



# Bombay Government Gazette.

Published by authority.

[In advance 3 Rs, per Quarter.]

THURSDAY, 16TH JANUARY, 1845.

[Four annas per Copy.]

## NOTIFICATION.

Bombay Castle, 4th August 1831.

GENERAL DEPARTMENT.

The Right Hon'ble the Governor in Council having sanctioned the publication of a weekly paper to be styled the "BOMBAY GOVERNMENT GAZETTE," notice is hereby given, that after this day all advertisements and other public papers of the government will be printed in the BOMBAY GOVERNMENT GAZETTE only: and all orders or other public notices, appearing in that paper, under the signature of the secretaries, or other public officers of the government, are hereby ordered and directed to be conform'd to and obeyed accordingly.

Bombay Castle, 18th January 1832.

When official notifications from the government are inserted in the BOMBAY GOVERNMENT GAZETTE, no communication on the same subject will be made in writing to any department concerned; but all public officers are required to take notice of such official notifications in the same manner as if they had been directly communicated to them by letter from the secretary's office, and as heads of offices alone will be furnished by government with the BOMBAY GOVERNMENT GAZETTE, they will be expected to communicate to their subordinate officers all orders which may in any manner concern them.

The Bombay Government Gazettes furnished by government to public offices are to be lodged with the records, and are not to be removed from the office.

Published by order of the Right Hon'ble the Governor in Council,  
JOHN BAX, Secy. to Govt.

## Notice.

Verbal Tenders will be received at this Office at 1 o'clock on Saturday next the 18th instant, for the supply of the following articles, viz:—

- 10 Cubic Feet Timber Blackwood, from 50 to 60 Inches in girth.
- 1 Quire of Paper Drawing, Europe.
- 6 Dozen handles for Saws, keyhole, as per muster.
- 12 Spars, Europe, 50 feet by 9 Inches.
- 12 Ditto.. do.. 45 do.... 9 do.
- 12 Ditto.. do.. 45 do.... 8 do.
- 12 Ditto.. do.. 40 do.... 8 do.
- 12 Ditto.. do.. 35 do.... 5 do.
- 12 Cups, Water, small.
- 8 Slabs for grinding colours, of the marble stone.
- 5 Pounds Shellac.
- 100 Lines, deep sea, Europe, of 50 fathoms.
- 2 Dozens Locks drawer, Iron Europe patent, 3 Inches.
- 1 Hone Carpenter's.
- 1 Saw, Hack.
- 6 Dozens Brushes, whitewash Europe.
- 6 Crows with stocks complete.
- 1 Set Hammock clews.
- 1 Ditto.. do.. Lashing,
- 12 Cwt. Iron Rods  $\frac{1}{2}$  Inch Diameter.
- 4 Dozen Bricks, Bath,

An immediate deposit of ten per cent will be required to be made by the lowest bidders upon the amount of their offers; which sum will be forfeited in the event of refusal or delay in making the supply within the limited time. All further particulars may be learnt on application at this Office from 10 till 5 o'clock daily.

No reason will be assigned for the rejection of any offer.

JOHN RAMSAY, Capt.

Depty. Assist. Commy. Genl. in Charge.

Bombay,

Depty. Commy. Genl's. Office, }  
15th January 1845.

## Notification.

The Hon'ble the Governor in Council, having deemed it objectionable to allow valuable goods being imported at, or exported from, the Musjeed Bunder, has been pleased to direct with reference to the Notification of the 15th September 1834, that the following goods shall from and after the 1st proximo, not be permitted to be landed at any other Bunder excepting at the Town Custom House Bunder.

- |                             |                              |
|-----------------------------|------------------------------|
| 1 Brass and Copper Ware.    | 18 Cordage Europe & Country. |
| 2 Cassia.                   | 19 Cotton, Yarn and Thread.  |
| 3 Elephant's Teeth.         | 20 Cutlery.                  |
| 4 Orsidue.                  | 21 Indigo.                   |
| 5 Plate and Plated Silver.  | 22 Lead.                     |
| 6 Paper.                    | 23 Mace.                     |
| 7 Quicksilver.              | 24 Musk.                     |
| 8 Red and White Lead.       | 25 Myrrh.                    |
| 9 Raw Silk.                 | 26 Nankins.                  |
| 10 Saddlery of sorts.       | 27 Nutmegs.                  |
| 11 Carpets of sorts.        | 28 Sandlewood.               |
| 12 Cinnamon.                | 29 Ship Chandlery.           |
| 13 China Ware.              | 30 Silk Manufactures.        |
| 14 Clocks and Watches       | 31 Sugar and Sugar Candy.    |
| 15 Cochineal.               | 32 Vermilion.                |
| 16 Coffee.                  | 33 White Copper.             |
| 17 Copper and copper nails. |                              |

By order of the Hon'ble  
the Governor in Council.

H. H. GLASS,  
Collector of Customs.

Bombay 9th January 1845

जाहिर नामु

मेहेबुजे श्रीमतवालो शांमान मशीद अंद  
रमां कृतवा देवानी ज्या यठावा देवानी  
हरकतके मेहेबुजे अंदेगांत म्हाली नवाय मु  
शतताय हजरत हनरायल गवरनर शाहे  
अ आहादुर दर हजलाश फोशलना नजरमां  
म्हावा कृपरथी तारीय १५ शपटंअर शने  
१८३४ नां जाहिरनामां परमाणे परमावेके फे  
नीये लजेलो शांमान आवता मडीनानीता  
रीय १ लीथी फोट मंहेली माडवीनां अंदर  
शीवाये जीवा फोछ अंदरमां कृतारवा न  
डी हेरो क

- १ पीतलनो तथा तांजांनो शांमान
- २ गारमालां
- ३ हथीदात
- ४ पीतलना पांन
- ५ रूपा तथा मुलांमां फांम
- ६ फाडाल
- ७ पारी
- ८ शीकुर तथा शफेती
- ९ फायु रेशम
- १० शवारीनां थोडा कृपर नामधानो शांमान
- ११ शेतरनछ जात जातनी
- १२ तय
- १३ यीनां फांम
- १४ थडीमालो मोटां तथा नांन
- १५ श्रीरमज
- १६ अंद
- १७ तांजु तथा तांजाना जीला
- १८ दारेडां वीलायेती तय गामडी
- १९ फायु तथा पाकु गोडीहुं
- २० छरी तथा फाटा वीगरे
- २१ गली
- २२ शीशु
- २३ जावंतरी
- २४ फशगुरी
- २५ माल
- २६ लांतकीन फायु
- २७ जाअप्रल
- २८ शुभुड
- २९ वांहांएलो शांमान
- ३० रेशमी फायु
- ३१ पांड तथा शाकुर

३२ डीगलो

३३ फोपर अराश

अमोजणे मुकंम अंदेगांत म्हाली  
नवाय मुशतताय हजरत ह  
नरायल गवरनर शाहेअ आ  
हादुर दर हजलाश फोशल  
नीरांनी

मेय—मेय—गलाश

फशंभनां फलेकर

तारीय ८ माहे जंनवारी शने १८४४  
अशवी मुकंम मुंजध

W. ESCOMBE, Secy. to Govt.

जाहिरनामां

- एवाजे कौमतदार सामान मशीदवंदरयेथे उतरू  
देण्यास अथवा चढजदेण्यास हरकत आहे अ  
से वंदिगान आलिनवाव मुस्तताय हजरत हनरा  
बल गवरनरसाहेबवाहादुर दरइजलास कौसल  
यांचे नजरेस आख्यावरूनतारीख १५ सपटेबर स  
न १८३४ चे जाहिरनाम्या प्रमाणे फमावितात  
कों येते महिन्याचो तारीख १ पासून खालील  
खिले लामाल कोटांतोल माडवी वंदराखेरीज दु  
सरे कोणतेही वंदरांत उतरू देणार नाहींत  
१ पितळो व तांब्याचेंसामान  
२ गरमाळा  
३ हस्तिदंत  
४ पितळेचोपाने  
५ रुप्याचें व रुप्याच्या मुलाम्याचेंसामान  
६ कागद  
७ पारा  
८ शेंदूर व सफेता  
९ कचे रेझीम  
१० खारोचे घोड्यावर घालावयाचेंसामान  
११ सतरंज्या तड्डे तड्डे च्या  
१२ दालचिनी  
१३ चिनइसामान  
१४ घडियाळें मोठां व लाहान  
१५ किरमोज  
१६ बूंद  
१७ तांबें व तांब्याचे खिले  
१८ दार विलायती व गांवठी  
१९ सुतकापसाचें कचें व पकें  
२० सुया कातरी कांटेवगेरे सामान  
२१ गुळी  
२२ शिसें

२३ जायपत्री  
 २४ कसुरी  
 २५ बोल  
 २६ लांकोन  
 २७ जायफल  
 २८ चंदन  
 २९ जाहाजाचेसामान

३० रे शमीकापड  
 ३१ साखर, व खडीसाखर  
 ३२ हॉगूळ  
 ३३ कोपरवरास

बमोजिवे जकूम बंदिगान आलिनवाव मु  
 खाताब हजरत हनरावल गवरनर साहेब  
 बाहादूर दरइजलास कौसल

निशाणी

एच एच ग्लास

कष्टमचे कालेकटर

तारोखट माहे ज्यानेवारो सन १८४५ इसवी मु  
 काम मूंबई

W. ESCOMBE, *Secy. to Govt.*

### Notice.

Written Tenders will be received by this Department until the 30th instant, for the conveyance of the undermentioned Case to Madras. Particulars may be learnt on application at this Office daily (Sunday's excepted,) between the hours of 10 in the morning and 5 in the afternoon.

	Length.		Breadth.		Depth.		Weighing	
	Feet	Ins.	Feet	Ins.	Feet	Ins.	lbs.	lbs.
One Case..	3	6	6	6	9	9	28	1/2

J. RAMSAY, Capt.

*Depty. Assist. Commy. Genl. in Charge.*

*Bombay, Depy. Commy. Genl's. }  
 Office, 15th January 1845. }*

### Advertisement.

Passage is required for the conveyance of (11) eleven Native Convicts to Singapore, and (8) eight European Convicts, more or less to the Isle of France, Calcutta, Madras, or direct to Van Dieman's Land.

