies	15	.	.									15 . .									
				Total	75 60	.	.			Total	60	.	.			15 . .									

order will be written across these four columns.

[T S 68—4,000-1-96]

Form 5, Art. 57, C. A. C.]

Try. Form No. 142.

STATEMENT OF PROPOSITION FOR REVISION OF ESTABLISHMENT.

Order sanctioning present Establishment, Government of Department. No.	Date.	Office to which the proposition refers.	NATURE OF CHARGE. Total Present Scale. No.	Designation.*	Pay. Minimum.	Increment.	Maximum.	Average cost.	Proposed Scale. for Compilation. No.	Designation.	Pay. Minimum.	Increment.	Maximum.	Average cost.	PROPOSITION. Permanent. Increase per month. Amount. Rs. a. p.	Decrease per month. Amount. Rs.	a.	p.	Temporary. Increase per month. Period.	Amount. Rs. a. p.	Decrease per month. Period.	Amount. Rs. a. p.	Grounds of Proposition.	Local Government's recommendation.	ORDERS OF THE GOVERNMENT OF INDIA. Home Department. Remarks.	Financial Department. Remarks.	Order.
Letter No 2.3.2/16 dated 12th February 1889 from the Government of Bengal to Government of Bombay		Office of the Examiner of Guaranteed Ry. Accts: Bombay for registration of Railborne trade of Bengal		Bengal Government																							
			1	Clerk at Rs 29	29	.	.									29	.	.									
				Contingencies	1	.	.									1	.	.									
				Total	30 29	.	.									30 29	.	.									
No 153 dated 16th February 1882 from the Government of Madras to the Government of Bombay and Madras Board of Revenue's resolution 22 dated 10th January 1881; and Madras Government No 3474 dated 11th June 1883 to the Government of Bombay		Office of the Examiner of Guaranteed Ry. Accts: Bombay for registration of Railborne trade of Madras.		Madras Government																							
			1	Clerk at Rs 50	50	.	.									50	.	.									
			1	Do 40	40	.	.									40	.	.									
			1 2	Do 30 each	30 60	.	.									30 60	.	.									
			3 2	Do 25 each	75 50	.	.									75 50	.	.									
			7	Do 20 each	140	.	.									140	.	.									
			2	Do 17½ each	35	.	.									35	.	.									
			2	Do 15 each	30	.	.									30	.	.									
			1	Do 12½	12	8	.									12	8	.									
			1	Peon 6	6	.	.									6	.	.									
				Contingencies	10	.	.									418 10	8	.									
				Total	428 423	8 8	.									428 423	8 8	.									
G.O. No 657/III dated 14th March 1884 from the Government of N.W. Provinces and Oudh to the Director North West Provinces and Oudh		Office of the Examiner of Guaranteed Ry. Accts: Bombay for registration of Railborne Trade of N.W. P. and Oudh.		North West Provinces & Oudh Govt.																							
			1	Clerk at Rs 35	35	.	.									35	.	.									
			1	Do 25	25	.	.									25	.	.									
			1	Do 20	20	.	.									20	.	.									
			1	Do 15	15	.	.									15	.	.									
				Total	95											95	.	.									

[T S 68—4,000-1-96]

order will be written across these four colu

Form 5, Art. 57, C. A. C.]

Try. Form No. 142.

STATEMENT OF PROPOSITION FOR REVISION OF ESTABLISHMENT.

Order sanctioning present Establishment. Government of Department. No.	Date.	Office to which the proposition refers.	NATURE OF CHARGE. Total Present Scale. No.	Designation.*	Pay. Minimum.	Increment.	Maximum.	Average cost.	Proposed Scale. for Compilation. No.	Designation.	Pay. Minimum.	Increment.	Maximum.	Average cost.
				Bombay Government.										
Letter No 189 dated 6 March 1894 from the Govt of Punjab to the Financial Commissioner Punjab		Office of the Examiner of Guaranteed [illegible] Bombay for registration of railborne trade of Punjab.		Punjab Government										
			1	Clerk at Rs 50	50	.	.							
			2	Clerks at Rs 25 each	50	.	.							
			1	Clerk 20	20	.	.							
			1	Peon 6	6	.	.							
				~~Contingencies~~	3	.	.							
				Total	126 129	.	.							
				Bombay	548	8	.				314	.	.	
				Central Provinces	270	.	.				135	.	.	
				Berar	75 100	.	.				60	.	.	
				Bengal	30	.	.				.	.	.	
				Madras	428	8	.				.	.	.	
				N. W. Provinces & Oudh	95	.	.				.	.	.	
				Punjab	129	.	.				.	.	.	
				Grand Total	1573	.	.				509	.	.	

The present scale ~~proposed~~ examined and corrected

Sd. M. N. A. Hydari

Offg. Asst. Accountant General

PROPOSITION. Permanent. Increase per month. Amount. Rs.	a.	p.	Decrease per month. Amount. Rs.	a.	p.	Temporary. Increase per month. Period.	Amount. Rs.	a.	p.	Decrease per month. Period.	Amount. Rs.	a.	p.	Grounds of Proposition.	Local Government's recommendation.	ORDERS OF THE GOVERNMENT OF INDIA. Home Department. Remarks.	Financial Department. Remarks.	Order.
			50	.	.													
			50	.	.													
			20	.	.													
			6	.	.													
			126 3	.	.													
			126 129	.	.													
			234	8	.													
			135	.	.													
			15	.	.													
			30	.	.													
			428	8	.													
			95	.	.													
			129	.	.													
			1064	.	.													

(Sd) A. Cowley

for Examiner of Guaranteed Railway Accounts.

True Copy

(Sd) Yashwant Nilkanth

for Dir: Comm. & Dir.

L. R. & Agriculture.

If Local Government is competent to sanction, its order will be written across these four columns.

Form 5, Art. 57, C. A. C.]

STATEMENT OF PROPOSITIONS FOR

Order sanctioning present Establishment. Government of Department.		Office to which the proposition refers.	NATURE OF CHARGE.											
			Present Scale.						Proposed Scale.					
No.	Date.		No.	Designation.*	Pay.			Average cost.	No.	Designation.	Pay.			Average cost.
					Minimum.	Increment.	Maximum.				Minimum.	Increment.	Maximum.	

[T S 68—4,000-1-96]

P

48

No. L.T./219 of 1894-95.

From

The Examiner of Guaranteed Railway Accounts,

Bombay;

To

The Survey Commissioner and Director,

Land Records and Agriculture,

Bombay.
Poona

Bombay 20th July 1894.

Sir,

With reference to your No. A/1828 dated 11th June 1894 and in connection with Government Resolution No. 466 dated — 29th May 1894, Revenue Department, I have the honour to forward herewith the information required prepared in the form of a note with the appendices enumerated in the enclosed list.

I have the honour to be,

Sir,

Your most obedient Servant,

Examiner of Guaranteed Railway Accounts

Note to accompany this office No. L.T./219 dated 20th July 1894.

The Registration and Compilation of the Statistics of the Rail-borne trade of Southern India has hitherto been --- carried out under the Supervision of the Examiner Guaranteed Railway Accounts Bombay, in 6 offices viz:-

Bombay

Ajmere

Dharwar

Secunderabad

Madras

Trichinopoly

The Bombay office being partly a compiling and partly a --- registering office all the others being Registration offices only.

2. The above arrangement having been found very inconvenient and unsuitable proposals were put forward by this office to assimilate the Bombay procedure to that in force in Bengal -- for the registration of the Rail-borne trade of Northern India.

3. These proposals were embodied in Revenue Department, Government Resolution No. 4663 dated 29th May 1894 and provide for the transfer of the registration to the Auditors of Railway Companies who are to be paid a monthly sum as agreed upon in each case and for the Compilation to be carried out directly under the supervision of the Director Land Records and Agriculture Bombay.

4. The Local Government have approved of these proposals in the Bombay Government Resolution above quoted and requested the Director Land Records and Agriculture to submit in consultation with the Examiner Guaranteed Railway Accounts Bombay, detailed proposals for carrying out the scheme pointing out the extra cost which Government will have to bear, and the manner in which this cost should be met also to forward through the Accountant General proposition statements showing the reductions which will be necessitated in the present establishment.

5. The statements attached show (a) the financial result of the proposed scheme as compared with that now existing (b) the returns to be submitted by the Railway Companies to the Director Land Records and Agriculture and (c) by the Director to Government.

6. Detailed lists are also appended of the Registration Establishment which will be dismissed from Government Service and the establishment which will be retained for compilation. A proposition statement is also enclosed.

7. The following few explanatory remarks will probably be found useful in dealing with the information contained in the attached statements.

8. The Government grants for the staff employed in the Registration and Compilation of Rail-borne trade are combined ones carrying both duties.

9.

9. Under the new scheme however the registration is to be done by the Railway Companies and it therefore becomes --- necessary to divide the grants in order to ascertain the present cost of Registration and the extra amount payable by ---- Government to the Railway Companies for doing this work. This division is exhibited in statements 1, 2 and 3.

10. Statement No. 1 shows that the establishment for Rail borne trade now costs Rs. ~~[illegible]~~ 1487½ as follows:-

Registration	~~[illegible]~~ 978½
Compilation	509
Total	~~[illegible]~~ 1487½

11. The amount payable in future to the Railway Companies for registration only will be Rs. 1200/- or Rs. ~~[illegible]~~ 221½ in excess of the present cost of establishment for that branch of the -- work.

12. On the other hand Government will save the charges now incurred for contingencies and house rent amounting to Rs. 1 per mensem, deducting this amount the net extra charge to --- Government will thus be reduced to Rs. ~~[illegible]~~ 131/- per mensem as -- shown in statement No. 2.

13. In considering the extra cost incurred by transfer of the Registration to the Railways the following points must be borne in mind viz:-

(a) The amounts payable to the various Railways include supervision - whereas the present cost to Government for registration as shown above represents the pay of the clerical staff - only - if therefore 20 per cent which is about the assumed -- average charge for Audit supervision in all the Railways be deducted from the amount payable to the Railways the net ---- amount will be Rs. 1200 - 240 Rs. 960 or 109 per mensem less than present cost of establishment house rent and contingencies.

(b) Although no actual charge has been made for supervision by the Government Examiner the extra charge of Rs. ~~[illegible]~~ 131 per mensem now imposed would scarcely cover the value of the time devoted to the work by the Government Examiner and his Deputy more -- especially as the bulk of the work falls on at a time when he can scarcely find time to satisfactorily perform his legitimate periodical duties.

(c) Government will obtain information more reliable than that hitherto received.

(d) The present establishments would very shortly have had to be augmented in consequence of the gradually increasing -- open mileage, this extra work has been taken into account in fixing the rates now proposed to be paid to the Railway Companies.

14. Statement No. 3 shows the actual increased monthly -- cost to each Government for establishment and pensions and the lump sum payments to be made by each Government on account of gratuities on transfer of Registration to the Railway Companies.

15. The amount payable for gratuities to compilation --- staff has not been shown because compilation staff will -- probably be retained and there will be nothing to pay on their account for gratuities.

16. The division of the various Provincial grants between Registration and Compilation as shown in statements Nos. 1, 2 and 3 has been made rateably on the present cost of the --- establishment actually employed on these separate duties --- irrespective of the particular Government grant against which the Accountant General audits the salary of each clerk.

17. For example there are 13 clerks engaged in compilation and the division of their salaries for Audit purposes is at present as follows:-

	Rs.
Bombay Government ------	314
Central Provinces -------	135
Berar ----------------	60
	509

Vide statement IV B.

But under the new scheme the pay of these clerks has to be re-arranged in order that each provincial Government may pay its fair share of the total cost of compilation after the -- work of Registration has been handed over to the Railway Companies.

18. This redistribution has been shown in statement No.V in which the amount payable by each Government for compilation is as follows:-

Bombay

Bombay ----------------	195
Central Provinces	80
Berar ----------------	25
Madras ----------------	140
N.W.P. & Oudh ----------	30
Punjab ----------------	39
	509

50

The cost of Registration as shown in these statements represents therefore the total provincial grant less amount payable for compilation as above and the extra sum of Rs. 225½ payable to the Railway Companies has been rateably distributed to each Government in proportion to its share of Registration ascertained as indicated above. vide statement No. 2.