By order,

H. B. LYNCH,  
*Assist. Supt. I. N.*

*Superintendent's Office, }  
 Bombay, 15th Jan. 1845. }*

### Notice.

Verbal tenders will be received at this Office on Monday the 20th instant, at 12 o'clock, for executing by contract the undermentioned works.

Plans and estimates of the quantity of labour and materials to be expended, also the form of contract to be entered into, will in the meantime remain open for inspection, copies of which may be taken and any additional information obtained.

A deposit of 2 per cent will be required from the lowest bidder, to be forfeited in case of any evasion or delay in signing the deed of contract.

WORKS.

Levelling ground generally within the compound of the Grant Medical College and Jambetjee Jejeebhoy Hospital.

Improving the ventilation of the House of Correction.

T. M. B. TURNER, Capt.  
*Civil Architect at the Presidency.*

*General and Judicial Department Civil Architect's Office }  
 Bombay, 11th January 1845. }*

IN THE SUPREME COURT OF JUDICATURE AT BOMBAY.

CROWN SIDE.

Whereas the Hooly Holydays will occur in the present year at the time usually appointed by the Supreme Court at Bombay, for holding a Sessions of Oyer and Terminer and Gaol Delivery, it is therefore ordered, that the next Admiralty Sessions and Sessions of Oyer and Terminer and Gaol Delivery for the Town and Island of Bombay, and the limits thereof and the factories subordinate thereto, commence on the 10th day of March next.

(Signed) H. ROPER,  
 ,, E. PERRY,

True Copy.

J. CAMPBELL,  
 Clerk of the Crown.

*Dated this 7th day of January 1845.*

### Notice.

A number of unclaimed Bhangies having been found in the house of the Post Office Clerk at Mundleseir, (subsequently convicted of embezzling the public money, for which offence he is now suffering the penalty of the law,) parties who have lost property entrusted to the Bhangy Dawk for conveyance, are requested to send a description thereof to this Office.

JOHN GORDON,

*Post Master General.*

*Bombay Genl. Post Office,  
 15th January 1845.*

### Notice.

On the arrival of the Overland Mail, it has hitherto been customary, (in order to ensure their speedy arrival, and to meet the convenience of the public), to take advantage of the extra runners placed to convey the Overland Mail, to despatch by letter post, Packets (whether of letters, papers or books) exceeding the weight prescribed by the Post Office Act XVII of 1837, for Packets transmitted by Letter post. As several parties receiving large packets in this way, have objected to pay on some the rateable Postage leviable

thereon, and as it is impossible for the Bombay General Post Office to exercise any discretion as to what packets should have quick transmission by the Letter post, the Post Master General regrets, that he has been obliged to come to the determination of adhering strictly to the letter of the Law, and it is hereby notified for general information, that from April next, all Packets, arriving at this Office by the Overland Mail, exceeding 12 Tolas in weight, will invariably be sent by Bhangy Dawk:— Parties are therefore advised to make arrangements with their Agents or home correspondents, so that packets, the quick receipt of which is desired, may not exceed that weight.

**JOHN GORDON,**  
Post Master General,

Bombay Genl. Post Office,  
15th January 1845.

**Notice**

Is hereby given, that the Acting Superintendent of the Indian Navy, will receive sealed

Her Majesty's 80th Foot.  
73 Privates.  
10 Women.  
16 Children.  
Her Majesty's 3rd Foot.  
1 Private.  
Her Majesty's 10th Foot,  
1 Private.  
Total.  
75 Privates.  
10 Women.  
16 Children.

Tenders for the conveyance of Troops as per margin, to Calcutta. The tenders must specify the rate per head in Company's Rupees for adults and half for Children, and the date when the Ship will be ready to receive the detachment.

The ship is to furnish provisions of the best quality with medical comforts, Medicines, water and fuel equal in quantity to eight weeks consumption. A scale of provisioning will be furnished on application at the Agent of Transports Office,

The ship must provide Hammock battens and for suspending the Knapsacks between decks; also wind-sails for the ventilation of between decks; If necessary, a cabin to be provided for the Officer accompanying the Troops, and who is to be accommodated at the Commanders Table, at the usual rate allowed by Government.

The ship will be surveyed by the Officers of Government, and the space allotted to the Troops as well as the provisions will be inspected by a committee. Two-thirds of the passage money will be paid on receipt of a certificate in Bombay from the Commanding Officer of the Troops, being embarked, and the remaining one third in Calcutta, after the arrival of the Ship and landing of the Troops at their destination. The form of tender will be supplied on application to the Agent for Transports, also any other information required.

By order.

**H. B. LYNCH.**  
Assist. Supt. I. N,

Bombay, 1st January 1845.

**Notice**

Is hereby given, that sealed Tenders will be received at this office until 12 o'clock on Wednesday the 22nd Instant, for supplying during

the ensuing year the undermentioned articles for the use of the Mint; separate tenders must be made for each description of supply.

- 1st Miscellaneous Articles.
- 2nd Clarified Tallow.
- 3rd Firewood, Kairee or Aynee.
- 4th Charcoal, Babool, large and small.
- 5th Copper Annealing Tubes.
- 6th Iron and Steel.
- 7th Files of sorts and sizes.
- 8th Litharge.
- 9th For removing ashes and rubbish.

The Tenders for Miscellaneous articles of Iron and Steel, must specify a rate per cent above or below a list of prices which will be shewn in this Office, at which the Contractor will undertake to supply the whole Articles enumerated, the remaining Tenders must state the rates at which each separate Article will be supplied, and the sum of Rupees (200) Two hundred, must be deposited for each Tender that may be accepted, to be forfeited in the event of evasion or delay in entering into the necessary recognizances; samples of the Articles required may be seen and other information regarding the Contract obtained, on application at this Office daily from 10 to 4.

Security will be required and no reason will be assigned for the rejection of any tender.

**H. B. TURNER.**

Bombay. }  
Mint Engrs. Office. }  
8th January 1845, }

**OPIUM MEMORANDUM.**

SEASON 1843 | 44.

Passes issued up to the 26th September last .....	Indore Chests.	13,563	
Ditto do. 30th do. ....	Bombay.	798	
			14,361
Imported under Passes of 1842-43.		3,744	
Ditto ..... ditto of 1843-44.		14,116½	
			17,860½
Exported from the above and previous stock up to this date .....			18,766

SEASON 1844 | 45.

Passes issued up to the 27th ultimo, ....	Indore Chests.	7899	
Ditto issued up to the 7th Inst.	Bombay... ..	575	
Ditto from 8th to the 15th ditto.		15	
			590
	Chests		8,480
Imported up to the 7th instant, ..		6,104½	
Ditto from 8th to the 14th do. .		302	
			6,406½
Exported up to the 31st ultimo ..		2,164½	
1845.			
Jan. 4th per Brig "Antelope" to China, .....		1,413½	
9th per Barque "Arun" ..		388	
			3,966½

**RICHARD SPOONER,**  
Deputy Opium Agent.

Bombay, Opium Agent's Office, }  
15th January 1845. }

**Notice-**

ERRORS in the enumeration of prices of articles numbered 423, 424, 467 and 517, having been discovered in the Tariff published under date the 31st December 1842. The Hon'ble the Governor in Council is pleased to publish the following corrected list of the articles with their correct Tariff valuation:—

Nos.	Enumeration of Goods.	Tariff Valuation			
		Rs.	A.	P.	
423	Moorzau or false Coral large China .....	Per 30 strings of 100 beads each.	8	0	0
424	Ditto...ditto...small..	Per box of 40,000 sheets.....	4	0	0
467	Paper small size gilt ..	Per box of 40,000 sheets.....	60	0	0
517	Sajeekar (Alkali).....	Per Indian Md.	12	0	0

By order of the Hon'ble the Governor in Council,  
H. H. GLASS,  
Collector of Customs.

Bombay, 4th January 1845.

**जाहिर नामाः**

एसाजे तारीख ३१ डिसेंबर सन १८४२ चे रेा जी निरखाचोयाद प्रघट केलो आहे त्यांतोळ नं बर ४२३ व ४२४ व ४६७ व ५१७ यामालाचे कि मतींत चुक आहे असें मालूम जाव्यावळून बंदि गान आंखिनवाव मुस्तताव हजरत हनरावल गव रनरमाहेव वाहादुर दरदजलास कौसल खालो खिचिलेळ मालाचो खोयाद निरखाचे खरेकि मतसुध्यां प्रघट करीत आहूत.

नंबर	माल	निरखाचीकीमत	
		रुपये	आणे
४२३	मुरजान अथवा मोटा परवा	१००	०
४२४	ला मोटी शीतल एर मेक	१००	०
४६७	कागद साहान प्रतीचे कोर्गरी	६०	०
५१७	साजोबार	१२	०

दरपक शंभर मणजे वीससरास  
किता  
चाळीस हजार तावाचे दरपटीस  
दरदगाळी मणस.

चसोळीचे दुकुम बंदिगान आंखिनवाव मुस्तताव हजरत हनरावल गवरनर साहेव वाहादुर दरदजलास कौसल

निशगणी  
एच एच ग्रास.  
कडमाचे कोलेकटर

तारीख ४ माचे खानेवारी सन १८४५ इसवी सुकाम सुंयं

W. ESCOMBE, Secy. to Govt.

**जाहिर नामु**

मेहुंवे तारीख ३१ डीरंभर शने १८४२ ने रेाजे नीरपनी जमादी पराट करीके ते मांतां नंभर ४२३ तथा ४२४ तथा ४६७ तथा ५१७ मे मालनी कीमतमां युक्के मे हुंवे मालुंम थमा हूपरयी अंठोान माली नवाण मुशतेताण हजरत हनरावल गव रनर शाहुंम भाहादुर एर हजलाश कोशल नीथि लजेला मालनी जरी जमाद नीरप नी जरी कीमत सुयां पराट करेके क नंभर माल नीरपनी कीमत

पिंतां  
मांतां  
पुं

४२३ मुरजान अथवा मोटा परवा  
ला मोटी शीतल एर मेक  
१०० मलकानी वीश शेर ० ८ ०

४२४ हूपर परमांणे नांता हूपर  
परमांणे ० ४ ०

४६७ कागल नाहानी परतना शी  
नेरी यालीश हूपर ताव  
नी एर पेटीमे १० ० ०

५१७ शाहू मार एर अंगाली मंणे ० १२ ०  
अभोणुमे कुकम अंठोान माली  
नवाण मुशतेताण हजरत हन  
रावल गवरनर शाहुंम भाहा  
दुर एर हजलाश कोशल  
नीशानी अये-अये-गालाश  
कशरंमना कलेकटर

तारीख ४ माहे खानेवारी शने १८४५  
इसवी सुकाम सुभल कशरंम हाहुश  
W. ESCOMBE, Secy. to Govt.