19. Statement No. IV A gives the names of the clerks now actually engaged in Registration with the exceptions marginally noted whose -- services may have to be -- dispensed with under the new scheme unless employment can be found for them in other Government offices.

Messrs. Merwanjee and Narayen Poondlic are at present in the Registration section but being senior men they are included in statement No. IV B of men to be retained for compilation their places being taken in list No. IV A by two Junior men Gangadhur Govind and Dhondo Mahadeo

20. The amount of gratuities and pensions as shown in --- statements IV A and IV B have been calculated as if the new --- scheme had come into force from 1st July; it was necessary to fix a date in order to arrive at an approximate cost of the payments to be made by Government to the clerks who would be dismissed -- under the new scheme. The transference has not however yet been made and the figures are therefore only approximate and subject to revision when the services of the men are actually -- terminated.

21. After the new scheme has been approved by the Govt of India this office will issue the necessary ~~introductions~~ instructions to each Railway Auditor setting forth the work to be done and the Returns to be submitted by him to the compiling office.

22. With regard to gratuities and pensions it must be --- remembered that the outlay is not a direct charge against the

change in system as the transfer merely anticipates or makes fall due somewhat earlier than usual pensions which would accrue in ordinary course under any circumstances.

23. It might however be possible to save an immediate payment of pensions and gratuities to provide for the employment of a larger number of the men to be dispensed with if as a special case the men transferred to the company were kept on the Government lists headed loaned to the companies free of pension charges.

List of enclosures to this office No. L.T./219 dated 20th July 1894, to Director Land Records and Agriculture Bombay.

(a) i Statement showing monthly cost of establishment employed in each office for Registration and Compilation the amount payable to the Railway Companies named therein for registration and the extra cost of Government under proposed arrangements.

(a) ii Statement comparing total monthly cost to each Government for Registration and Compilation under present and proposed arrangements.

(a) iii Statement comparing total monthly cost to each Government under all budget heads.

IV A Statement showing staff now actually employed in Registration and the amount of gratuity or pension calculated upto 30th June 1894 payable by each Government on transfer of the work of Registration to the Railway Companies.

IV B Staff now actually employed in compilation which will probably be retained and amount of gratuities or pensions payable by the Governments concerned to those men in case of their dismissal.

Detailed list of establishment

V. Statement showing the proposed redistribution of the salaries of the compilation staff shown in statement IVB.

VI. Statement of periodical returns to be furnished by each Railway Company to the Compiling office (Director Land ~~L.~~ Records and Agriculture Bombay).

VII. Statement of periodical returns to be compiled by the Director Land Records and Agriculture Bombay for

(a) Bombay Government

(b) Other compiling Offices.

VIII Proposition statement showing total present staff ~~other~~ staff proposed to be dismissed and staff to be retained for compilation.

×

List giving full details of the present establishment employed in each of the six Offices under the Control of the Examiner of Guaranteed Railway Accounts Bombay.

Province to which Salaries are charged.	Date of appointment.	Office and establishment.	Salary present fixed maximum	Remarks.
		Bombay.		
Bombay	1.4.81	Mr. Ruttonji Nesserwanji	50.	
	11.4.85	" Nargowandas Bhowandas	45.	Since transferred sub pro tem to Examiner's Railway office with a lien in his permanent appointment
	1.12.81	" Morsondas Ghelabhai	35.	
	12.2.84	" Sorabji Jamsetji	30.	
	1.12.81	" Merwanji Hormasji	30.	
	1.1.85	" Shamrao Balcrishna	30.	
	25.6.84	" Damodar Mahadeo	30.	
	1.1.85	" Rughunath Vithal	30.	
	18.9.88	" Munchersha Hormasji	25.	
	24.7.89	" Ganpat Balcrishna	25.	
	12.7.89	" Dayabhai Moolchand	25.	
	20.11.89	" Gangadhar Govind	25.	
	9.6.92	" Sunderlal Baloobhai	25.	
	7.9.95	" Ramcrishna Purshotam sub pro tem in place of Mr. × Yeshwantrai Wasantrai deceased	25.	× deceased
	25.11.89	Peon Soorba Bhadoo	9.	
	14.8.90	" Jaisookram Sitaram	9.	
		Total	448.	
Central Provinces	2.5.81	Mr. Hari Ramsett	100.	
	1.2.82	" Narayen Pondlic	35.	
	12.2.92	" Ranchodbhai Valabhbhai	25.	
	12.6.92	" Moreshwar Ganesh	25.	
		Total	185.	
Madras	9.7.89	Mr. Dhondo Mahadeo	25.	
	14.11.93	" Dhanjibhai Muncherji	20.	
	1.4.94	" Krishnaji Waman	20.	
		Total	65.	
		Carried Over	698.	

Men whose names are marked with an asterisk are to be retained for Compilation in the Office of Director, Land Records and Agriculture.

Revenue to which the Salaries are charged.	Date of Appointment.	Office and establishment.	Salary present and maximum Rs.	a.	Remarks.
		Brought over	698	.	
		Bombay Continued			
Bengal	20.7.89	Mr. Solomon Jacob	29	.	
Berar	5.9.81	Mr. Damodar Ramchandra *	30	.	
	25.6.84	„ Mahadeo Govind	30	.	
		Total	60	.	
		Total Bombay Office	787	.	
		Ajmere			
Punjab	24.6.81	Mr. N. C. Chatterji	50	.	
	3.4.85	„ Musree Lall	25	.	
	12.4.88	„ Gauri Sahai	25	.	
	19.4.86	„ Harcharan Singh	20	.	
	20.4.89	Peon Mohan	6	.	
		Total	126	.	
North West Provinces and Oudh	13.8.84	Mr. Luxmi Narayen	35	.	
	9.8.95	„ Gunga Bux	25	.	
	5.5.90	„ Hari Charan Ghose	20	.	
	3.11.93	„ Nand Kishor	15	.	
		Total	95	.	
Central Provinces	17.2.81	Mr. Ali Ahmed	30	.	
		Total Ajmere Office	251	.	
		Madras.			
	1.4.85	Mr. M. Arunachella Moodliar	50	.	
	1.9.87	„ M. Mathoo Pillay	40	.	
	1.4.85	„ Soobrao Naidoo	17	8	
	1.4.85	„ Ahmed Hoosain	17	8	
	1.4.85	„ B. Manoosawmy	15	.	
	1.1.86	„ W. Kappoosawmy	15	.	
	12.1.95	„ Mathava Krishna. M in place of Mr. A. Cannian resigned	12	8	
	4.5.95	Peon C. Loganatha Moodliar in place of Teroovengadum Moodliar resigned	6	.	
		Total	173	8	

* Men marked with an asterisk are to be retained for compilation.

Province to which the Salaries are charged.	Date of Appointment.	Office and establishment	Salary present and maximum		Remarks.
		Dharwar.			
Madras.	1.5.85	Mr. S. Krishna Murterao	25	.	
	7.7.89	„ Simon Vincent F. DeSa	20	.	
			45	.	
Central Provinces	22.7.89	Mr. Ganesh Govind	25	.	
Bombay	7.7.88	Mr. Gundoo Bhicaji	20	.	
	15.7.95	Peon Budan	6	.	
			26	.	
		Total Dharwar Office	96	.	
		Secunderabad			
Madras.	24.10.87	Mr. B. Parthasarthy	25	.	
Bombay	25.4.93	„ Damodar Gopal	20	.	
		Total Secunderabad Office	45	.	
		Trichinopoly			
Madras.	1.5.85	Mr. V. A. Cannoosawmy	30	.	
	1.5.85	„ T. J. Sasha Iyanga	20	.	
	1.5.85	„ S. A. Ramchandra Iyer	20	.	
	1.5.85	„ T. P. Kasavaloo Naidoo	20	.	
	15.9.92	„ C. Kothunnu Chetty	20	.	
			110	.	
Bombay	1.4.88	Mr. J. C. Paul	20	.	
		Total Trichinopoly Office	130	.	
		Grand Total	1482	8	

No. A/240 of 1895.

From

The Survey Commissioner and Director,
Land Records & Agriculture,
Bombay,

To

The Chief Secretary to Government
Revenue Department.
Surat Districts,
Poona 19th January 1895.

Sir,

I have in obedience to the orders of Government contained in G. R. No. 4663 dated the 29th May 1894, the honour to submit a memorandum with accompaniments, prepared by the Examiner of Guaranteed Railway Accounts, at my request, showing the information required by Government in the Resolution above quoted.

2. The papers have been delayed in my office in order that I might ascertain how the figures of traffic are compiled in the railway offices. The information has been received. It indicates that the companies do not now compile the figures in a form suitable for the purposes of the required Rail-borne Returns to Government, but I must assume that the various Railway Administrations have agreed to submit the returns detailed in the Examiner's Statement No. VI. I asked for the above information, in order, if possible, to make some estimate of the amount of work which the proposed change of system will entail on my office. I find that the G. I. P. Railway simply draws up a statement showing the half yearly totals between each station on its lines. I can gather from it no idea of the amount of compilation which, in the event of the acceptance of the Examiner's scheme, would devolve on me.

3. As far as I can judge of the scheme, which in no way has my support for the reasons detailed in my letter printed in the preamble of G. R. No. 4663 dated 29th May 1894, it will

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entail the transfer of the whole of the compilation staff now in Bombay, as shown in statement V appended to the Examiner's letter No. I.T.219 of 20th July 1894, even in the opinion of the Examiner. I can form no opinion as to the adequacy of -- that staff for the work it will have to perform.

4. The Examiner takes credit in his financial statement of the effect of the proposed scheme for the abolition of -- present contingent and rent charges. I can not see how the former can be avoided, and I certainly have no accommodation in my office for at least 13 new clerks. The rent charge as well as the contingent charge cannot be taken as a saving.

5. If Government decides to sanction the proposal made, the sanction of the Government of India will be necessary, and that sanction will entail a reversal of the principle laid down that it is not part of the Director's duties to compile the returns. I cannot meet that assertion of the Examiner as to the practice in other Provinces but it is certainly strange that in other Provinces the Directors should have duties which the Supreme Government, which assigned them, declares not to be legitimate duties of the Office. I trust that Government will be good enough to permit the inclusion of my letter No. 1842 of June 1893 in the papers sent to the Government of -- India, for in that letter I detailed my objections to the -- proposal for what they are worth, and still adhere to them. Further, if compilation is put in my charge, I trust that the duties will be confined to the Bombay Presidency. This apparently is not the Examiner's proposal. In his Statement VI, he indicates that the Bombay Director is to compile returns for the central Provinces, Madras and the Berars as well as for Bombay. Till the final decision of Government has been passed it would be useless for me to discuss the statements in detail.

6. My duties are now so severe that I cannot undertake any more, and trust that if Government is still of opinion -- that the new scheme shall even be tentatively sanctioned, I may be allowed, at least temporarily, the services of a 3rd Personal Assistant of Rs. 150 for the responsible supervision of the compilation and for correspondence with the Railway -- Companies in routine matters.

I have the honour to be,
Sir,
Your most obedient Servant,
(sd.) E. C. Ozanne.
Survey Commissioner and Director Land
Records and Agriculture.

Through the Accountant General Bombay.

No. P.A./29062
Bombay, 6th February 1895.

The Accountant General has the honour to state that -- the present scale of the Proposition Statement has been examined and corrected, the amounts for contingencies shown in -- the present scale being struck out as they are not required to be shown.

(sd.) O. T. Furrow.
Accountant General.

No. 602 of 1895.
P. W. Department, Railway Branch:
Bombay Castle, 15th March 1895.

To

The Chief Secretary to Government
Revenue Department.

Memorandum.

Retransferred to the Revenue Department. Government in the Railway Department has no further remarks to make and the matter may be referred to the Government of India. It must of course be understood that the various Railway Administrations will be wholly unfettered in their choice of the staff to be employed for the work that they have consented to do.