**Notice**

Is hereby given, that the Acting Superintendent of the Indian Navy will receive sealed Tenders for the conveyance of 277 Men, 36 women and 60 children, Invalids of Her Majesty's Service to England.

The Tenders must express the rate per head, in English Currency, for the diet and accommodation of the Invalids for the whole voyage, and be made out agreeably to a form that will be supplied on application at the office of the Agent for Transports, as well as the scale of victualling, to which must be added (3) ounces of the Patent preserved potatoes, per man twice a week, children to be considered at half the rate of adults. The ship is to be provided with an experienced Surgeon to be approved by the Medical Board.

Two-thirds of the Passage Money will be paid in India, at the rate of two Shillings the

Company's Rupee, and the remainder in England, after the arrival of the Ship and landing of the Troops at their destination.

The ship to find hammock batters, and conveniences for the sick. The Tender to express the date on which the Ship will positively leave Bombay; and the number of Cabins that will be available for the Officers accompanying the Invalids.

No reason will be assigned for rejecting any Tender nor will any be received unless made out and filled in according to the form prescribed, and Commanders of ships tendering, will previously apply for a Committee to survey and report on the capabilities of the ship, that no delay may arise after the Tenders are sent in. All tenders are to be sealed and superscribed, "Tenders for the conveyance of Invalids of Her Majesty's service to England."

By order, H. B. LYNCH,  
Assist. Supt. I. N.

Superintendent's Office, }  
Bombay 7th Jan. 1845. }

**Notice**

It is hereby notified for general information, that Goods exported by Sea from hence, and subsequently carried by land into the Madras Territories, will not be exempted from the payment of frontier duties, unless accompanied by a certificate from this Office, shewing that duty has been paid at this Presidency.

By order of the Hon'ble  
the Governor in Council,

H. H. GLASS,  
Collector of Customs.

Bombay, }  
Custom House, }  
3rd Jany. 1845. }

**जाहीरनामा**

ऐसाजे सब लोकाम सालुनदेण्यकारिता जाहीर केलें जातें ज नवदखन जळसांगीने जोसाल नेताव तोसाल पुढें खपकी चे मागें मद्रास इलाक्यांत जागे त्या सालाची सुवद येथे ज कात दिल्ली आहे असा येथील मांडवीचा दाखला असल्या वांचून सरदारीची जकात माफ केली जाणार नाही

बसोजिने हुकुम बंदिगान आलिनवाव सु सताय वजरत वनरावल गवरनर साहेब वासादुर दरदजलास कौसल

निशाणी

एच एच ग्लास

कष्टमचे कालेकटर

तारीख ३ माहे ज्यानेवारी सन १८४५ इसवी सुकाम सुवद कष्टमहौस

W. ESCOMBE, Secy. to Govt.

**जाहीर नामु**

मेहेबुजे शरवे लोकाने मातुंम थवा शास्त्र जाहीर करवामां आवेके जे सुपधधी जल मा रगे जे माल लध जामेके तथा ते मालमा ० ल पुशकी मारगे मद्रास इलाकामां जामेके—ते मालनी सुपधमा जकात आपी के मेहेबो महीनी मांडवीनी दामलो होमा

वीना शरद्वेनी जकात माफ करामा आव शे नही क

जमोजिने हुकुम जंहेगंन माली

नवाज सुशतेताज वजरत ० न

राजल गवरनर साहेब माहादुर

२ दर धजलास फौसल

नीशाणी मेय—मेय—गालाश

कशरंमना फलेकटर

तारीख ३ माहे जानेवारी सन १८४५

धशवी सुकाम सुपध कशरंम हाकुश

W. ESCOMB, Secy. to Govt.

**NOTICE**

Is hereby given, that persons desirous of entering into a contract for supplying Hospital and Office furniture &c., to this Department for the term of two years, from the 1st day of February next, may on application at this Office from 10 A. M. till 5 P. M. daily (Sundays excepted,) obtain a list of the prices, and such other information relating thereto, as they may require.

Verbal offers for the contract will be received at this Office at 12 o'clock on Monday the 20th proximo, when persons will be required to bid a per centage below the prices specified in the abovementioned list, and they must undertake to deliver the whole of the articles embraced therein, in such number or quantities as may from time to time be demanded, of unexceptionable quality, material, and manufacture to the Departments requiring them, free of all transit or other incidental expenses.

The contractor will be required to comply immediately with all emergent demands for the articles comprised in the abovementioned list, and others of less urgency must be met within the period stated in the requisition book, in failure thereof, the articles or such others as may be required in lieu, will be purchased at his risk and loss, and in all such cases an advance of Rupees (30) thirty per cent, upon the amount of expenses incurred, or a fine of Rupees (50) fifty, at the option of the Executive Officer, will be levied as liquidated damages for each and every such breach of contract as often as the same may occur.

No person will be allowed to bid for the contract, unless he previously deposits in this Office the sum of Rupees (400) four hundred in cash, which will be forfeited in the event of delay, evasion or refusal to execute the necessary deed of contract; should his offer be accepted, he must be prepared to furnish bonded security to the extent of (800) eight hundred Rupees, which together with the above cash deposit, will be held as security for the due performance of every part of the engagement.

The annual outlay on account of this Contract is estimated at Rupees (12,335) or thereabouts. All further particulars will be communicated at the time of bidding, and no reason will be assigned for rejecting any offer.

J. RAMSAY, Capt.

Depty. Assist. Commy. Genl. in Charge.

Bombay, Deputy Commy. Genl's. }

Office, 31st December 1844. }

## Notice

Is hereby given, that verbal offers will be received at this office at 12 o'clock on Monday the 21st Jan. 1845, for supplying by contract for one year from 1st Feb. 1845, to the Commissariat Department at Belgaum for the use of the European Troops, the following Hospital Provisions, Country Medicine and Wines &c., separate lists of which are below stated and every information relating thereto, may be obtained at this office daily, Sundays excepted, from 10 A. M. to five P. M.

No. 1 For Hospital Provision and Country Medicine.

No. 2 For....Ditto....Bread.

No. 3 For....Ditto....Wine, &c.

Persons desirous of obtaining the contract will be required to bid a per centage in Company's Rupees below the rates exhibited in the lists above adverted to, on the understanding that articles of unexceptionable quality are to be delivered free of all expence to the Corps or Departments requiring them, at such hour daily as may be appointed.

The several articles are required to be of the best description and quality of the sort described in the lists, and will be liable to rejection if not approved of by a Committee of Officers, the Contractors will also be liable to be fined 50 Rupees, for any delay in making the supplies which may be productive of inconvenience to the Troops or Departments as often as the same may occur, and will in addition have to make good all and every expenses resulting therefrom.

No persons will be allowed to bid for any contract unless they previously deposit in this Office the following sums:—

For List No. 1 Company's Rupees 200.  
 „ „ „ 2 .. do.... do.. 100.  
 „ „ „ 3 .. do..... do.. 500.

which sums will be forfeited in the event of delay, evasion or refusal to execute the deed of contract, should their offers be accepted, in which case they must be prepared to furnish in addition thereto, unexceptionable personal securities in the following sums for the due and punctual performance of the agreements respectively:—

For List No. 1 Company's Rupees..400.  
 „ „ „ 2 .... do..... do.. 200.  
 „ „ „ 3 .... do..... do.. 800.

No reason will be assigned for the rejection of any offer.

E. A. GUERIN, Capt.

*In charge of the Commy. Depart. S.D.A.*

*Commissariat Office, S.D.A. }  
 Belgaum, 18th Decr. 1844. }*

## Notice

Is hereby given, that verbal offers will be received at this office at noon, on Wednesday the 12th day of February next, for supplying any quantity of good clean Gram that may be required by the Commissariat Department, at Poona and Kirkee, from the 1st March 1845 until the 28th February 1846.

The Gram to be of unexceptionable quality, of the description usually furnished to mounted Corps at Poona and Kirkee, and to be delivered free of all expence to Government, beyond

the stipulated price, at the Commissariat stores at the above Stations; In case of dispute as to the quality of the Grain tendered the opinion of a Committee of Officers to decide the point, when, if the Gram be rejected, the required quantity will be purchased, wherever procurable, at the risk and loss of the Contractor; who will be liable to be fined 50 Rupees, or 30 per cent on the amount of the expenses so incurred, at the option of the Executive Commissariat officer.

A supply of not less than one month's consumption during the fair season, and of three months during the Monsoon, to be constantly kept in the Commissariat Stores.

To prevent disputes hereafter, it is to be distinctly understood, that the Provisions of the Contract are only intended to extend to demands made at Poona and Kirkee, but in the event of any of the Cavalry moving, it will be optional with the Commissariat officer to take one month's gram for their use on the march, and the Contractor will not be liable for any greater demand.

The Biddings to be in the Company's Rupees, and no person will be allowed to tender for the contract unless he previously deposits in this office the sum of (500) five hundred Rupees in cash, which will be forfeited in the event of delay, evasion or refusal to execute the necessary deed of Contract should his offers be accepted, in which case he must be prepared to add thereto a further similar sum making in all Rupees (1000) one thousand, cash, and in addition thereto he will be required to furnish unexceptionable security in the sum of Rupees (10,000) ten thousand, for the due and punctual performance of his engagement.

No reason will be assigned for the rejection of any offer.

Further particulars will be made known on application at this office, any day from 10 till 5 o'clock (Sundays excepted).

G. POPE, Capt.

*Assist. Commy. Genl. P. D. A.*

*Poona, }  
 Commt. Office, }  
 20th Decr. 1844. }*

## Notification.

*MARINE DEPARTMENT.*

Notice is hereby given, that the Hon'ble the Governor in Council intends to dispatch the Monthly Mail Steamers to Suez, during the ensuing Season, on the dates specified below, viz:—

The Feb. Steamer on Saturday the 1st Feb.  
 „ March „ on Saturday the 1st March.  
 „ April „ on Tuesday the 1st April.  
 „ May „ on Thursday the 1st May.