R. E. Dyson
Ag. Under Secretary to Government.

No. L. T. /387 of 1895.

Bombay 3rd October 1895.

Memorandum.

In returning papers through the Survey Commissioner and Director Land Records and Agriculture, Bombay, as directed, the undersigned has the honour to state that the apparent discrepancy of Rs. 60/- is due to the omission of salaries of the establishment of Berar in the Bombay Office from the Civil estimates.

2. A list giving full details of the present establishment employed in each of the six offices is enclosed.

3. Thirteen clerks and one peon, all belonging to the Bombay office will have to be retained for compilation as -- shown in accompaniment (IV B) to this office No. L.T./219 -- dated 20th July 1894 to the address of the Survey Commissioner and Director Land Records and Agriculture, Bombay.

unintelligible

for Examiner of Guaranteed Railway

Accounts, Bombay.

No. A/3357 of 1895.

Poona, 30th October 1895.

Forwarded with compliments.

2. The undersigned thinks that provision of Rs. 50 per mensem for rent and of Rs. 30 per mensem for contingencies should be made on account of the -- compiling staff.

(sd.) E. C. Ozanne.

Survey Commissioner & Director, Land

Records and Agriculture.

No. L.T./[illegible]-96

Distribution of present cost of registration of Rail borne statistics compared with the distribution of proposed cost, if registration is performed by Railway Companies.

Present Cost	Rs	Proposed Cost: On basis of proportionate increase.	Proposed Cost: On basis of Provincial payments.	Remarks.
		In the ratio of 973-8 to 1200		
1. Charge against Bombay Government for Establishments located at Bombay	243		Payment to G.I.P. Ry — 300	Of the total cost of Rs 500 for compilation, a sum of Rs 25 is recovered from the Berars giving net cost to Bombay Rs 484
and Dharwar	96		" S.M. Ry — 100	The total cost of both registration & compilation to Bombay therefore amounts to:
			Less recovery from Berar — 35	under column A to 339 + 484 = 823.
Total	339	418	365	" " B " 418 + 484 = 902.
2. Charge against Berar	35	43	35	" " C " 365 + 484 = 849.
3. Charge against Government of India for Establishments located at Ajmere	254		Payment to B.B.&C.I. Ry — 300	
and Secunderabad	40		" Nizam's Ry — 50	
Total	294	365	350	
4. Charge against Madras for Establishments located at Madras	175-8		Payment to Madras Ry — 250	
and Trichinopoly	130		" S.I. Ry — 200	
Total	305-8	374	450	
Grand Total for registration	973-8	1200	1200	

No. L.T./500 of [illegible] dated Bombay 10th December 1895
Memorandum.

With reference to Revenue Department Memorandum No. -- 9205 dated 21st November 1895, I have the honour to state that the distribution of cost to the several Governments made in my statement (a) it was made in ignorance of the terms of the Provincial Contract under which I now learn interprovincial -- adjustments are inadmissible.

2. Since those adjustments are not permissible it appears to me that the incidence of cost both of registration and --- compilation must necessarily fall on the Governments which -- make the payments and to the extent of those payments. The -- distribution of the increased cost of registration by Railway Companies will thus be:

Against Bombay Government	- To G.I.P.Railway	Rs.300	
" " "	- " S.M. Railway	Rs.100	
			400
Against Government of India	- To B.B.& C.I. Ry.	Rs. 300	
" " "	" Nizam's G. Ry.	Rs. 50	
			350
Against Madras Government	- To Madras Railway	Rs.250	
" " "	- " S.I.Railway	Rs.200	
			450
		Total Registration	1200

3. It appears however that there is an exception to interprovincial adjustments in the case of the Berars, from which Bombay recovers Rs. 60 per mensem (35 for registration and 25 for compilation) so that the cost to Bombay would under this distribution be Rs. 365 for registration and Rs. 484 for compilation, or Rs. 849 in all against the present cost of Rs. -- [illegible].

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4. The proportionate distribution of the cost of registration made on the penultimate page of the Revenue Department memorandum under reference is incorrect, the cost of compilation having been inadvertently taken into the calculations. -- The correct figures on that basis would be:

	Present cost	Proportionate share
Bombay	389	418
Berars	35	43*
India	296	365
Madras	303-8-0	374
Total	973-8-0	120

* In addition to cost of compilation Rs.25 - total 68/-

To the Bombay share thus calculated must be added the cost of compilation, Rs. 484, which would give a total of Rs. 902, i. e. Rs. 79 more than the present cost and Rs. 53 more than that shown in paragraph 3.

5. The method stated in paragraph 2 being more economical to Bombay and more simple I recommend it in preference to that suggested by the Revenue Department.

6. I attach a statement comparing present cost with the alternative proposals.

I have the honour to be,
Sir,
Your most obedient Servant,
unintelligible
for Examiner of Guranteed Railway Accounts
Bombay.

Memorandum No. L.T./865 dated 21st March 1896 by the Examiner Guaranteed Railway Accounts Bombay.

This case has been delayed in consequence of a recent proposal by the Auditor Southern Maratha Railway to undertake the registration work at Dharwar at a reduced cost of Rs. 60/- per mensem instead of Rs. 100/- exclusive of forms and stationery and of the necessity of obtaining the approval of the Agent of the Company to that proposal. The Agent's letter No. 1567/2621 dated 13th March 1896 conveying his approval is attached, and the draft Government Resolution and letter to the Government of India may be modified accordingly.

C. R. Hoskyn
Examiner Guranteed Railway Accounts,
Bombay.

Copy of letter No. 1567/2621 dated 13th March 1896. from the Agent S. M. Railway, to the Auditor.

Under the circumstances explained in your letter No C/1817 of the 5th March 1896, I approve of your proposal to -- undertake the registration of Railborne Traffic Statistics in your own office for a monthly payment of Rs. 60 exclusive of forms and stationery.

True copies.

Superintendent,
Revenue Department,
Secretariat.

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Trade Returns: Proposal to introduce a new system for the registration and compilation of statistics of the rail-borne trade of Southern India.

No. 4780.

REVENUE DEPARTMENT.

Bombay Castle, 18th June 1896.

Letter from the Examiner of Guaranteed Railway Accounts, No. L.T.—95, dated 9th May 1896:—

"With reference to Revenue Department Resolution No. 2772, dated 30th March 1896, I have the honour to solicit the orders of Government as to whether I may now arrange to transfer the registration of rail-borne statistics to the Railway Companies concerned or await the orders of the Government of India on the communication made to them in the matter.

"2. In view of the necessity of giving 3 months' notice of discharge under Article 478, Civil Service Regulations, to the several pensionable employés whose appointments will be abolished before the transfer of the work to Railway Companies can be carried out, I respectfully suggest that the Government of India may be pressed for early orders if their orders are considered necessary and have not yet been communicated."

Letter from the Government of Bombay to the Government of India, No. 4136, dated 25th May 1896:—

"With reference to my letter No. 2904, dated 4th April 1896, soliciting the approval of the Government of India to the revised scheme, proposed by the Examiner of Guaranteed Railway Accounts, for the registration and compilation of rail-borne statistics of Southern India, subject to the modification that, pending further orders, the work of compiling the statistics should continue to be done in the office of the Examiner instead of in that of the Survey Commissioner and Director of Land Records and Agriculture, I am directed to request that in view of the necessity of giving 3 months' notice of discharge under Article 478, Civil Service Regulations, to the several pensionable employés whose appointments will be abolished before the transfer of the work of registration to the several Railway Companies can be carried out, you will be so good as to move the Government of India to pass early orders in the matter."

Government memorandum to the Examiner of Guaranteed Railway Accounts, Bombay, No. 4137, dated 25th May 1896:—

"The undersigned presents compliments to the Examiner of Guaranteed Railway Accounts and, with reference to that officer's letter No. L.T.—95, dated 9th instant, is directed to state that the Government of India have been requested to pass early orders on the revised scheme proposed by him for the registration and compilation of rail-borne statistics of Southern India, and that pending the receipt of their reply no steps should be taken to transfer the work of registration to the Railway Companies concerned."

Letter from the Government of India, Finance and Commerce Department, No. 2321-Ex., dated 28th May 1896:—

"I am directed to acknowledge the receipt of your letter No. 2904, dated the 4th April 1896, submitting for sanction a proposal to introduce a new system for the registration and compilation of statistics of the rail-borne trade of Southern India.

"2. Briefly stated, it is proposed to transfer the work of registration from the Examiner of Guaranteed Railway Accounts, Bombay, to the Railway Administrations concerned and to pay to them a sum of Rs. 1,160 a month as specified in the margin for its performance. The Railway Administrations will furnish the statistics of the trade to the Examiner of Guaranteed Railway Accounts, Bombay, and the Examiner will compile the statistics and transmit the compilation to the Survey Commissioner and Director of Land Records and Agriculture, Bombay, for review and

	Rs.
Great Indian Peninsula Railway	300
Southern Marátha Railway	60
Bombay, Baroda and Central India Railway ...	300
Nizám's Guaranteed Railway	50
Madras Railway	250
South Indian Railway	200
	Rs. 1,160

publication. The share of the expenditure to be borne by the Government of India is Rs. 350 a month, of which Rs. 300 will be paid to the Bombay, Baroda and Central India Railway, and the balance Rs. 50 to the Nizám's Guaranteed Railway; and this charge will be in lieu of the expenditure of Rs. 296 a month hitherto incurred on account of the office establishments maintained at Ajmere and Secunderabad, viz., Rs. 251 at the former and Rs. 45 at the latter place.

"3. In reply, I am to say that the Government of India approve the scheme and sanction the proposed payment of Rs. 350 a month to the Bombay, Baroda and Central India and the Nizám's Guaranteed Railways."

Resolution.—Copies of the letter from the Government of India should be forwarded to the Survey Commissioner and Director of Land Records and Agriculture, the Examiner of Guaranteed Railway Accounts, Bombay, and the Public Works Department, Railway, for information and guidance with reference to Government Resolution No. 2772, dated 30th March 1896.

J. H. DuBOULAY,
Acting Under Secretary to Government.

To

The Survey Commissioner and Director of Land Records and Agriculture,
The Examiner of Guaranteed Railway Accounts, Bombay,
The Commissioner in Sind,
The Commissioner of Customs, Salt, Opium and A'bkári,
The Public Works Department of the Secretariat, Railway,
The Accountant General,
The Financial Department of the Secretariat.

No. of 1896.

Copy forwarded for information and guidance to

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Trade Returns.

No. 5772.

Revenue Department.

Bombay Castle, 24th July 1896.

Letter from the Examiner of Guaranteed Railway Accounts, Bombay, No. L.T.—266, dated 8th July 1896:—

"With reference to Government Resolution No. 4780, dated 18th June 1896, Revenue Department, I have the honour to inform you that the clerks mentioned in the attached list have been served with notice that their services will not be required after the 30th September 1896.

"2. I forward herewith twenty copies of that list showing particulars of service for favour of circulation to other Government Departments in view to employment being found for them, if possible."

Resolution.—Copies of the letter from the Examiner of Guaranteed Railway Accounts, Bombay, and of the list* accompanying it, should be forwarded to the several Departments of the Secretariat and the Heads of Offices under the Revenue and Financial Departments, with a request that the clerks referred to may, if possible, be provided with suitable employment on the occurrence of vacancies.

J. H. DuBOULAY,
Acting Under Secretary to Government.

To

All Departments of the Secretariat,
The Heads of Offices under the Revenue and Financial Departments of the Secretariat.

* Printed on the reverse.

No. of 1896.

Copy forwarded for information and guidance to

List of Pensionable Clerks employed on registration of Rail-borne Trade Statistics under the control of the Examiner of Guaranteed Railway Accounts, Bombay,—whose appointments are to be abolished with effect from 1st October 1896, and who have been served with notice of discharge under Civil Service Regulations, Article 478.

Names.	Designation.	Pay.			Length of Service.			Age.	REMARKS.
		Rs.	a.	p.	Ys.	ms.	ds.	Years.	
BOMBAY.									
Mr. Ganpat Bálkrishna	Clerk	25	0	0	7	2	7	29	Correspondence Clerk. Good at figures also. Has passed Public Service Examination.
" Dayábhái Mulchand	Do.	25	0	0	7	2	13	30	Employed on registration of statistics.
" Gangádhar Govind	Do.	25	0	0	6	10	3	29	Correspondence Clerk.
" Ranchodbhái Valabbhái ...	Do.	25	0	0	4	7	19	25	Employed on registration of statistics. Has passed Matriculation Examination of Allahabad University.
" Sákarlál Bálubhái	Do.	25	0	0	4	3	22	27	Employed on registration of statistics.
" Moreshvar Ganesh	Do.	25	0	0	4	3	19	25	Do. do. Has passed University School Final Examination.
AJMERE.									
Mr. Nibáran Chander Chatterji ...	Clerk in charge ...	50	0	0	8	6	0	38	Employed on registration of statistics.
" Luxumi Náráyan	Clerk	35	0	0	8	6	0	35	
" Ali Ahmed	Do.	30	0	0	15	7	14	40	
" Ganga Bux	Do.	25	0	0	8	6	0	36	
" Harcharan Singh	Do.	20	0	0	9	10	12	35	
" Gowri-Sahai	Do.	25	0	0	8	5	19	32	
" Harcharan Ghose	Do.	20	0	0	6	4	28	29	
" Misri Lál	Do.	25	0	0	8	6	0	34	
DHA'RWA'R.									
Mr. Kristna Murteráo	Clerk in charge ...	25	0	0	10	5	0	30	Employed on registration of statistics. Has passed the Entrance Test for appointment as Accountant, 4th Grade, and University School Final Examination also.
" Gundu Bhicaji...	Clerk	20	0	0	8	2	24	28	Employed on registration of statistics.
" Ganesh Govind	Do.	25	0	0	7	2	9	29	
" Simon Vincent F. Desa ...	Do.	20	0	0	7	2	14	32	
SECUNDERABAD.									
Mr. B. Partha Sarthy	Clerk in charge ...	25	0	0	8	11	5	29	Do. do.
MADRAS.									
Mr. M. Arunáchella Mudliár ...	Clerk in charge ...	50	0	0	11	6	0	54	Do. do.
" M. Mathu Pillay	Clerk	40	0	0	9	1	0	54	
" M. Subharáo Náidu	Do.	17	8	0	11	6	0	38	
" Ahmed Husain	Do.	17	8	0	11	6	0	37	
" B. Munnu Swámi Reddi ...	Do.	15	0	0	11	6	0	33	
" W. Kappu Swámi Iyenger ...	Do.	15	0	0	10	9	0	32	
TRICHINOPOLY.									
Mr. V. A. Cánnuswámi Chetti ...	Clerk in charge ...	30	0	0	11	5	0	47	Do. do.
" T. G. Sasha Iyenger	Clerk	20	0	0	11	5	0	44	
" S. A. Rámchandra Iyer ...	Do.	20	0	0	11	5	0	39	
" T. P. Kassávalu Náidu ...	Do.	20	0	0	11	5	0	51	
" T. C. Paul	Do.	20	0	0	8	5	8	30	

C. R. HOSKYN, Major, R.E.,
Examiner of Guaranteed Railway Accounts,
Bombay.

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PROCEEDINGS OF THE BOARD OF REVENUE
(REVENUE SETTLEMENT, LAND RECORDS AND AGRICULTURE).

READ—again the following Proceedings of the Board of Revenue (R.S., L.R. and Agri.), dated 29th May 1896, Mis. No. 2607:—

Read—the following G.O., Mis. No. 1946, Revenue, dated 18th May 1896:—

Read—endorsement of the Financial Department, No. 911, dated 29th April 1896, transferring to the Revenue Department the following letter from the Government of Bombay, Revenue Department, No. 2905, dated 4th April 1896:—

I am directed to forward copy of a letter addressed by this Government to the Government of India, No. 2904, dated 4th April 1896, and of its accompaniments, on the subject of the revised scheme for the registration and compilation of the statistics of rail-borne trade of the Southern India, and to state that, in the circumstances mentioned in the concluding portion of paragraph 4 of the letter, His Excellency the Governor in Council trusts that the Madras Government will accept the charges amounting to Rs. 450 per mensem payable to the Madras and South Indian Railways for the registration of the requisite statistics in lieu of the charge of Rs. 303-8-0 per mensem borne at present by that Government.

Order—Mis. No. 1946, Revenue, dated 18th May 1896.

Referred to the Board of Revenue for remarks.

(True Extract.)

(Signed) F. J. WILSON,
for Ag. Secretary to Government.

To the Board of Revenue (R.S., L.R. and Agri.).
Copy to the Public Works Department (Railway Branch).

Resolution—dated 29th May 1896, Mis. No. 2607.

With reference to G.O., No. 1946, dated 18th May 1896, the Board requests that it may be furnished with a copy of the Bombay Government's letter to the Government of India, No. 2904, dated 4th April 1896, as a copy has not been received with the G.O.

(True Copy and Extract.)

(Signed) P. RAJARATNA MUDALIAR,
Secretary.

To the Secretary to Government, Revenue Department.

READ—again the following Proceedings of the Board of Revenue (R.S., L.R. and Agri.), dated 19th June 1896, Mis. No. 3048:—

Read—again Proceedings of the Board of Revenue (R.S., L.R. and Agri.), dated 29th May 1896, Mis. No. 2607.

Resolution—dated 19th June 1896, Mis. No. 3048.

In its letter read in the Proceedings above quoted, the Government of Bombay asks whether the Madras Government is prepared to accept a charge of Rs. 450 per mensem, in lieu of the present charge of Rs. 303-8-0 per mensem for the registration of rail-borne trade.

2. At present, under the orders of the Government of India (*vide* G.O., No. 151, dated 16th February 1888), rail-borne trade is registered by an establishment working directly under the Examiner of Guaranteed Railway Accounts, Bombay. On a representation made by that officer, that he has no means of supervising this establishment, the Bombay Government has proposed to the Government of India to entrust the work of registration to the several Railway companies, under which scheme the Madras Government will be called on to pay the sum mentioned above. The Government of India has apparently not as yet passed orders on the Bombay Government's proposal.

3. The several Railway companies appear to have agreed to undertake the work (*vide* paragraph 5 of the Examiner's Memorandum, dated 18th February 1893), but there is nothing in the papers before the Board to show what methods of supervision and check they propose to apply in the preparation of the statistics.

4. The Bombay Government at first also proposed to transfer the work of compiling the statistics to the Survey Commissioner and Director of Land Records and Agriculture, Bombay, but on reconsideration, it has decided to leave this with the Examiner of Guaranteed Railway Accounts, Bombay, so that that officer will, it is presumed, continue to furnish the Board with the required summaries for review and publication.

5. The reason for the proposed change appears to be that the Examiner finds that, as he can exercise no supervision over the registration work, he fears that the statistics now furnished are "uncertain and unreliable and possibly in many cases misleading." There is much force in these objections; and the Board has all along felt that there were grave elements for doubting the accuracy of the statistics for the reasons noted, but, as already stated, it does not see what greater confidence is to be attached to the statistics in future, if the proposed change be made, unless the Examiner arranges for careful local check and inspection.

6. If the registration work is to be transferred to the Railway companies, the question arises as to what should be done with the establishment hitherto maintained by Government. The service has been declared to be pensionable (*vide* G.O., No. 3681, dated 14th June 1889). The men will have to be discharged on pension or gratuity as remarked by the Survey Commissioner and Director of Land Records and Agriculture, Bombay, in his letter, dated 8th June 1893, and the Board estimates that this will impose an additional initial cost of Rs. 568 for gratuities, as well as pensionary claims to the amount of Rs. 37 per mensem on the Madras Government.

7. In the absence of further information, the Board is unable to recommend any change that will cause increased expenditure.

(True Copy and Extract.)

(Signed) P. RAJARATNA MUDALIAR,
Secretary.

To the Secretary to Government, Revenue Department.

Read—again the following Proceedings of the Board of Revenue (R.S., L.R. and Agri.), dated 21st August 1896, Mis. No. 4137 :—

Read—the following G.O., Mis. No. 3084, Revenue, dated 3rd August 1896 :—

Read—Proceedings of the Board of Revenue (R.S., L.R. and Agri.), dated 19th June 1896, Mis. No. 3048.

Order—Mis. No. 3084, Revenue, dated 3rd August 1896.

Ordered that the following letter be addressed to the Government of Bombay.

(True Extract.)

(Signed) A. T. ARUNDEL,
Ag. Secretary to Government.

To the Board of Revenue (R.S., L.R. and Agri.).

Resolution—dated 21st August 1896, Mis. No. 4137.

Recorded.

(True Copy and Extract.)

(Signed) R. V. SRINIVASIAR,
Secretary.

Read—again the following Proceedings of the Board of Revenue (R.S., L.R. and Agri.), dated 3rd November 1896, No. 5447 :—

Read—the following G.O., Mis. No. 3719, Revenue, dated 17th September 1896 :—

Read—the following Proceedings of the Public Works Department, dated 27th August 1896, C. No. 3189, on the following papers :—

Letter from the Consulting Engineer for Railways, Bombay, to the Secretary to Government, Public Works Department (Railway Branch), dated 9th July 1896, No. 5355.

I have the honour to forward herewith, for favour of communication to the administrations of the Madras and South Indian Railways, copies of a Resolution of this Government in the Revenue Department, No. 4780, dated 15th June 1896, and of letter from the Examiner of Guaranteed Railway Accounts, Bombay, No. 247-L.T., dated 2nd July 1896, on the subject of the transfer of the work of registration of rail-borne statistics from that officer to the administrations of those railways.

Enclosure No. 1.

Resolution of the Bombay Government, No. 4780, Revenue, dated Bombay Castle, 15th June 1896.

Trade Returns.—Proposal to introduce a new system for the registration and compilation of statistics of the rail-borne trade of Southern India.

Letter from the Examiner of Guaranteed Railway Accounts, No. 95-L.T., dated 9th May 1896.

With reference to Revenue Department Resolution No. 2772, dated 30th March 1896, I have the honour to solicit the orders of Government as to whether I may now arrange to transfer the registration of rail-borne statistics to Railway companies concerned or await the orders of the Government of India on the communication made to them in the matter.

2. In view of the necessity of giving three months' notice of discharge under article 478, Civil Service Regulations, to the several pensionable employés, whose appointments will be abolished before the transfer of the work to Railway companies can be carried out, I respectfully suggest that the Government of India may be pressed for early orders if their orders are considered necessary and have not yet been communicated.

Letter from the Secretary to the Government of Bombay, Revenue Department, to the Secretary to the Government of India, Finance and Commerce Department, No. 4136, dated 25th May 1896.

With reference to my letter No. 2904, dated 4th April 1896, soliciting the approval of the Government of India to the revised scheme proposed by the Examiner of Guaranteed Railway Accounts, for the registration and compilation of rail-borne statistics of Southern India, subject to the modification that, pending further orders, the work of compiling the statistics should continue to be done in the office of the Examiner instead of in that of the Survey Commissioner and Director of Land Records and Agriculture, I am directed to request that, in view of the necessity of giving three months' notice of discharge under article 478, Civil Service Regulations, to the several pensionable employés, whose appointments will be abolished before the transfer of the work of registration to the several Railway companies can be carried out, you will be so good as to move the Government of India to pass early orders in the matter.

Read—again the following Memorandum from the Secretary to the Government of Bombay, Revenue Department, to the Examiner of Guaranteed Railway Accounts, Bombay, No. 4137, dated 25th May 1896:—

The undersigned presents compliments to the Examiner of Guaranteed Railway Accounts and, with reference to that officer's letter No. 95-L.T., dated 9th instant, is directed to state that the Government of India have been requested to pass early orders on the revised scheme proposed by him for the registration and compilation of rail-borne statistics of Southern India, and that, pending the receipt of their reply, no steps should be taken to transfer the work of registration to the Railway companies concerned.