*By order of the Hon'ble  
 the Governor in Council.*

P. M. MELVILL, Lieut. Col.,  
*Secy. to Govt.*

*Bombay Castle, 2nd September 1844.*

## Notice

Is hereby given, that the Deputy Assistant Commissary General at Sholapoor, will until the 31st January 1845, receive Tenders for the supply of about 1,196,964½ pounds of good

white leafy Kurbee, of unexceptionable quality and of this years growth, to be delivered into the lines of the A. Troop Horse Artillery, 5th Regiment Light Cavalry and Public Cattle. To be well stacked and covered with choppers free of all expence to Government. It is left to the option of the contractor to furnish the Kurbee without roots, or to make a fair and reasonable allowance if the roots are taken.

The Kurbee will be paid for on delivery, and the Contractor will be required to find ample security for the due fulfilment of his contract.

Assistance will be afford-d to the Contractor in stacking the Kurbee by as many of the Public cattle attendants and horse keepers of the mounted corps as may be available at the time required.

No red or thick Kurbee will be received; tenders to be forwarded under sealed covers superscribed "Tenders for the supply of Kurbee," to the address of the Deputy Assistant Commissary General at Sholapoor, who will open them at his Office on the 31st January 1845 at 12 o'clock A. M. in the presence of such of the parties interested as may be in attendance.

The contractor to commence delivering the Kurbee from 15th February and to complete the contract by the 30th April 1845.

No reason will be assigned for the rejection of any offer.

Further particulars if required, will be made known at the Office of the Deputy Assistant Commissary General at Sholapoor.

By order of the Commy. General,  
E. E. MILLER,

Deputy Assistant Comy. Genl.

Commissariat Office, }  
Camp Sholapoor, }  
22nd Nov. 1844. }

### Notice

Is hereby given, that the Deputy Assistant Commissary General at Sholapoor will until the 31st January 1845, receive Tenders for the supply of 260 Madras Garce of 400 Mercals per Garce of Chennah, of unexceptionable quality and of this year's growth, to be delivered into the Commissariat Gram Godowns at Sholapoor free of all expence, for the use of the mounted Corps and Public Cattle at that station.

The Chennah to be delivered by three instalments, viz:—

80 Garce on or before the 15th April 1845.  
100 Garce on or before the 30th June 1845.  
80 Garce on or before the 31st October 1845.

Total 260.

The Chennah will be paid for on delivery and the contractor will be required to find ample security for the due fulfilment of the contract.

Tenders to be forwarded under sealed covers superscribed "Tenders for the supply of Chennah," addressed to Deputy Assistant Commissary General at Sholapoor, who will open them at his Office on the 31st January 1845 at 12 o'clock A. M. in the presence of such parties interested as may be in attendance.

No reason will be assigned for the rejection of any offer.

Further particulars if required, will be made known at the Office of the Deputy Assistant Commissary General at Sholapoor.

By order of the Commy. General.

E. E. MILLER,

Deputy Assist. Comy. Genl.

Commissariat Office, Camp Sholapoor, }  
22nd Nov. 1844. }

### Notice

Is hereby given to the public, that the English and Murathee Dictionary which was commenced by Captain Molesworth, and is under completion by Captain Candy, is passing through the Press, and that persons desirous of obtaining it as it comes from the Press, may receive it letter by letter. The letters A, B, C, D, E and F are now ready.

The size of the work cannot be exactly stated, but it is calculated that it will consist of about 800 quarto pages.

To bring it within the means of the great body of persons who may wish to purchase it, Government has fixed the price of it in sheets at 12 Rupees.

Persons wishing to receive it as it comes from the Press, are requested to address the Superintendent of the Government Press, or the Superintendent of the Poona College, paying in advance the sum of 12 Rupees, and giving directions for the forwarding of the work to them.

T. CANDY.

### Notice.

The following works are for sale at the Government Printing Office:—

TERMS, CASH.

Interpretations on the Bombay Regulations, and Acts of the Government of India, declared by the Sudder Dewanee and Sudder Foujdary Adawlut, up to 1841.....Rs 0 12 0

Molesworth's Marhattee and English Dictionary..... 20 0 0

Turkish Grammar . . . . . 2 0 0

Nosology from the works of Drs.

Goode, Cullen and Armstrong, translated into Marhattee, by Surgeon

McLennan . . . . . 4 0 0

Selections of Anatomical Papers, translated by....do.....do..... 4 0 0

Treatise on Fractures and Dislocations, translated by....do....do..... 3 0 0

Revised Assay Table . . . . . 0 4 0

Reports of Selected Cases decided by the Sudder Dewanee Adawlut . . . . . 2 0 0

Orders and Regulations for the guidance of Courts Martial . . . . . 2 0 0

Circular Orders passed by the Sudder Dewanee Adawlut from 23rd January 1821 to 15th December 1842..... 2 0 0

Circular Orders passed by the Sudder Foujdaree Adawlut from 23rd March 1821 to 15th December 1842.. 2 0 0

Bombay Civil Service List corrected up to the 1st instant, at 2 Rupees per copy to non-subscribers and 1½ Rupee to subscribers.

L. C. C. RIVETT

Supt. Govt. Printing Est.,  
Bombay, 8th January 1845.



**PUBLIC ORDER**

To regulate the religious procession of the Mohurrum, and for the preservation of the public peace during that festival, sanctioned by the Honorable the Governor in Council, as provided for by Rule, Ordinance and Regulation II. A. D. 1827.

1st. Every persons desirous of erecting or carrying about a *Taboot*, *Panjia*, or *Dholeeka Panjia*, at the ensuing Mohurrum, must obtain a licence from the Magistrates of Police, and a license will be granted to no persons except Mussulmans.

2nd. The licenses shall bear the signatures of the Magistrates of Police, and all persons obtaining them shall be bound to produce them when demanded by any authority having a right so to do; any refusal to do so shall be held to be a breach of these rules.

3rd. Each Taboot is to have but one set of "Tassa," one set of "Dholee," one "Kurnah" and fifteen "Hillals."

4th. Any person who may be seen carrying a Sword, Dirk, Bludgeon, or other offensive weapon, will be taken into custody,

5th. Taboots meeting on the public road, are to give way to one another in the same manner that carriages do, each Taboot keeping to the left.

6th. Taboots are not permitted to go abreast on the public road, but they are to follow each other in a peaceable manner.

7th. No Taboots are allowed to go in procession on the last night of the Mohurrum before 12 o'clock, or to continue so after 3 o'clock in the following morning. These processions are limited (on the last night and day of the Mohurrum) to the Bhandy Bazar Road, Duncan Road, Chinch Bunder, and Market Street; and Taboots are not to be taken out on the last day before 12 o'clock; and on meeting carriages and horsemen, are strictly enjoined to cease playing country music until they shall have passed, the Taboots keeping the left side of the road; and it is directed that they be thrown into the sea, and the ceremony concluded by 5 o'clock P. M.

8th. No procession of the Zool Junnah, or Horse, through the public streets or roads will be permitted.

9th. All persons licensed to sell Spirituous Liquors, and all venders of Opium and Bhang are enjoined to keep their shops closed; and persons found selling any thing of an intoxicating nature, during the aforesaid period will be taken into custody and punished.

10th. Any persons violating any of the above rules, or behaving in any manner likely to create a breach of the peace, or making a disturbance of any kind, will be immediately taken into custody and dealt with according to Law.

P. W. LEGEYT,  
Senior Magistrate of Police.

L. C. C. RIVETT,  
Acting Junior Magistrate of Police.

Bombay, 19th December 1844.

اشتهار نامہ

احکام طریق بر آوردن تابوت ها و  
امنیت خلق ۴۴ در ایام عا شوره موافق  
قانون دویم پولیس سنہ ۱۸۲۷ عیسوی  
سرکار جلالت مدار نواب مستطاب گورنر  
صاحب بہادر در اجلاس کونسل معین و  
مقرر نموده است

اول آنکہ ہر کسی کہ درین ماہ محرم  
خواہد کہ بنای تابوت یا پنچہ یا پنچہ  
دو لا بگذا رہ یا در شوارع بگذراند باید  
کہ از ماجستریٹ پولیس پروانہ بگیرد  
و سوائی مسلمان بدیگرے پروانہ دادہ  
نخواہد شد

دویم انکی ہر کسی بر پروانہ مذکور صحیح  
صاحبان پولیس لازم است کہ بودہ باشد  
ہر گاہ عملداری مختار بدیدن پروانہ  
جات است آن پروانہ را بتخواہد بہ بیزند  
بر او لازم است کہ پروانہ را بہ عملدار  
نشان بدہد ہر گاہ کسی نمودن پروانہ را  
قبول نہ نماید چنین خواہند دانست کہ  
اراین حکم را شکست

سیوم پیش ہر تابوت یک دست تاشہ  
و یک دست دھولی و یک کرنا و پانزدہ  
عدہ مشعل ہلال بدارند زیادہ ازین  
ندارند

چہارم در دست ہر کسی کہ شمشیر با  
خنجر یا سوئے و ہر قسم اسلحہ کاری باشد  
اورا گرفتار کردہ در پھرہ نگاہ خواہند  
داشت

پنجم در شارع عام تابوت ہا کہ با ہم  
مقابل می شوند آنوقت ضرور است کہ  
موافق آئین گاری بطرف چپ بروند آن  
دیگر ہم برجانب چپ خود بروند

ششم بیچ تابوت بشارع عام نردیکت و  
در پہلوی یک دیگر نروند مگر بطریق  
آسودگی و اصلاح عقب یکدیگر بروند  
ہفتم شب دہم محرم قبل از ساعت  
دوازده و بعد از ساعت سہ تابوت

را بیچ نگردانند و شب و روز دہم محرم  
ہر تابوتی کہ در شہر می گردانند  
نقطہ در بہیندی بازار و تانکن رود و  
چیچ بندرو مارکیت بگردانند و روز دہم  
قبل از ساعت دوازده تابوت را بیچ

بیرون نیارند و اگر در میان راہ کاری  
واسپ سوار ملاکی شود باوشان حکم  
است کہ فی الحال سازہا را بند نمایند  
تا کہ آن ہا بگذرند و بچت آسانی این



१९०१ क्र.शे ६

नीशांणी

५१-५५ ली.वेद

पोलीशना शी-नीअर मा०शतरेद

५१-५५ ली.वेद

पोलीशनां आक्रीडा जुनीअर मा  
०शतरेद

नारीप १५ महे डीशंअर शने

१८४४ ईशांणी मुकाम मुजध

W. ESCOMBE, Secy. to Govt.

**जाहोरनामा**

रेसाजे सन १८२७ चे पोलिसचे दुसरे कायद्याप्रमाणे तावुता चे दिवसांत तावूत वाचेर फिरावयास काढितात त्याविशीं व लोकांस चलाहरकत नव्हावी त्याविशीं बंदिगान आलिन वाव सुसताव हरजत इनरावल मवरनर साचेव वाचाडूर दरदजलास कौसल याचीं सुकरर करून हा दुकूम फर्मा वि ला आहे -

१ येते मोहरमचे दिवसांत तावूत अथवा पंजा अथवा दुं ह्याचा पंजा वांधावयाची अथवा मिरवात नेण्याची आची खुशी असेल त्याणे पोलिसचे माजिस्ट्रेट साचेव याजपाखर प रवाना घेतला पाहिजे आणि सुसलमानासिवाय दुसरेको णास परवाना मिळणार नाहीं .