Read—also the following letter from the Government of India, Finance and Commerce Department, No. 2321-Ex., dated 28th May 1896:—

I am directed to acknowledge the receipt of your letter No. 2904, dated the 4th April 1896, submitting for sanction a proposal to introduce a new system for the registration and compilation of statistics of the rail-borne trade of Southern India.

2. Briefly stated, it is proposed to transfer the work of registration from the Examiner of Guaranteed Railway Accounts, Bombay, to the Railway administrations concerned and to pay to them a sum of Rs. 1,160 a month as specified in the margin for its performance. The Railway administrations will furnish the statistics of the trade to the Examiner of Guaranteed Railway Accounts, Bombay, and the Examiner will compile the statistics and transmit the compilation to the Survey Commissioner and Director of Land Records and Agriculture, Bombay, for review and publication. The share of the expenditure to be borne by the Government of India is Rs. 350 a month, of which Rs. 300 will be paid to the Bombay-Baroda and Central India Railway, and the balance Rs. 50 to the Nizam's Guaranteed Railway, and this charge will be in lieu of the expenditure of Rs. 296 a month hitherto incurred on account of the office establishments maintained at Ajmere and Secunderabad, viz., Rs. 251 at the former and Rs. 45 at the latter place.

	RS.
Great Indian Peninsula Railway	300
Southern Mahratta Railway	60
Bombay-Baroda and Central India Railway ..	300
Nizam's Guaranteed Railway	50
Madras Railway	250
South Indian Railway	200
Total ..	1,160

3. In reply, I am to say that the Government of India approve the scheme and sanction the proposed payment of Rs. 350 a month to the Bombay-Baroda and Central India and the Nizam's Guaranteed Railway.

Resolution.—Copies of the letter from the Government of India should be forwarded to the Survey Commissioner and Director of Land Records and Agriculture, the Examiner of Guaranteed Railway Accounts, Bombay, and the Public Works Department (Railway), for information and guidance with reference to Government Resolution No. 2772, dated 30th March 1896.

(True Extract)

(Signed) I. H. DuBOULAY,
Ag. Under Secretary to Government.

ENCLOSURE No. 2.

Letter from the Examiner of Guaranteed Railway Accounts, Bombay, to the Consulting Engineer for Railways, Bombay, No. 247-L.T., dated 2nd July 1896.

With reference to Government Resolution, No. 4780, dated 18th June 1896, Revenue Department, I have the honour to request the favour of your kindly informing the Agents of the Railway companies * concerned that the work of registration of rail-borne trade statistics will be made over to the auditors of those companies on the afternoon of the 30th September 1896 by the clerks in charge of the several branch offices at present under my charge.

* Great Indian Peninsula Railway.
Southern Mahratta Railway.
Bombay-Baroda and Central India Railway.
Nizam's Guaranteed Railway.
Madras Railway.
South Indian Railway.

Endorsement by the Consulting Engineer for Railways, Madras, No. 2236, dated 25th July 1896.

Copy forwarded to the Agent and Manager, Madras Railway, and the Agent, South Indian Railway, for information.

Letter from the Consulting Engineer for Railways, Bombay, No. 6253, dated 7th August 1896:—

With reference to my letter, No. 5355, dated 9th July 1896, I have the honour to forward herewith two copies of a Resolution of this Government in the Revenue Department, No. 6008, dated 1st August 1896, and to request that they may be communicated to the administrations of the Madras and South Indian Railways.

Resolution of the Government of Bombay, Revenue Department, dated Bombay Castle, 1st August 1896, No. 6008.

Trade Returns.

Letter from the Examiner of Guaranteed Railway Accounts, No. 297-L.T., dated 18th July 1896.

I have the honour to enclose copy of letter, No. 532-T.A., dated 14th July 1896, from the Comptroller, India Treasuries, and to request that early orders may be issued in continuation of Government Resolution, No. 4780, dated 18th June 1896, directing the transfer of the registration of rail-borne statistics from this office to Railway Companies with effect from the 1st October 1896, when the notice given to the clerks concerned under article 478, Civil Service Regulations, will have expired.

ENCLOSURE No. 3.

Letter from the Comptroller of India Treasuries, to the Examiner, Guaranteed Railway Accounts Bombay, No. 532-T.A., dated 14th July 1896.

With reference to the enclosed copy of letter, No. 2321-Ex., dated 28th May 1896, from the Government of India, Finance and Commerce Department, to the Secretary to the Government of Bombay, Revenue Department, I have the honour to enquire from what date the work of registration and compilation of statistics of the rail-borne trade will be undertaken by the Railway Administrations concerned. In the absence of any special date fixed by Government, the establishment charge cannot be passed by this office with effect from 28th May 1896, under article 292 of the Civil Account Code.

Memorandum from the Examiner of Guaranteed Railway Accounts, No. 309-L.T., dated 22nd July 1896.

Resolution.—The work of registration of statistics of the rail-borne trade of Southern India should be transferred from the Examiner of Guaranteed Railway Accounts, Bombay, to the Railway Administrations concerned with effect from the 1st October 1896.

(Signed) J. H. DuBOULAY,
Ag. Under Secretary to Govt.

Endorsement by the Consulting Engineer for Railways, Madras, No. 2486, dated 13th August 1896.

Copy forwarded to the Agents, Madras and South Indian Railways, for information with reference to this office endorsement, No. 2236, dated 25th July 1896.

Letter from the Agent and Manager, Madras Railway, No. 6713-719, dated 14th August 1896.

With reference to your endorsement, No. 2236, dated 25th July 1896, on copy of a Resolution of the Bombay Government regarding the transfer of the work of registration of rail-borne statistics, the Chief Auditor writes as follows :—

"I beg to state that we shall be prepared to take over the work from the 1st October 1896 inclusive. It is understood that the remuneration to be paid to this office for supervising and performing the work is fixed at Rs. (*250*), two hundred and fifty per mensem; the Examiner of Railway Accounts, Bombay, states that this amount is payable by the Government of Madras and I shall be glad if you will kindly ascertain against which Department of Government, the monthly transfer certificate should be prepared".

"The staff who have been preparing these statistics have received notice from Government that their services will not be required from the 30th September proximo and I have informed the Bombay Examiner that we do not bind ourselves to take over all or any of the staff, nor to retain in our service for any specified period, any that we do take over temporarily".

Will you kindly advice me as to the department against which the transfer certificate should be prepared?

Order—

Copy forwarded to the Revenue Department for favour of necessary action.

Order—Mis. No. 3719, Revenue, dated 17th September 1896.

Communicated to the Board of Revenue and the Accountant-General.

2. The Board of Revenue is requested to report the source from which the additional expenditure can be met.

(True Extract.)

(Signed) F. J. WILSON,
for Ag. Secy. to Government.

To the Board of Revenue (R.S., L.R. and Agri.).
" Accountant-General.
" Financial Department.

Resolution—dated 3rd November 1896, Mis. No. 5447.

The additional expenditure can be met from savings under "26-K. Scientific and other Minor Departments."

(True Copy and Extract.)

(Signed) R. V. SRINIVASIAR,
Secretary.

To the Secretary to Government, Revenue Department.

Read—also the following G.O., Mis. No. 4676, Revenue, dated 19th November 1896:—

Read—the following letter from the Secretary to the Government of Bombay, Revenue Department, No. 8769, dated 7th November 1896:—

I am directed to acknowledge the receipt of your letter, No. 3085, dated 3rd August 1896, forwarding a copy of the Proceedings of the Madras Board of Revenue with reference to the proposal made by this Government for the introduction of a revised scheme for the registration and compilation of the statistics of rail-borne trade of Southern India, and requesting to be furnished with information on the points raised by the Board.

2. In the first place I am directed to forward a copy of the Resolution of this Government, No. 4780, dated 18th June 1896, from which it will be seen that the Government of India have approved the scheme referred to above. With reference to the remarks made in paragraphs 3 and 5 of the Proceedings of the Board of Revenue, Madras, I am to state that, under the new scheme in place of the hitherto unsatisfactory system of registration by low-paid clerks in branch offices, over whose work it has not been possible to exercise any check or supervision by the office of the Examiner of Guaranteed Railway Accounts, the registration work will be performed by the Railway Companies on the responsibility of the Companies' auditors, who will exercise the control necessary for the accurate performance of the work. I am to add that the registration returns prepared by the Railway Companies will be compiled by the Examiner of Guaranteed Railway Accounts, who will, as presumed by the Board in paragraph 4 of their Proceedings, furnish them with the required summaries for review and publication.

3. With the letter from this Government, No. 2905, dated 4th April 1896, the Government of Madras were furnished with a copy of a statement showing the establishment employed at Madras and Trichinopoly and paid for by the Government of Madras. I am now directed to forward copy of the Resolution of this Government, No. 5772, dated 24th July 1896, together with copy of a statement showing the appointments which are to be abolished and the approximate amount of pension or gratuity which will be payable to all the clerks who will be thrown out of employ in consequence of the introduction of the new scheme. I am also to forward copies of papers bearing on the subject for the information of the Government of Madras.

Order—Mis. No. 4676, Revenue, dated 19th November 1896.

Communicated to the Board of Revenue.

(True Extract.)

(Signed) LIONEL DAVIDSON,
Ag. Under Secy. to Government.

To the Board of Revenue (R.S., L.R. and Agri.), with enclosures
in original to be returned.

ENCLOSURES.

MEMORANDUM by the Examiner of Guaranteed Railway Accounts, Bombay, dated 18th February 1893.

In reference to paragraph 2 of the orders of Government, in the Revenue Department, No. 5051 of 17th June last, I beg to submit the result of the references therein ordered to be made to the several Railway Administrations and to remark as follows.

2. It should be explained that the delay in dealing with this matter has been due to difficulty in getting the South Indian Railway to agree to take up the work of registration, in consequence of the short-handedness of their supervising audit staff. This difficulty has now been removed and the Agent has accordingly agreed to do the work (*vide* Consulting Engineer's (Madras), endorsement No. 267 of 4th instant).

3. The several Railway Administrations realizing apparently the unsuitability of the present arrangements for the registration of rail-borne traffic; and that Government sooner or later must have recourse to them if the figures are at all to be depended upon and desiring also no doubt to provide for the development of traffic on their respective systems have, in accordance with true commercial instinct, put up their prices somewhat high since they were last addressed on this subject in 1891.

4. The annexed statement shows in comparison the present and proposed cost per mensem, the latter being Rs. 234 in excess of the former. But to the present cost should be added contingencies such as office rent, stationery, postage, peons, punkah-pullers, repairs of office furniture, &c., also leave and pensionary claims. If allowance be made for these items, the proposed cost will certainly not be in excess of the present. It must also be borne in mind that any profit which the Railways may make out of the transaction goes back again to Government entirely in the case of non-surplus-earning lines and one-half in the case of surplus-earning ones. In any case even though the proposed cost were greater than it is, it would be well worth the while of Government to pay it, and get figures that could be depended upon. There is no guarantee that those are even approximately correct under the present arrangements.

5. The Railways having one and all agreed to do the registration of traffic on their respective lines, it only now remains to consider what arrangements should be made for the general compilation, *i.e.*, the putting together of the returns received from the several Railways, their valuation and distribution. The Auditor, Great Indian Peninsula Railway, expressed his willingness to undertake this part of the work also when first consulted some months ago; but he now finds that owing to insufficient office space, he is not able to accommodate the staff required. Besides it might not be desirable to bring him into correspondence with the other Railway Auditors in matters of discrepancies in their returns.

6. This work it may be mentioned is done in Bengal and the other Provinces by the officer who does the review of the statistics; and there does not appear to be any reason why the same procedure should not been followed here. On this point the Director, Land Records and Agriculture, in paragraph 3 of his Memorandum, recorded in Financial Department Resolution, No. 428 of 30th January 1892, observes as follows. "This will not be necessary (the transfer of a clerk) if the compilation and valuation remain with this office (the Director's) as proposed by Mr. Ozanne an arrangement which also undoubtedly offers the facilities needful for an effectual review."

7. It is perhaps unnecessary for me to say that I entirely concur in this opinion as there would obviously be no advantage in interpolating me between the Director and the Railways. This would be merely making me an intermediary for transmitting the Director's enquiries about discrepancies, &c., to the Railways concerned and for passing their replies on to the Director, thus creating unnecessary circumlocution and delay. The Railways having agreed to undertake the work of registration, their results should, I consider, be passed on by them direct to the Director, in whose office the general compilation, &c., should be done.

8. The only other point requiring to be noticed is the disposal of the present staff. The Railways, it has been ascertained, will not be able to provide for the whole of them and those that they do take over will become non-pensionable company's establishment; of the present staff, only some eight men are entitled to pension—see paragraph 4 of Director's letter, No. 761 of 2nd April 1892, to the Chief Secretary to Government and those men might be provided for in connection with the work of general compilation, &c., proposed to be done in the Director's office, the remaining hands being paid the gratuities due to their services.

9. The present cost of the Bombay Branch office, where the registration of the Great Indian Peninsula Railway traffic is done, as well as the work of general compilation, &c., is Rs. 744 per mensem excluding office rent and contingencies (*vide* statement attached to Director's letter above quoted) and this, I have ascertained, is divisible between registration and general compilation, &c., as follows :—

	RS.
Registration	275
General compilation &c.	469
Total ...	744

The Great Indian Peninsula Railway proposes to charge Rs. 300 a month for doing the registration. This leaves Rs. 744—300 or Rs. 444 available for general compilation, &c., against present actual cost Rs. 469 as above, an increase of Rupees 469—144 or Rs. 25 which could be met from saving in the item of rent Rs. 45, on the transfer of the general compilation, &c., establishment to the Director's office at Poona.

10. If the arrangements now proposed are approved by Government, it would be well to have early orders issued so as to bring them into effect from 1st April next.

Memorandum from H. O. SELBY, Esq., Under Secretary to the Government of Bombay, Public Works Department (Railway Branch), to the Secretary to Government, Revenue Department, dated Bombay Castle, 11th April 1893, No. 721.

Copy of a memorandum by the Examiner of Guaranteed Railway Accounts, dated 18th February 1893, which is concurred with by Government in this department, together with copies of the replies of the various Railway Administrations concerned, transferred to the Revenue Department with reference to paragraph 2 of that department Resolution, No. 5051, dated 17th June 1892, for consideration and orders.

Letter from E. C. OZANNE, Esq., Survey Commissioner and Director, Land Records and Agriculture, to the Chief Secretary to Government, Revenue Department, (through the Accountant-General, Bombay), dated Poona, 8th June 1893, No. 1842-A :—

I have the honour to make the following remarks in obedience to Government endorsement No. 2804 of 20th April last (herewith returned) on the latest proposals by the Examiner of Guaranteed Railway Accounts, Bombay, on the subject of the registration and compilation of rail-borne trade statistics.

2. The net result of the Examiner's proposals is that the registration should be transferred to the Railway Audit offices and that the compilation should be imposed on my office while all connection with the subject should cease as far as the Examiner himself is concerned.

3. If the registration is entrusted to the Railway Audit office under the terms which have been agreed upon provisionally by the Railway authorities at the instance of the Examiner, the cost of the registration will be enhanced by Rs. 234 per mensem. This cost, the Examiner urges, will be counterbalanced by shortened expenditure on contingencies, but it must be observed that the full sum budgeted for contingencies is only Rs. 122 per mensem. Moreover, the figure of cost estimated by the Examiner does not include provision for stationery and rent in the case of those Railways which do not include these items in the figure agreed upon.

Again, the Examiner's proposals must entail the discharge on pension or gratuity of the staff of clerks now in permanent Government service in the rail-borne trade registration offices. I have further to notice that the figures agreed upon by the Examiner and the Railways do not include the increment which is certain to be demanded with the further extension of railway lines or the increment which is as certain to be demanded if the forms of registration are modified. The Railway Companies themselves are, it is clear, not interested in the statistics which are compiled for Government purposes for the reasons given by the Chief Auditor of the Bombay-Baroda and Central India Railway, viz., that the tonnage recorded for the Department of Finance and Agriculture shows the approximate weight after making deductions on account of packing. This estimate of weight, as the Chief Auditor states, makes the tonnage of no practical value to the railway in the preparation of its statistics. It does not seem to me that the proposed modification will work satisfactorily or that there will be any greater guarantee for correctness than there is now.

4. The above comments are based on the details of the proposals which have been submitted by the Examiner, but there is a strong objection to these proposals on the part of the Supreme Government for that Government, has distinctly declared that the

compilation shall not be imposed on the Department of Land Records and Agriculture, whose connection with the rail-borne statistics is confined to the valuation of articles of trade and to a review and publication of statistics. It is true that in my letter No. 567, dated 17th March 1891, I proposed that the compilation work should be transferred to my office. Apart from the distinct disapproval of this proposal by the Government of India and the Government of Bombay, there are other reasons why it is not possible for me to undertake the compilation. My duties are already so heavy since the amalgamation of the Survey and Land Records Departments that I could not give due attention to the subject of compilation. If the compilation for the Bombay Presidency could be separated from that of the Central Provinces, Berars and Madras, it might be possible for me to undertake it, but such separation would necessitate reconsideration of the whole scheme for rail-borne traffic registration organised by the Government of India.

5. When I intimated readiness to undertake the compilation, it was under the distinct understanding that the registration should be carried on under the supervision of the Examiner or Deputy Examiner of Guaranteed Railway Accounts, that is, under a Government servant. If I have to deal with a Government servant, there would be no difficulty in carrying out changes in the system of registration or in the forms, or any enlargement of staff as occasion might require; but if I have to deal direct with Railway Administrations, the case is quite altered. I should have no power of check or enquiry in the detailed orders under which registration has been done.

6. I still hold my opinion that the compilation should be done as now by the Government Examiner, but if that officer secures the sanction of Government to his proposals for the registration by Audit offices of the Railway, and is held responsible for the registration and compilation, it will not be my province to take any objection, though the objections, which I have raised against his proposals, will equally apply even though they become of no concern to me.

7. In conclusion, I am of opinion that under the orders of the Government of India, the duties of valuation, review and publication should remain as now with me and that the compilation and registration should be imposed on the Examiner or Deputy Examiner as the case may be, those officers being also responsible for the punctual submission of returns, for dealing with the compilation and registration clerks in all matters of leave and discipline and for the due accommodation of the offices. The difficulty of disbursing pay raised by Colonel Moberly in 1891 and referred to in my letter No. 567, dated 17th March 1891, appears to have been surmounted. I pointed out in paragraph 5 of that letter some shortcomings in the manner in which the postings from invoices to weekly sheets are made, and suggested changes and additions to the forms now kept. These modifications are just as necessary now as they were then, for without them there is a deficiency of check on the registration clerks

* * * * *

Note by the Examiner of Guaranteed Railway Accounts, Bombay, dated 16th August 1893.

I am sorry to note that the opinions now expressed by the Survey Commissioner and Director, Land Records and Agriculture, are a complete traverse, not only of the views previously held by that officer as contained in his letter, to which he refers, of 17th March 1891, but of his immediate predecessor in office, and of the officers of the Railway Department who should naturally be in the best position to advise in a matter of this sort.

2. The Director first deals with the question of expense and proceeds to show that the increase of Rs. 234 resulting from the proposal to transfer the registration to the Railway Authorities, can only be reduced by about Rs. 120, leaving a net excess of Rs. 114 per mensem, and adds that the figures agreed upon with the Railways do not include the increment which is certain to be demanded with the further extension of railway lines. But, surely this argument applies with equal force for increasing the Government establishment of clerks, if the proposed transfer did not take place at all.

Apart, however, from the question of cost, the fact remains that in the opinion of those officers who, it may be assumed, are best able to judge, the present system of obtaining the figures for the statistics of rail-borne traffic is not satisfactory. It must be self-evident that those results cannot but be non-reliable which are turned out by a staff of low-paid clerks, working in Railway offices situated hundreds of miles from Bombay, entirely inexperienced and uncontrolled and without the means of testing the correctness of their figures, for the reasons explained in paragraph 4 of my letter to the late Director No. 404 of 30th March 1892 and concurred in by that officer in paragraphs 2 and 3 of his letter to Government No. 761 of 2nd April 1892. Arguing from a statement made by the Chief Auditor, Bombay-Baroda and Central India Railway, to the effect that because the tonnage recorded in those satistics is net, while that in the railway books is gross, the statistics are of no practical value to the Railway, the Director arrives at the conclusion that the proposed modification will not work satisfactorily, and that there will be no greater guarantee for correctness than there is now. Having myself dealt with the registration of rail-borne statistics for years when I was an Executive Examiner of Railway Accounts in Bengal and elsewhere, I can confidently state that this inference is quite incorrect. The fact that the railway statistics record gross weights while those for rail-borne traffic record net does not affect the question of agreement with the railway books; and I may add that no return of rail-borne statistics ever left my office which had not enfaced on the office copy a certificate by the head of my statistical section that such agreement did exist.

3. Referring next to the Director's paragraph 3 it is difficult to understand the objection of the Government of India to the *General compilation* being made in the office of the Director seeing that elsewhere in India this is the practice. I am quite willing to continue to do the work, but I would submit it is a bad business arrangement. There is clearly nothing gained by making me a Post office between the Director and the Railways. I should only be a fifth wheel to the coach, an element of delay; and I feel sure, that this point needs only to be represented to the Government of India to ensure their withdrawing their objection and allowing the procedure which obtains in all the other provinces to be followed in Bombay.

4. Lastly, I notice that the Director in his paragraph 5 raises an objection to his being brought in direct official relations with the Railways and so would wish to interpose me as a buffer. It is difficult to understand this objection. The statistical officers of the several other provinces correspond direct with the Railway authorities in all matters relating to rail-borne statistics. District Civil Officers, officers of the Postal, Police, Telegraph, Commissariat, Ordnance and Accounts officers of these departments are in constant direct official correspondence and relations with the Railways and experience no difficulty in having their reasonable requirements and wishes duly attended to. The Director's apprehensions therefore appear entirely groundless; he will have exactly the same power of check and enquiry that he has now, and work will no doubt go on as smoothly here as it does elsewhere, while a really practical, reliable and business-like system will be ensured which does not, I venture to state, at present exist.

Memorandum from R. E. DYSON, Esq., Acting Under Secretary to Government, Public Works Department (Railway Branch), to the Secretary to Government, Revenue Department, dated Bombay Castle, 18th September 1893, No. 1930 of 1893.

Revenue Department's Memorandum No. 5278, together with its accompaniments, beginning with this Department's Memorandum No. 721, dated 11th April 1893, are herewith returned, a copy having been kept of the Survey Commissioner's letter No. 1842-A, dated 8th June 1893.

The perusal by the Revenue Department is invited of the accompanying note, dated 16th August 1893, by the Examiner of Guaranteed Railway Accounts, which is fully concurred in by the Public Works Department (Railway).

This department is strongly of opinion that the proposed procedure sketched out by Mr. Quinlan, a procedure which has its parallel in several other provinces and Administrations, will most conveniently and economically secure the compilation of reliable returns.

That the existing system, whereby the primary compilation of the statistics of rail-borne traffic is in the hands of a scattered and very insufficiently controlled staff, is in need of reform admits, in the opinion of the undersigned, of no question, and its improvement is apparently agreed to by all concerned as being necessary.

The question at issue between the Survey Commissioner and the Examiner of Guaranteed Railway Accounts is whether it is or is not necessary that the latter officer should intervene between the several Railway Administrations and the former in the compilation of, and correspondence about, the statistics.

With Mr. Quinlan's expression of opinion that no such intervention is necessary, the Public Works Department (Railway) concurs.

This department is of opinion that at this stage a reference to the Government of India might be advisable in regard to their orders of 18th December 1890, a reconsideration of which might be invited, if the Revenue Department concur with the opinion now expressed by the Public Works Department.

Letter from E. C. OZANNE, Esq., Survey Commissioner and Director, Land Records and Agriculture, Bombay, to the Chief Secretary to Government, Revenue Department, dated Poona, 1st December 1893, No. 3565 A. :—

With reference to Government Endorsement, No. 6967,* dated 27th September 1893, Revenue Department, I have the honour to make the following report.