२ परवान्यावर पोलिसचे माजिस्ट्रेट साचेवांच्या सच्या अ साच्या आणि जे लोक परवाने घेतोले त्यांणे आ असलदा रांस परवाने पाहण्याचाअखत्यार आहे त्यांणे पाहावयास मागोतलेअसत त्यांस दाखविलेपाहिजेत परवाने दाखवा वयास नाहीं म्हटलेअसतां हा दुकूम तोडला असें जाणतों ल .

३ हरएक तावूतापुढे त्राशाचा जोड एक व डोलीचा जो ड एक व करणा एक व हिलाल पंधरा घायेसुं आजती अ खनये .

४ जो मनुष्य तलवार अथवा खंजीर अथवा सोडा अथ वा दुसरे काठो हत्यार घेऊन जाताना दृष्टीस पडेल त्यास घ रून पाचायीत ठेवतील .

५ मोथा रख्यावर तावूत समोरसमोर येतोले तेव्हां हर एक तावुताने आपलो डावो बाजूधरून गाथाच्या रितीने एकमेकांस रला करतात त्याप्रमाणे त्या तावुताने करावा .

६ मोथा रख्यावर एकरकाचे बराबर तावुतानो चालूं न ये परंतु एकरकाचे पाठीमागेंसलखाने चालावे .

७ कतलचे राचोस वाराकलाकापूर्वी व पाचायेचे तीन कलाकानंतर तावूत मिरवावयास जाऊं देणार नाहीत व कतलचे राचोस व दुसरे दिवसांत तावूत मिरवावयास निघ तोल त्याणे भेंडोवाजार व डंकनरोड व चौचबंदर व मार कोट इतक्या रख्यानी मार मिरवावे व श्वेवटचे दिवसांत वा राकलाकापूर्वी तावूत वाचेर काढूं नयेत व रख्यांत गाथा व घोडेखार भेटले असतां त्यागाथा व घोडेखार जाततापरी यंत ताशेवगेरे वाचें वाजकं नयेत आणि रख्याचे डाव्याजु स राडावे असा सल्लु दुकूम आहे व संध्याकाळचे पांच कला क पर्यंत तावूत दयांत बुडऊन मोकळे व्हाव असा दुकूमआहे ८ सुलजना म्हाजे घोयाचीखारी मोथा रख्यावरून कीं वा गल्यांतून मिरळें देणार नाहीं .

९ दाखविकण्याचे पटे व्हास मिळाले आहत त्याणे व अ फू व भांग विकणारे याणे आपलीं दुकाने बंदठेवावीं अ सा त्यांस दुकूम आहे व कैफीजींस जोकोणे सदरळ सु दतींत विकताना सांपडेल त्यास पाचायीत ठेऊन सजा कर तोल .

१० सदरळ दुकूम जोकोणे तोडतील कींवा लोकांस चला हरकत होइल असी वतणूक करतील कींवा कोणतेही तह चा फिसाद करतील तर त्यांस तेचक्षणी कैदकरून कायद्या प्रमाणे सजा करतील .

निशाणी पो .डब्ल्यु. लिजेट,  
पोलिसचे सिनियर माजीस्ट्रेट .

एल .सी .सी .दिवेद

पोलीसचे आक्रीटां जुनियर माजिस्ट्रेट

तारीख १५ माहे डिसेंबर सन १८४४ इसवी सुकाम सुं'बद  
W. ESCOMBE, Secy. to Govt.

**General Orders.**

BY THE HON'BLE THE GOVERNOR IN COUNCIL.

MILITARY DEPARTMENT.

BOMBAY CASTLE, 8TH JANUARY 1845.

No. 17 of 1845.—The undermentioned Officers are appointed a Committee for a duty in respect to which they will receive instructions from the Military Board.

Captain H. B. Turner, Mint Engineer.

Captain T. M. B. Turner Garrison Engineer and Civil Architect.

Captain Estridge, Engineer Dock yard.

Bombay Castle, 9th January 1845.

No. 18 of 1845.—The Hon'ble the Governor in Council is pleased to direct, that the 10th Article, Section XXXIX, Page 537, of Jameson's Code, be cancelled.

No. 19 of 1845.—The Hon'ble the Governor in Council is pleased to direct, that whenever condemned Commissariat Stores are disposed of by public Auction, one of the Members of the Committee which may have been previously assembled to survey the stores, shall invariably attend the sale of them on the requisition of the Commissariat Officer, and the sale list to be duly signed by him as "Superintending the sale." The original sail list is to be invariably totaled up, and the amount of sale certified at the time by the Member Superintending it.

Survey Reports are in all cases to be prepared by the Officers in whose Department the Articles are to be surveyed, leaving a vacant column as usual for the Committees remarks, which are to be written by the President himself or by one of members from his dictation, in which case it is to be acknowledged in a subjoined note, as "written by——— in my presence.

A. B. President."

In all cases when the inspection of medical supplies in the Commissariat Stores takes place, a Medical Officer should invariably be appointed a Member of the Committee of Survey.

*Bombay Castle, 11th January 1845.*

No. 20 of 1845.—Lieutenant A. Hall, of the 25th Regiment Native Infantry, is permitted to pass in the Deccan, the unexpired portion of the leave granted to him on medical certificate to the Neilgherries, in Government General Order dated the 13th November 1843.

No. 21 of 1845.—Lieutenant Rose, Acting Executive Engineer at Ahmedabad, is allowed an extension of leave to remain at the Presidency until the 31st instant, for the benefit of his health.

No. 22 of 1845.—Captain D. Davidson, Deputy Commissary General, is allowed an extension of leave to the Mahableshwur Hills, until the 31st instant, for the benefit of his health.

No. 23 of 1845.—Lieutenant G. Close, of the 2nd Regiment European Light Infantry, is allowed a furlough to Europe for one year on urgent private affairs.

No. 24 of 1845.—The leave granted to Assistant Surgeon Rogers, of the 20th Regiment Madras Native Infantry, is extended until the 31st of March next, for the benefit of his health.

No. 25 of 1845.—Captain E. Ussher, of the 51st Regiment Madras Native Infantry, is allowed to proceed to Europe for the benefit of his health, with leave of absence for three years.

*Bombay Castle, 13th January 1845.*

No. 26 of 1845.—The Honorable the Governor in Council is pleased to appoint Lieutenant G. Malcolm, to be 2nd in Command of the Scinde Horse.

No. 27 of 1845.—The services of Assistant Surgeons Burn and Tribe of the Madras Medical Establishment, being no longer required in Scinde, these officers are placed at the disposal of the Madras Government,

No. 28 of 1845.—The following arrangements are made in the Commissariat Department.

Captain Whichelo, Assistant Commissary General, to take charge of the Deputy Commissary General's Office at the Presidency, during the absence of Captain Davidson, Deputy Commissary General on sick leave.

Captain Ramsay, Deputy Assistant Commissary General to take charge of Commissariat, Poona Division of the Army.

Captain Salmon, Sub-Assistant Commissary General, to take charge of Commissariat, Northern Division of the Army.

No. 29 of 1845.—Captain G. Pope, Assistant Commissary General of the Poona Division of the Army, is permitted to proceed to the Presidency for the benefit of his health.

*Bombay Castle, 14th January 1845.*

No. 30 of 1845.—The following orders are confirmed.

An order by the Governor of Scinde, dated Kurrachee, the 25th October 1844, appointing Lieutenant West of the 14th Regiment N. I. to act as Interpreter to the 25th Regiment N. I. there being no officer of that Regiment available for that duty.

An order by Major J. D. Brown, dated the 7th ultimo, appointing Ensign J. F. Lester of the 10th Regiment N. I. to act as Adjutant to the details in the Southern Concan, consisting of six Companies.

An order by Captain C. J. Jackson, dated Balmeer, the 1st November 1844, appointing Brevet Captain Evans of the 9th Regiment N. I. to act as Adjutant to the Detachment of the 3rd Regiment Light Cavalry and 9th Regiment N. I. proceeding to Deesa, and consisting of two Troops of the former corps, and two Companies of the latter corps.

An order by Captain Macan, dated the 3rd ultimo, appointing Lieutenant Faulkner of the 6th Regiment N. I. to act as Staff officer to the detachment, consisting of one Company Golundauze Battalion, four Companies of the 6th Regiment N. I. one Squadron of the Poona Auxiliary Horse, and one Company of Pioneers proceeding with the siege train to Kolapoor.

No. 31 of 1845.—The unexpired portion of the leave to the Neilgherries granted to assistant Surgeon W. Neilson, M. D. by General Order No. 193, of the 16th March 1844, is cancelled from the 1st instant, the date of his return to the presidency.

No. 32 of 1845.—The following General Orders by the Right Hon'ble the Governor General of India in Council, dated 13th ultimo, are published.

*No. 341 of 1844.*

The following appointment made by the Governor of Scinde on the 4th ultimo is confirmed.

Lieutenant O. Bourdillon of the 25th Regiment Bombay N. I. to be a Deputy Collector in Scinde, in the room of Lieutenant C. A. Moyle of the 21st Regiment, permitted to resign."

*No. 343 of 1844.*

The following order issued by the Governor of Scinde, under date the 22nd March last, is confirmed.

Directing Lieutenant A. DeLisle of the Bombay corps of Sappers and Miners, to proceed to Kotree to superintend the construction of the Fort building there."

No. 33 of 1845.—The Regimental order by Lieutenant Colonel Squire, Commanding Her Majesty's 13th (or Prince Albert's) Regiment of Light Infantry, dated 20th ultimo, appointing Lieut. Parker to act as Adjutant to that Regiment, vice Lieut. and Adjutant Speedy, permitted to precede the Regiment to England, is confirmed.

No. 34 of 1845.—The following Order is confirmed.

A Regimental order by Lieut. Colonel Harvey, Commanding Her Majesty's 14th Light Dragoons, dated Camp before Punalla, 28th November 1844, appointing Cornet Roper, Her Majesty's 14th Light Dragoons, to act as Adjutant to the Wing of that Regiment serving in the Field, from the date of Cornet Greenham's appointment as Staff Officer to the Regular Cavalry at the Head Quarters of the Field Force.

No. 35 of 1845.—The following Native promotions are made.

*20th Regiment Native Infantry.*

	<i>Date of Rank.</i>
Jemedar Jogun's Purbhoe, to be Subedar and Color Havildar Shaik Ebraim to be } Jemedar, in Succession to Bappoo Chowan pensioned. . . . . }	1st January 1845.
Color Havildar Hurry Scindia, to be Jemedar, vice Hurree Scindia pensioned. . . . .	1st do. do.

*Marine Battalion.*

Jemedar Damuljee Bunnajee to be Subedar. and Color Havildar Essnac Heernac to be } be Jemedar, in succession to Govind Cuddum Invalided. . . . . }	1st do. do.
Color Havildar Ragojee Cuddum, to be Jemedar, vice Coosnac Jyenac Invalided. . . . .	1st do. do.
Color Havildar Mahomed Khan, to be Jemedar, vice Mannac Bhorenac pensioned. . . . .	1st do. do.

No. 36 of 1845.—The following Statements Nos. 1. and 2. shewing the officers belonging to this Presidency who are entitled to participate in the General Off-reckoning Fund for the past year, together with the rates of advances payable to those present in India, are published for information.

STATEMENT shewing the proportion of Off-Reckonings payable in advance to Sharers in the General Off-reckoning Fund for the year 1844, exclusive of the Sum payable from the Treasury in India or in England.

Commandants of Regiments of Light Cavalry. "Half Sharers."		Amount in Comp's Rs					
		Rs	As P.				
Major Generals.....	{ J. P. Dunbar,.....	Full Year.	Europe.				
	{ P. DelaMotte, c. B.....	Ditto ditto	India.	3,413	5 4		
Lieut. Col. Commandant,	B. Sandwith, c. B.....	Ditto ditto	ditto.	3,413	5 4		
Artillery. "Half Sharers."							
Major Generals..	{ C. Hodgson,*.....	Full Year,	Europe,				
	{ Richard Wish,.....						
	{ S. R. Strover,.....						
	{ L. C. Russell, c. B.....						
Infantry. "Full Sharers."							
Lieut. General.,	J. W. Morris,.....	Ditto	ditto	ditto.			
	H. S. Osborne,.....						
Major Generals..	W. Roome,.....						
	Sir David Leighton, K. C. B.,	Ditto	ditto	ditto.			
	Sir Thomas Corsellis, K. C. B.,						
"Half Sharers."							
	G. R. Kemp,*.....	Ditto	ditto	ditto.			
	J. T. Dyson,*.....						
	W. D. Cleiland,.....						
	B. W. D. Sealy,.....						
	W. Gilbert,.....	Ditto	ditto	India.	3,413		
	B. Kennett,.....						5 4
	A. Aitchison,.....						
	A. Hogg,.....	Ditto	ditto	Europe.			
Major Generals,...	E. W. Shuldham,.....						
	J. Mayne, c. B.....						
	W. Sandwith, c. B.....						
	J. Salter, c. B.....	Ditto	ditto	India.	3,413		
	Sir E. G. Stannus, Kt. and c. B.....						5 4
	Sir J. Sutherland, K. L. S.....						
	F. D. Ballantine,.....						
	R. A. Willis,.....	Ditto	ditto	Europe.			
	Vans Kennedy,.....						
	E. Frederick, c. B.,.....						
	G. B. Brooks,.....	Ditto	ditto	India.	3,413		
Clothing Agents.							
Captain,.....	J. M. Shortt, "Full Share" from 1st to 22nd Jan. 1844. inclusive		India.	384	11 2½		
"	J. F. Pontardent, Act. "Half Share" from 23rd Jan. to 14 Oct. 1844 inclusive.		Ditto.	2,325	10 11½		
"	J. M. Shortt, Ditto. do. to do. Absent on Field Service		Ditto.	2,325	10 11½		
"	Ditto "Full Share" 15th Oct. to 31st December		Ditto.	1,363	14 11½		

\* Thus marked are entitled to an additional Half Share from the Public Treasury.

STATEMENT shewing the name of Invalid Officer entitled to participate in the Off-Reckoning Fund for the year 1844, and the proportion payable to him in advance on that account.

Native Veteran Battalion.		Amount in Comp's Rs	
Lieutenant Colonel P. D. Ottey,.....	Full year, India.	2000	...
Total Rupees....		2000	...

No. 37 of 1845.—The following arrangement is ordered.

First Hospital Assistants Joseph Roach, (now in Scinde) and Samuel Cleavland (Indian Navy,) to be Acting Assistant Apothecaries, for duty in the Indian Navy, on board the Steamers "Conqueror" and "Meancee."

First Grade Apprentice James Woods, to be a First Hospital Assistant, and to be attached to the Indian Navy.

No. 38 of 1845.—Assistant Surgeon Cannon, is allowed a furlough to Europe for three years, for the benefit of his health.

By order of the Hon'ble the Governor in Council,  
P. M. MELVILL, Lieut. Col. Secy. to Govt.

### MARINE DEPARTMENT.

Bombay Castle, 9th January 1845.

No. 5 of 1845.—The nomination by the authorities at Aden, of Assistant Apothecary T. Robinson to be attached from the 1st ultimo, to the New Hospital at Steamer Point at that station, is confirmed.

No. 6 of 1845.—The following temporary arrangement and appointments are confirmed.

By the Acting Superintendent of the Indian Navy.

Mr. C. G. Constable, Mate, Supernumerary on board the "Hastings," to be Acting Master of the Surveying Brig "Palinurus" from the 2nd of November 1844.

Mr. Beyts, Clerk of the "Elphinston," to be Acting Clerk in charge of the Surveying Brig "Laptee" from the 2nd of November 1844.

Mr. Parkinson, to be an Acting Clerk for duty with the Indus Flotilla, from the 1st of November 1844.

Mr. F. Parkinson, Acting Clerk proceeding to join the Indus Flotilla, to be accommodated with a passage on board the Steam Frigate "Acar" at the Midshipmen's Table, from 4th to 9th of November 1844, both days inclusive.

Mr. Daniel, Acting Master, proceeding to join the Indus Flotilla, is to be accommodated with a passage on board the "Acar" at the Ward room Mess from the 4th November 1844.

Mr. Daniel Morrison, Acting 1st Class 2nd Master, proceeding to join the Indus Flotilla, to be accommodated with a passage on board the Steam Frigate "Acar" at the Midshipmen's Table, from 6th to 9th of November 1844, both days inclusive.

Mr. John Johnstone, 2nd Class Engineer of the "Sesostris" proceeding to join the Indus Flotilla, to be accommodated with a passage on board the "Napier" at the Engineer's Table from the 4th of November 1844.

Mr. Graham, Purser of the "Elphinstone," to perform the duties of Clerk of that Vessel in addition to his own from 3rd of November 1844.

Mr. King, Mate, from the "Hastings" to the "Auckland" as Acting Master, from the 12th of November 1844.

Mr. Assistant Surgeon Osborne, of the "Acar," is permitted to reside on shore for the benefit of his health from the 20th of November 1844.

Mr. Assistant Surgeon Milligan, of the "Berenice," is permitted to reside on shore for the benefit of his health from the 21st of November 1844.

Lieutenant John Stephens, from the "Hastings" to the temporary charge of the "Tigris," from the 22nd of November 1844.

Mr. Fenner Acting Master, to the temporary command of the Steam Vessel "Conqueror" from the 22nd of November 1844.

Commander Ormsby, of the "Auckland," is permitted to reside on shore for the benefit of his health, from the 28th of November 1844.

Lieutenant S. B. King, to assume charge of the "Auckland" during the absence of Commander Ormsby, or until further orders, from the 29th of November 1844.

Mr. J. Brown, Acting Gunner of the Steamer Indus, to be acting Gunner of the Superintendent's Office, from the 1st of December 1844.

Mr. A. Newman, Acting Master, proceeding on duty, to be accommodated with a passage on board the "Semi-ramis" at the Ward room Mess to Kurrachee and back, from 15th to the 28th November 1844.

Mr. Bode, Midshipman, to be 2nd Class Gunnery Officer of the Honorable Company's Brig "Tigris," from the 14th January 1844.

*By the Senior Indian Naval Officer Commanding the Flotilla on the River Indus.*

Mr. W. Taylor, Acting 2nd Master of the Indian Navy, from Thatta to Hydrabad, to be accommodated with a passage on board the "Assyria" at the Commanders Table, from 23rd to the 26th of November 1843.

*By Commander Powell late Senior officer at Rass Assier.*

Seedy Osman, one of the coal trimmers belonging to the late Steam Frigate "Memnon," was employed as a diver for recovering property from the wreck of that vessel from the 20th of October 1843 to the 21st of February 1844.

*By the Senior Indian Naval Officer Kurratchie.*

Commander Frushard, proceeding to Bombay on medical certificate, to be accommodated with a passage on board the "Sesostris" at the Commander's Table from the 4th of December 1844.

*By Commander Powell, Commanding the Indus Flotilla.*

With the sanction of His Excellency the Governor of Scinde, Mr. Fenner, Acting Master, in charge of the "Assyria" is allowed leave of absence to proceed to Bombay on private affairs, and to be absent to the 15th of November 1844.

Mr. Stockham, Purser of the Mootnee, to perform the duties of Clerk in addition to those of Purser, from the date of Mr. Mignon's departure to the Presidency on sick certificate, until further orders.