* Returned herewith.

2. It seems necessary to say that the line between registration and compilation is very indistinct. Practically registration includes compilation. The Bombay office receives compiled figures from six offices located as per margin, but it falls to the Examiner to re-arrange the statistics in order to show them separately for the four provinces of Bombay, Central Provinces, Berar, and Madras and for this purpose the Bombay Examiner has an office which he calls a compilation office. Virtually then, his proposal is that the figures for each Railway should be posted and compiled in set forms by the Railway Administrations and that the work of re-arranging these figures by Provinces should devolve on my office. In 1891 I agreed to undertake this duty, provided that the Examiner in Bombay and corresponding officers in the five other registration places would undertake the control and supervision over the registering clerks. This would have entailed my taking over the Examiner's compilation office, leaving him to deal with the registration only, that is, posting of invoices received in Bombay in set forms. This proposal was distinctly negatived by Government in 1891, but in 1892, or a year after, the Bombay Government expressed willingness to consider, in the Railway Department, a proposal from the Bombay Examineer to hand over the posting of statistics of the various Railway Administrations concerned, to be made by their own establishments at a remuneration to be fixed between Government and the railways, and at the same time also to receive from the Great Indian Peninsula Railway Auditor the statistics compiled provincially. This arrangement Mr. Cappel acquiesced in. Subsequently, however, the Examiner modified the proposals. Apparently the Great Indian Peninsula Railway Auditor receded from his agreement to do the provincial compilation and the present proposal of the Examiner is to hand this duty over to this office. In my letter of June 1893 (paragraph 6) I showed that if the Examiner succeeded in inducing the Railways to do the posting and Government sanctioned their doing so, he remaining responsible for the provincial compilation, the matter would not in any way concern this office. That is, I agreed to accept the position which Mr. Cappel accepted.

Bombay, Ajmere, Dharwar, Secunderabad, Madras, and Trichinopoly.

3. It is not my province to say more about arrangements between the Examiner and the Railway Administrations but it will be impossible for me to accept the position which the Examiner desires. If I could accept this position with regard to compiling the statistics of Bombay alone, I should perhaps make no objection, but this is impossible unless the whole scheme laid down in 1888 is completely remodelled.

4. Government in the Public Works Department appears to have accepted the Examiner's proposal, chiefly because, relying on the assertion that this would put the compilation of rail-borne statistics in Bombay on the same footing as that of other provinces. A reference to appendix III of the review by the Government of India of the "inland trade of India by rail and river during the year 1888-89" will show that of the six registering offices, in only one, Jamalpur, a non-Government officer is in any way connected with the rail-borne statistics required by Government, while the other five registering offices are under the control of a Government officer of the Railway Department. I have no knowledge of the detailed arrangements made in the different provinces between the several registering offices and the Local Director of Agriculture, but apparently the other registering offices do precisely the work which the Examiner in Bombay does for Bombay and three other provinces.

5. I have the honour to suggest that the papers may now be sent to the Supreme Government for final decision unless Government in the Revenue Department agrees with my proposal which is based on the orders of the Government of India. If the Government of Bombay thus decides to leave the present arrangements unmodified, I would press the necessity of improvement of the supervision over the registering offices, and the manner of posting referred to in paragraph 7 of my letter of June 1893.

Letter from the Examiner of Guaranteed Railway Accounts, Bombay, to the Survey Commissioner and Director, Land Records and Agriculture, Bombay, Poona, dated 20th July 1894, No. L.T.-219 :—

With reference to your No. A-1825, dated 11th June 1894, and in connection with Government Resolution No. 466, dated 29th May 1894, Revenue Department, I have the honour to forward herewith the information required prepared in the form of a note with the appendices enumerated in the enclosed list.

ENCLOSURE.

Note to accompany this office No. L.T.-219, dated 20th July 1894.

The registration and compilation of the statistics of the rail-borne trade of Southern India has hitherto been carried out under the supervision of the Examiner, Guaranteed Railway Accounts, Bombay, in six offices, viz. :—

Bombay.
Ajmere.
Dharwar.
Secunderabad.
Madras.
Trichinopoly.

the Bombay office being partly a compiling and partly a registering office, all the others being registration offices only.

2. The above arrangement having been found very inconvenient and unsuitable, proposals were put forward by this office to assimilate the Bombay procedure to that in force in Bengal for the registration of the rail-borne trade of Northern India.

3. These proposals were embodied in Revenue Department, Government Resolution No. 4663, dated 29th May 1894, and provide for the transfer of the registration to the Auditors of Railway Companies who are to be paid a monthly sum as agreed upon in each case and for the compilation to be carried out directly under the supervision of the Director, Land Records and Agriculture, Bombay.

4. The Local Government have approved of these proposals in the Bombay Government Resolution above quoted and requested the Director, Land Records and Agriculture, to submit in consultation with the Examiner, Guaranteed Railway Accounts, Bombay, detailed proposals for carrying out the scheme, pointing out the extra cost which Government will have to bear, and the manner in which this cost should be met, also to forward through the Accountant-General proposition statement, showing the reductions which will be necessitated in the present establishment.

5. The statements attached show (*a*) the financial result of the proposed scheme as compared with that now existing, (*b*) the returns to be submitted by the Railway Companies to the Director, Land Records and Agriculture, and (*c*) by the Director to Government.

6. Detailed lists are also appended of the registration establishment which will be dismissed from Government service and the establishment which will be retained for compilation. A proposition statement is also enclosed.

7. The following few explanatory remarks will probably be found useful in dealing with the information contained in the attached statements.

8. The Government grants for the staff employed in the registration and compilation of rail-borne trade are combined ones carrying both duties.

9. Under the new scheme, however, the registration is to be done by the Railway Companies, and it therefore becomes necessary to divide the grants in order to ascertain the present cost of registration and the extra amount payable by Government to the Railway Companies for doing this work. This division is exhibited in statements 1, 2 and 3.

10. Statement No. 1 shows that the establishment for rail-borne trade now costs Rs. 1,487-8-0 as follows:—

	RS.	A.	P.
Registration	978	8	0
Compilation	509	0	0
Total ...	1,487	8	0

11. The amount payable in future to the Railway Companies for registration only will be Rs. 1,200 or Rs. 221-8-0 in excess of the present cost of establishment for that branch of the work.

12. On the other hand, Government will save the charges now incurred for contingencies and house-rent amounting to Rs. 91 per mensem; deducting this amount the net extra charge to Government will thus be reduced to Rs. 131 per mensem as shown in statement No. 2.

13. In considering the extra cost incurred by transfer of the registration to the Railways, the following points must be borne in mind, viz.:—

(*a*) The amounts payable to the various Railways include supervision, whereas the present cost to Government for registration as shown above represents the pay of the clerical staff only. If therefore 20 per cent., which is about the assumed average charge for audit supervision in all the Railways, be deducted from the amount payable to the Railways, the net amount will be Rs. 1,200-240, Rs. 960 or 109 per mensem less than present cost of establishment, house-rent and contingencies.

(*b*) Although no actual charge has been made for supervision by the Government Examiner, the extra charge of Rs. 131 per mensem now imposed would scarcely cover the value of the time devoted to the work by the Government Examiner and his Deputy, more especially as the bulk of the work falls on at a time when he can scarcely find time to satisfactorily perform his legitimate periodical duties.

(*c*) Government will obtain information more reliable than that hitherto received.

(*d*) The present establishments would very shortly have had to be augmented in consequence of the gradually increasing open mileage; this extra work has been taken into account in fixing the rates now proposed to be paid to the Railway Companies.

14. Statement No. 3 shows the actual increased monthly cost to each Government for establishment and pensions and the lump sum payments to be made by each Government on account of gratuities on transfer of registration to the Railway Companies.

15. The amount payable for gratuities to compilation staff has not been shown because compilation staff will probably be retained and there will be nothing to pay on their account for gratuities.

16. The division of the various Provincial grants between registration and compilation as shown in statements Nos. 1, 2 and 3 has been made rateably on the present cost of the establishment actually employed on these separate duties irrespective of the particular Government grant against which the Accountant-General audits the salary of each clerk.

17. For example there are thirteen clerks engaged in compilation and the division of their salaries for audit purposes is at present as follows:—

	RS.
Bombay Government	314
Central Provinces	135
Berar	60
Total ...	509

Vide statement IV B.

But under the new scheme the pay of these clerks has to be re-arranged in order that each Provincial Government may pay its fair share of the total cost of compilation after the work of registration has been handed over to the Railway Companies.

18. This redistribution has been shown in statement No. V, in which the amount payable by each Government for compilation is as follows:—

	RS.
Bombay	195
Central Provinces	80
Berar	25
Madras	140
North-Western Provinces and Oudh	30
Punjab	39
Total ...	509

The cost of registration as shown in these statements represents therefore the total Provincial grant less amount payable for compilation as above, and the extra sum of Rs. 221-8-0 payable to the Railway Companies has been rateably distributed to each Government in proportion to its share of registration ascertained as indicated above—*vide* statement No. 2.

19. Statement No. IV-A gives the names of the clerks now actually engaged in registration with the exceptions marginally noted, whose services may have to be dispensed with under the new scheme, unless employment can be found for them in other Government offices.

Messrs. Merwanjee and Narayen Poondlic are at present in the registration section; but being senior men, they are included in statement No. IV-B—of men to be retained for compilation—their places being taken in list No. IV-A by two junior men, Gangadhar Govind and Dhondo Mahodeo.

20. The amount of gratuities and pensions as shown in statements IV-A and IV-B have been calculated as if the new scheme had come into force from 1st July; it was necessary to fix a date in order to arrive at an approximate cost of the payment to be made by Government to the clerks who would be dismissed under the new scheme. The transfer has not, however, yet been made, and the figures are therefore only approximate and subject to revision when the services of the men are actually terminated.

21. After the new scheme has been approved by the Government of India, this office will issue the necessary instructions to each Railway Auditor setting forth the work to be done and the returns to be submitted by him to the compiling office.

22. With regard to gratuities and pensions, it must be remembered that the outlay is not a direct charge against the change in system, as the transfer merely anticipates or makes fall due somewhat earlier than usual, pensions which would accrue in ordinary course under any circumstances.

23. It might however be possible to save an immediate payment of pensions and gratuities to provide for the employment of a larger number of the men to be dispensed with, if, as a special case, the men transferred to the Company were kept on the Government lists headed—loaned to the Companies free of pension charges.

LIST of enclosures to this office No. L.T.-219, dated 20th July 1894, to Director, Land Records and Agriculture, Bombay.

a-i. Statement showing monthly cost of establishment employed in each *office* for registration and compilation, the amount payable to the Railway Companies named therein for registration and the extra cost of Government under proposed arrangements

a-ii. Statement comparing total monthly cost to each *Government* for registration and compilation under present and proposed arrangements.

a-iii. Statement comparing total monthly cost to each Government under all budget heads.

IV-A. Statement showing staff now actually employed in registration and the amount of gratuity pension calculated up to 30th June 1894 payable by each *Government* on transfer of the work of registration to the Railway Companies.

IV-B. Staff now actually employed in compilation which will probably be retained and amount of gratuities or pensions payable by the Governments concerned to those men in case of their dismissal.

} Detailed list of establishment.

V. Statement showing the proposed redistribution of the salaries of the compilation staff shown in statement IV-B.

VI. Statement of periodical returns to be furnished by each Railway Company to the compiling office (Director, Land Records and Agriculture, Bombay).

VII. Statement of periodical returns to be compiled by the Director, Land Records and Agriculture, Bombay, for—

(*a*) Bombay Government.

(*b*) Other compiling offices.

VIII. Proposition statement showing total present staff, staff proposed to be dismissed, and staff to be retained for compilation.

* * * * *

STATEMENT of present and proposed cost of registration and compilation of statistics of Rail-borne traffic.

Railways.	Present cost per mensem.	Proposed cost per mensem.	Increases per mensem.	Remarks.
	RS.	RS.	RS.	
Great Indian Peninsula Railway	275	300	25	
Bombay-Baroda and Central India and Rajaputana-Malwa Railways.	248½	300	51½	Increase very reasonable. Provides for Godhra, Rutlam and Palanpur. Deesa extensions.
Madras Railway	193½	250	56½	
South Indian Railway	110	200	90	Rather high but more favourable terms not obtainable.
Southern Mahratta Railway	94	100	6	Provides for extensions of line.
His Highness the Nizam's guaranteed Railway.	45	50	5	Reasonable. Do.
Total ..	966	1,200	234	

STATEMENT comparing total monthly cost to each Government for registration and compilation under present and proposed arrangements.

Government.	Present.			Proposed.			Extra amount payable to Railway Companies for registration—*vide* statement No. I.
	Compilation.	Registration.	Total.	Compilation.	Registration.	Total.	
	RS.	RS.	RS.	RS.	RS.	RS.	RS.
Bombay	195	319	514	195	391	586	72
Central Provinces	80	160	240	80	197	277	37
Berar	25	35	60	25	45	70	10
Madras	140	283½	423½	140	344	484	60½
Bengal	..	29	29	..	36	36	7
North-West Provinces and Oudh ..	30	65	95	30	80	110	15
Punjab	39	87	126	39	107	146	20
Total ..	509	978½	1,487½	509	1,200	1,709	221½

AMOUNT payable as pensions and gratuities by each Government for staff now employed on registration which will be dismissed on transfer of registration to the Railway Companies.

Government.	Office.	Names.	Date of appointment.	Permanent or temporary.	Service.	Salary.	Pension.		Total service.	Remarks.
					Non-pensionable or Pensionable.		Gratuity.	Pension per mensem.		
				A—REGISTRATION STAFF.						
						RS.	RS.	RS.	Y. M. D.	
Madras ..	Madras ..	M. Arunachella Moodeliar	1st Apl. 1885.	Permanent ..	Pensionable.	50	450	..	9 3 0	
		M. Mathoo Pillay	1st Sept. 1887.	Do. ..	Do. ..	40	240	..	6 10 0	
		M. Subba Rao Naidoo	1st Apl. 1885.	Do. ..	Do. ..	17½	157½	..	9 3 0	
		Ahmed Hoosain	Do.	Do. ..	Do. ..	17½	157½	..	9 3 0	
		B. Mannooswamy Reddy	Do.	Do. ..	Do. ..	15	135	..	9 3 0	
		W. Kuppuswamy Iyengar	1st Jan. 1886.	Do. ..	Do. ..	15	120	..	8 6 0	
		A. Cunniah	1st Apl. 1887.	Do. ..	Do. ..	12½	87½	..	7 3 0	
Do. ..	Trichinopoly.	V. A. Cannoosawmy Chetty	1st May 1885.	Do. ..	Do. ..	30	270	..	9 2 0	
		T. G. Sasha Iyengar	Do.	Do. ..	Do. ..	20	180	..	9 2 0	
		S. A. Ramachandra Iyer	Do.	Do. ..	Do. ..	20	180	..	9 2 0	
		T. P. Kassavaloo Naidoo	Do.	Do. ..	Do. ..	20	180	..	9 2 0	
		C. Rethinum Chetty	15th Sept. 1892.	Temporary ..	Non-pensionable.	20	Non-pensionable.			
					Total ..	277½	2,157½			
Madras ..	Dharwar ..	S. Krishna Murterao	1st May 1886.	Permanent ..	Pensionable ..	25	200	..	8 2 0	Up to the end of June 1894.
	Secunderabad ..	B. Parthasarthy	26th Oct. 1887.	Do. ..	Do. ..	25	150	..	6 7 6	
	Dharwar ..	Simon Vincent F. Desa	17th July 1889.	Do. ..	Do. ..	20	80	..	4 11 15	
	Bombay ..	Dhondo Mahadeo	9th July 1889.	Do. ..	Do. ..	25	100	..	4 11 22	
	Do. ..	Dhunjeebhai Munherjee	14th Nov. 1893.	Temporary ..	Non-pensionable.	20	Non-pensionable.			
	Do. ..	Krishajee Waman	1st Apl. 1894.	Do. ..	Do. ..	20	Do.			
	Madras ..	Peon M. Tiruvengadem Moodaliar	13th Nov. 1891.	Permanent ..	Pensionable ..	6	12	..	2 7 18	
					Total, Madras Government ..	418½	2,699½	..	..	

Letter from E. C. OZANNE, Esq., Survey Commissioner and Director, Land Records and Agriculture, Bombay, to the Chief Secretary to Government, Revenue Department, Surat Districts, dated Poona, 19th January 1895, No. A. 240:—

I have, in obedience to the orders of Government contained in Government Resolution No. 4663, dated the 29th May 1894, the honour to submit a Memorandum, with accompaniments, prepared by the Examiner of Guaranteed Railway Accounts, at my request, showing the information required by Government in the Resolution above quoted.

2. The papers have been delayed in my office in order that I might ascertain how the figures of traffic are compiled in the Railway offices. The information has been received. It indicates that the Companies do not now compile the figures in a form suitable for the purposes of the required rail-borne returns to Government, but I must assume that the various Railway Administrations have agreed to submit the returns detailed in the Examiner's statement No VI. I asked for the above information in order, if possible, to make some estimate of the amount of work which the proposed change of system will entail on my office. I find that the Great Indian Peninsula Railway simply draws up a statement showing the half-yearly totals between each station on its lines. I can gather from it no idea of the amount of compilation which, in the event of the acceptance of the Examiner's scheme, would devolve on me.

3. As far as I can judge of the scheme, which in no way has my support for the reasons detailed in my letter printed in the preamble of Government Resolution No. 4663, dated 29th May 1894, it will entail the transfer of the whole of the compilation staff now in Bombay, as shown in statement V appended to the Examiner's letter, No. L.T.-219, 20th July 1894, even in the opinion of the Examiner. I can form no opinion as to the adequacy of that staff for the work it will have to perform.

4. The Examiner takes credit in his financial statement of the effect of the proposed scheme for the abolition of present contingent and rent charges. I cannot see how the former can be avoided, and I certainly have no accommodation in my office for at least thirteen new clerks. The rent charge as well as the contingent charge cannot be taken as a saving.

5. If Government decides to sanction the proposal made, the sanction of the Government of India will be necessary, and that sanction will entail a reversal of the principle laid down that it is not part of the Director's duties to compile the returns. I cannot meet that assertion of the Examiner as to the practice in other provinces, but it is certainly strange that in other provinces, the Directors should have duties which the Supreme Government, which assigned them, declares not to be legitimate duties of the office. I trust that Government will be good enough to permit the inclusion of my letter No. 1842 of June 1893 in the papers sent to the Government of India, for in that letter I detailed my objections to the proposal for what they are worth, and still adhere to them. Further, if compilation is put in my charge, I trust that the duties will be confined to the Bombay Presidency. This apparently is not the Examiner's proposal. In his statement VI, he indicates that the Bombay Director is to compile returns for the Central Provinces, Madras and the Berars, as well as for Bombay. Till the final decision of Government has been passed, it would be useless for me to discuss the statements in detail.

6. My duties are now so severe that I cannot undertake any more, and trust that if Government is still of opinion that the new scheme shall even be tentatively sanctioned, I may be allowed, at least temporarily, the services of a third Personal Assistant of Rs. 150 for the responsible supervision of the compilation and for correspondence with the Railway Companies in routine matters.

* * * * *

Memorandum from R. E. DYSON, Esq., Acting Under Secretary to Government, Public Works Department, Railway Branch, to the Chief Secretary to Government, Revenue Department, dated Bombay Castle, 16th March 1895, No. 602.

Retransferred to the Revenue Department. Government in the Railway Department has no further remarks to make and the matter may be referred to the Government of India. It must, of course, be understood that the various Railway Administrations will be wholly unfettered in their choice of the staff to be employed for the work that they have consented to do.

Memorandum from the Examiner of Guaranteed Railway Accounts, dated Bombay, 3rd October 1895, No. L.T.-387.

In returning papers through the Survey Commissioner and Director, Land Records and Agriculture, Bombay, as directed, the undersigned has the honour to state that the apparent discrepancy of Rs. 60 is due to the omission of salaries of the establishment of Berar in the Bombay office from the Civil Estimates.

2. A list giving full details of the present establishment employed in each of the six offices is enclosed.

3. Thirteen clerks and one peon, all belonging to the Bombay office, will have to be retained for compilation, as shown in accompaniment (IV-B) to this office No L.T.-219, dated 20th July 1894, to the address of the Survey Commissioner and Director, Land Records and Agriculture, Bombay.

Endorsement by E. C. OZANNE, Esq., Survey Commissioner and Director, Land Records and Agriculture, dated Poona, 30th October 1895, No. A-3357.

Forwarded with compliments.

2. The undersigned thinks that provision of Rs. 50 per mensem for rent and of Rs. 30 per mensem for contingencies should be made on account of the compiling staff.

* * * * *

Memorandum from the Examiner of Guaranteed Railway Accounts, Bombay, dated Bombay, 10th December 1895, No. L.T-600.

With reference to Revenue Department Memorandum, No. 9205, dated 21st November 1895, I have the honour to state that the distribution of cost to the several Governments made in my statement *a-ii* was made in ignorance of the terms of the Provincial Contract under which I now learn interprovincial adjustments are inadmissible.

2. Since those adjustments are not permissible, it appears to me that the incidence of cost, both of registration and compilation, must necessarily fall on the Governments which make the payments and to the extent of those payments. The distribution of the increased cost of registration by Railway Companies will thus be—

	RS.	RS.
Against Bombay Government to Great Indian Peninsula Railway	300	
Against Bombay Government to Southern Mahratta Railway.	100	
		400
Against Government of India to Bombay-Baroda and Central India Railway	300	
Against Government of India to Nizam's Guaranteed Railway.	50	
		350
Against Madras Government to Madras Railway	250	
Do. do. to South Indian Railway ...	200	
		450
Total registration ...		1,200

3. It appears, however, that there is an exception to interprovincial adjustments in the case of the Berars, from which Bombay recovers Rs. 60 per mensem (Rs. 35 for registration and 25 for compilation) so that the cost to Bombay would under this distribution be Rs. 365 for registration and Rs. 484 for compilation, or Rs. 849 in all, against the present cost of Rs. 823.

4. The proportionate distribution of the cost of registration made on the penultimate page of the Revenue Department Memorandum under reference is incorrect, the cost of compilation having been inadvertently taken into the calculations. The correct figures on that basis would be—

	Present cost.			Proportionate share.
	RS.	A.	P.	RS.
Bombay	339	0	0	418
Berars	35	0	0	43 *
India	296	0	0	365
Madras	303	8	0	374
Total ...	973	8	0	1,200

* In addition to cost of compilation Rs. 25, total Rs. 68.

To the Bombay *share thus* calculated must be added the cost of compilation, Rs. 484, which would give a total of Rs. 902, *i.e.*, Rs. 79 *more* than the present cost and Rs. 53 more than that shown in paragraph 3.

5. The method stated in paragraph 2 being more economical to Bombay and more simple, I recommend it in preference to that suggested by the Revenue Department.

6. I attach a statement comparing present cost with the alternative proposals.

* * * * *

* * * * *

RESOLUTION—dated 19th January 1897, No. 41.

Recorded, with the remark that it does not clearly appear whether the allowance to be paid to the Madras Railway Company is inclusive or exclusive of the charge for house-rent sanctioned in G.O., No. 3836, dated 23rd September 1895.

(True Copies and Extract.)

P. V. Srinivasai
Secretary.

To the Secretary to Government, Revenue Department,
with enclosures returned.

Exd. C. M. Thumbuswamy.

1897.
Board of Revenue
(Revenue Settlement, Land Records
and Agriculture),
MADRAS.

Printed February th.

Proceedings, 19*th Jan.* 1897, *No.* 41.

Rail-borne trade.—Recording, with remark, G.O. communicating letter from the Government of Bombay regarding the revised scheme for the registration and compilation of the statistics of—of Southern India.

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