*Bombay Castle, 9th January 1845.*

No. 7 of 1845.—The following promotions and adjustment of rank are made:—

Mr. John Anthony Keys, Senior Captain's Clerk, to be Purser, vice Turner retired, . . . . . 1st January 1844.

Mr. J. C. Beyts, Senior Acting Clerk, to be Captain's Clerk, vice Keys promoted, . . . . . do. do.

Mr. R. Bennett, Acting Clerk, to be Captain's Clerk, vice Darke resigned, . . . . . 19th March 1844.

*Bombay Castle, 14th January 1845.*

No. 8 of 1845.—The following arrangement is ordered.

First Hospital Assistants Joseph Roach, (now in Scinde) and Samuel Cleaveland (Indian Navy) to be Acting Assistant Apothecaries, for duty in the Indian Navy, on board the Steamers "Conqueror" and "Meance."

First Grade Apprentice James Woods to be a First Hospital Assistant and to be attached to the Indian Navy.

*By order of the Hon'ble the Governor in Council,*

P. M. MELVILLE, Lieut. Col. Secy. to Govt.

**PACKETS.**

It is hereby notified for general information, that Packets are open at this Office, for the reception of letters for dispatch by the following Vessels:—

NAMES OF VESSELS.	AGENTS.	DATE OF INTENDED DEPARTURE.	TO WHAT PORT.	TOUCHING WHERE.
A Steamer.....	Superintendent Indian Navy.....	1st Feb.....	Suez.....	Aden.
Ditto.....	Ditto.....Ditto.....	1st March.....	Do.....	Do.
Ditto.....	Ditto.....Ditto.....	After the arrival of the Overland Mail.....	Kurrachee.....	Coast.
Camillus.....	Messrs. Leckie and Co.....	16th Instant.....	Liverpool.....	
Emu.....	Remington and Co.....	18th Ditto.....	China.....	
Trombadour.....	William Nicol & Co.....	20th Ditto.....	Liverpool.....	
Westmoreland.....	Ditto.....	24th Ditto.....	London.....	
Mor.....	Remington and Co.....	25th Ditto.....	China.....	Singapoer.
Uraulta.....	W. & T. Edmond & Co.....	27th Ditto.....	Liverpool.....	
Carnatic.....	Ditto.....	10th Feb.....	London.....	
Child Harold.....	Forbes and Co.....	Dispatch.....		

As a general rule, the Packets for Sailing Vessels will be closed on the evening before the dates of departure.

Bombay, General Post Office, 15th January 1845.

JOHN GORDON,  
Post Mr. Genl.

**CIVIL APPOINTMENTS, &c.****GENERAL DEPARTMENT.***Bombay Castle, 9th January 1845.*

Assistant Surgeon D. Grierson, M. D. received charge of the Lunatic Asylum at Colaba, from Assistant Surgeon Morier, on the 13th ultimo.

*Bombay Castle, 13th January 1845.*

The following disposition List of furloughs is published for information, consequent on the return of Mr. Adam Campbell.

*By Return.*

Mr. Adam Campbell.—Mr. C M Harrison.  
*Admitted by Seniority.*

*Furloughs that will be available by Registered Applicants, or expiry to the 31st May 1845*

1 H. Young, &c. . . . .	1st Feb. 1845.	NONE.
2 E. H. Dallas. . . . .	1st Apr. do.	
3 G. L. Farrant. . . . .	24th do. do.	
4 T. H. Talbot. . . . .	24th May do.	
5 J. W. Woodcock. . . . .	do. do.	
6 J. N. Rose. . . . .	do. do.	

*Bombay Castle, 14th January 1845.*

Mr. L. H. B. Tucker, has been examined in the Printed Regulations, and been found competent to enter on the transaction of Public business.

The leave of absence granted on the 30th ultimo to Mr. H. E. Goldsmid, to proceed to England on private affairs for one year, from the 1st April next, is cancelled.

Captain St. John is allowed to resign his appointment of Post Master of Poona, and his services are placed at the disposal of His Excellency the Commander in Chief.

Captain J. Burrows received charge of the Offices of Assessor and Collector of House Tax, without the limits of the town, and of Assessor of Wheel Tax, from Captain D. C. Graham on the 27th ultimo.

The Hon'ble the Governor in Council is pleased to notify, that the Civil Examination Committee which assembled on the 10th instant, has reported the und-mentioned Gentlemen qualified for the transaction of Public business in the several languages set against their respective names:—

Mr. C. J. Manson. . . . . Mahratta.

Mr. R. Hardy. . . . . Hindoostanee.

Assistant Surgeon Peart. . . . . Mahratta.

*Bombay Castle, 15th January 1845.*

Surgeon M. Stovell, to be Secretary to the Board of Education.

Mr. A. Campbell, returned to his duty on the Bombay Civil Service by the Hon'ble Company's Steamer "Atalanta," on the 11th instant, with the permission of the Hon'ble the Court of Directors, and without prejudice to his rank.

The Reverend Dr. Stevenson, having returned to Bombay by the Hon'ble Company's Steamer "Atalanta" on the 11th instant, with the permission of the Hon'ble the Court of Directors, will resume his duty as Minister of St. Andrews Church.

Captain Archer, resumed charge of the Post Office at Belgaum from Lieutenant Sandwith, on the 7th instant.

Mr. W. J. Turquand, returned to his duty on the Bombay Civil Service, by the Hon'ble Company's Steamer "Atalanta," on the 11th instant, with the permission of the Hon'ble the Court of Directors, and without prejudice to his rank.

**JUDICIAL DEPARTMENT.***Bombay Castle, 14th January 1845.*

Captain Burrows, resumed charge of his appointment of Superintendent of Police, as a temporary measure, on the 27th ultimo.

The Hon'ble the Judges of the Supreme Court of Judicature, have been pleased to confirm Mr. J. Flynn, in the offices of Assistant Translator and Interpreter to that Court in the Guzerattee, Mahratta and Marwarree languages.

Rao Bahadoor Raghoba Sudasewjee, Principal Sudder Ameen of Ahmednuggur, to act as Principal Sudder Ameen at Tannah.

Rao Sahib Pandrunig Moresher, Sudder Ameen of Kurda, in the Ahmednuggur Zillah, to act as Principal Sudder Ameen at Ahmednuggur.

Rao Bahadoor Moro Trimbuck, Principal Sudder Ameen of Poona, is allowed leave of absence for eight days from the 25th instant, on account of private affairs.

*Bombay Castle, 15th January 1845.*

Mr. R. D. Luard, assumed charge, on the 14th instant, of the Office of Acting Judge and Session Judge of the Koncan.

Mr. A. C. Travers, assumed charge on the 13th instant, of the Offices of Acting Assistant Judge at Poona and Acting Assistant Agent for Sirdars in the Deccan.

Mr. W. Hart, to act as an Assistant to the Magistrates of Dharwar and Belgaum, while employed on special duty in those Collectorates, or until further orders.

Under the provisions of Regulation VI. of 1834, the Judges of the Sudder Dewanee Adawlut have sanctioned the closing of the Civil Courts of the Rutnagherry Division of the Koncan Zillah, for a period of six weeks, to commence from the 27th instant.

The Judges of the Sudder Adawlut have reported the following appointments.

Krishnarao Baba, to be Nazir, Ballajee Mokasee, to be Deputy Sheristadar, and Govindrao Ramajee, to be Sheristadar of the Adawlut at Dharwar.

*By order of the Hon'ble the Governor in Council,*W. ESCOMBE, *Secy. to Govt.***TERRITORIAL DEPARTMENT.****REVENUE.***Bombay Castle, 8th January 1845.*

Assistant Surgeon R. Kirk, Civil Surgeon at Tannah, is placed in temporary charge of the Sudder Kucherry at that Station

*Bombay Castle, 14th January 1845.*

The leave of absence for one month granted to Mr. Alexander Elphinston, Collector of Rutnagheree, under date the 30th September last, is cancelled.

Mr. H. P. St. G. Tucker, Acting 2nd Assistant to the Collector of Surat, is placed in permanent charge of the Purgunnals of Chowrassee, Kurrade, Walore and Surbhone.

Mr. J. H. Pelly, First Assistant to the Collector of Surat, is placed in permanent charge of the Purgunnals of Parchole, Soopa and Chicklee in addition to those he stands already nominated.

*Bombay Castle, 15th January 1845.*

Mr. John Webb, to be Acting Collector and Magistrate of Kaira

Mr. A. D. Robertson, Acting 2nd Assistant to the Collector and Magistrate of Poona, returned to his duties on the 24th ultimo, from the leave of absence granted to him under date the 7th idem.

Mr. C. G. Prendergast, assumed charge of his office of First Assistant to the Collector and Magistrate of Rutnagheree on the 26th ultimo.

Doctor Babington, Civil Surgeon at Broach, is placed in temporary charge of the Collector's Treasury at that station.

Mr. E. L. Jenkins, acting First Assistant to the Collector and Magistrate of Poona, is placed in charge of the Kheir, Sheonere and Pawbul Talookas of that Collectorate.

Mr. A. D. Robertson, Acting Second Assistant to the Collector and Magistrate of Poona, is placed in charge of the Bheemthurry and Indapoor Talookas of that Collectorate

Mr. A. C. Stuart, Acting first Assistant to the Collector and Magistrate of Ahmedabad, received charge of that Collectorate from Mr. Fawcett, on the 3rd instant

Mr. W. E. Frere, to be Acting Collector and Magistrate of Belgaum.

The Hon'ble the Governor in Council is pleased to notify the following appointments.

Naro Murhur Narehgulkur, acting Mamlutdar of Hippurga in the Solapoor Collectorate, to be Mamlutdar of Indee in the same Zilla.

Gunesh Blaskur Kheir, acting Mamlutdar of Moodebehal in the Solapoor Zilla, to be Mamlutdar of that Talooka.

*Bombay Castle, 11th January 1845.***ERRATUM.**

In the Notification published in the Government Gazette of the 9th instant, cancelling the leave of

absence granted to Mr. C. G. Prendergast, First Assistant to the Collector of Rutnaghere, instead of "from the 20th ultimo," read "28th ultimo."

By order of the Hon'ble the Governor in Council,  
E. H. TOWNSEND, Secy. to Govt.

## Military Arrivals and Departures,

1845.

## ARRIVALS.

- 9th Jany.—Bt. Capt. C. N. Treasure, 11th Regt. N. I. from England.  
 " " Lieut. T. Hook, Deputy Commissary, from ditto.  
 " " Cornet D. Christie, 7th Bengal Lt. I. from ditto.  
 " " Ensign A. Langton, Infantry from ditto.  
 " " " R. T. Goodwin, 11th Regt N. I. from ditto.  
 10th " —Capt. G. Pope, Staff, from Poona.  
 " " Assist Surgeon J. H. Peart, Civil Surgeon, from Poona.  
 11th " —Lieut. W. Ballingall, 24th Regt. from England.  
 " " Cadet A. Billamore, Infantry from ditto.  
 " " " S. Y. Howison, ditto from ditto.  
 " " Bt. Capt. E. P. Lynch, 16th Regt. from ditto.  
 " " Major Fawcett, 2nd European Regt. from ditto.  
 " " Lieut. Col. Stack, c. b. 3rd Lt. Cavy. from Deccan.  
 " " Assist. Surg. R. D. C. Peele, from Suez.  
 " " Cadet W. S. L. Unett, Infantry, from England.  
 " " " A. G. Thompson, ditto from ditto.  
 " " Capt. S. V. W. Hart, 2nd Gr. Regt. N. I. from ditto.  
 " " Cadet E. T. A. Colyear, Infantry from ditto.  
 " " Ensign W. H. Shortt, Infantry, from ditto.  
 12th " —Lieut. J. Bedford, 2nd Regt. from Kolapore.  
 13th " —Surgeon T. S. Cahill, m. d. 2nd European Regt. from Belgaum.

## DEPARTURES.

- 8th Jany.—Capt. Clarke, 14th L. D. to Kirkee.  
 9th " —Lieut. W. Purcy Cust, 7th M. L. Cavy. to Kamptee.  
 " " Lieut. R. M. Hammond, 20th Regt. N. I. to Poona.  
 11th " —Capt. Goodenough, N. V. Batt. to England.  
 " " Assist. Surgeon G. F. Forbes, Vaccinator Guzerat, to Surat.  
 13th " —Capt. W. Ward, Madras Arty. to Ellichpore.  
 14th " —Assist. Surg. J. H. Peart, C. Surgeon, to Poona.  
 " " Major T. H. Sandys, to Mehidpore.  
 15th " —Lieut. Col. B. Sandwith, c. b. 1st Lancers to Rajcote.  
 " " Capt. A. Tweedale, 1st Lancers, to ditto.  
 " " Lieut. C. W. Gordon, 7th M. Lt. Cavy. to Kamptee.

Town Major's Office, 15th January 1845.

## SHIPPING INTELLIGENCE.

## ARRIVALS.

- 8th January.—Steamer Carnac P. Durverger, from Gogo, 7th instant.  
 9th " —Ship Carnatic, Charles Hyne, from London 15th August, and Cork 9th September.  
*Passengers.*—Mesdames Luard, Hockin, Hook, Goodwin and child, Ibrahim, and Hyne and child; Miss Luard; Lieut. Hook, Deputy Comy. of Ordnance; Captain C. N. Treasure, 11th Bombay N. I. Mr. Goodwin, Cadet Bombay Army; Mr. Christie, Cadet Bengal Army; Mr. Langton Cadet; Meerza Mahomed

Ibrahim and son; three European female servants; and J. Forrester, groom in charge of horses.

- 11th January.—H. C. Steamer Atalanta, Lieut. J. W. Young, from Suez, 23rd and Aden, 31st ultimo.  
*Passengers.*—Mrs. Lynch; Mrs. Seton; Miss Shaw; Mrs. Hart; Mrs. Fawcett; Mrs. Williams; Mrs. Cook, and female servant; Mrs. Guerin; Miss Gordon; Mrs. Turquand; Mrs. and Miss Cahill; Miss Arnott; Mrs. Stewart; Miss Dale; Cadet A. Billamore, Bombay Army; Brevet Captain J. B. Burt, 6th Bengal Cavalry; Capt. White, H. M's. 22nd Regt.; Mr. Watts, Merchant; Mr. Lloyd, b. c. s.; Lieut. W. Ballingall, 24th N. I.; Brevet Capt. E. Lynch, k. l. s.; 16th N. I.; Capt. Hebbert, Bombay Engineers; Capt. W. S. V. Hart, 2nd Grenadier Native Regt. Major Fawcett 2nd Bombay European Regt. Capt. Hawkins I. N.; Capt. Harding H. M's. 22nd Foot; The Revd. Dr. Stevenson; Capt. Evans; Mr. Campbell, b. c. s.; Mr. Rogers; Cadet W. L. S. Unett, Bombay Army; Mr. Turquand, b. c. s.; Cadet W. Y. H. Shortt, Bombay Army; Mr. Johnson, Chemist; Mr. Conybeare, Civil Engineer; Capt. Pieck; Cadet A. G. Thom-son, B'bay. Army; Cadet A. F. Batyee, Bombay Army; Lieut. R. C. Jones, H. M's. 22nd Regt; Cadet S. Y. Howison, Bombay Army; Cadet C. T. A. Colyear, Bombay Army; Mr. J. Robinson. 2nd Class Passenger, Mr. Spong.  
 " " —H. C. Steam Frigate Semiramis, Lieut. B. Hamilton, from Kur-rachee 6th January.  
*Passengers.*—Capt. J. McKenzie, 8th Bengal L. C. Commanding 6th Bengal L. C.; Captain C. Rowland, 2d Troop Bombay H. A.; Lieut. J. T. Kejr, do.—Lieut O. Bourdillon 25th N. I.; Mrs. McKenzie, and child; two European, and 5th Native rank and file, and 19th followers.  
 " " —Barque Sir Herbert Compton, F. S. Boulton, from China 2d December.  
 13th " —Barque Futtay Currim W. A. Borrer, from China 28th November. *Passengers.*—13 Natives.  
 13th " —Ship Earl of Balcarras, R. B. Baker, from China 28th Nov. *Passengers.*—McLean, Parish, Williams and Laird, Esq.  
 " " —Ship Franjée Cowasjee, R. Edwards, from Calcutta 17th ultimo. *Passengers.*—Mrs. Col. Garstin, and 3 children; Mr. and Mrs. Colluquon, and child; Miss French, Cornet Foster; one European and nine Native servants, and eight deck passengers.  
 " " —Barque Futtay Hulbarry, Nacodah, from Penang 2nd ultimo.  
 " " —Barque Stirlingshire, A. Rattray, from Liverpool, 5th September. *Passengers.*—Mr. & Mrs. Cowan.  
 14th " —H. C. Schooner Constance, Lieut. C. H. Berthon, from Aden 14th ultimo. *Passengers.*—One Seaman.  
 " " —Barque Assam, H. Currie, from from Grenock 20th August.  
 DEPARTURES.  
 7th January.—Ship Stalkart, A. K. Dixon, to Malabar Coast and Calcutta.  
 8th " —Barque Thomas Carty, W. Scott, to Liverpool.  
 13th " —Barque Arrow, G. Bulls, to Chy-san.



- 11th " —Ship Rajasthan, N. Stewart, to Vingoria, Cape and London.  
*Passengers.*—Mrs Reid, 3 children, and a European servant; Mrs. Goodenough and child; Miss Goodenough; Miss M Goodenough, Master Goodenough; Lieut. Col. T. Marshall, 11th N. I.; Capt. R. H. Goodenough, 26th N. I.; G. Radcliffe Esq. Cornet Madras Cavalry; Lieut. Faulkner, 2 children, with one European and one Native servant—T. Loughlan Esq. Bombay C. S., and lady; and 3 children, with an European servant.
- 12th " Ship Charlotte, J. Hawkins, to Hull.
- 13th " —H. C. Steamer Pluto, Lieut. G. F. Airey, to Vingoria.
- 14th " —H. C. Steamer Indus, A. Newman, to Kurrachee

P. W. LEGEYT,  
*Senior Magistrate of Police.*

Bombay, Police Office, }  
15th January 1845. }

List of Letters &c. received from China by the " Sir H. Compton," which cannot be forwarded to their destination until payment of the Ship's postage due thereon.

No.	To Whom addressed	Destination.
1	Aikman Campbell Colin Esq.....	Leith.
	John Black, Esq.....	Edinburgh.
1	Brownrigg Stewart, and Co. Messrs.....	Liverpool.
2	Gemmell Bras & Co. Messrs.....	Glasgow.
1	Codner Daniel Esq.....	Dartmouth.
1	Crum J. A. W. and Co Messrs.....	Glasgow
1	Daniel James, Miss.....	Biddeford Devon.
1	Dawson J. Esq.....	London.
1	Grant, Miss.....	Edinburgh.
1	Gemmell Mrs.....	Glasgow
1	Johnston Hon. A. R. Esq.....	London.
1	Lavallee Monsieur.....	Paris.
	Minister du Commerce.....	Paris.
1	Lawson J. and Son Messrs.....	Dundee.
1	McClelland James Esq.....	Glasgow.
1	Massit Mrs.....	London.
1	Murray L. & Co Messrs.....	Liverpool.
1	Mackey Holt & Co. Messrs.....	London.
1	Phelps J. Mr.....	Havenford West.
1	Rathbone Bras & Co. Mrs.....	Liverpool
1	Siddons Henry Mr.....	Edinburgh..

*By the Fort William.*

2	Alorsres Don Miguel Chane.....	Bordaux.
	Don Jose de Bergwiller.....	Bordaux.
1	Blight Mrs.....	Woolwich.
1	Clint and Septwithe Messrs.....	Liverpool.
1	Dixon Wm. W.....	Whitehaven.
1	Gaffney, R. Monsieur.....	Havre.
1	James Lewis Mr.....	Liverpool.
1	Huth, Frederico and Co.....	London.
1	Maverly W. L. Esq.....	London.
1	Nappier Chas. Esq.....	Newport.
1	Todd, Junr. Mr.....	Liverpool.
1	Martin Valentine and Co.....	Hamburg.
1	Sres Verges and Co.....	Bordaux.
1	White, Wm. Mrs.....	Whitehaven.

*List of Unclaimed Letters.*

1	Thomas C. Ansley, 9th N. I.....	Bombay.
1	Robert Andrews, Seaman on board of "Child Harold" do.	
1	Ilmo. Sr. Matiao A Romgo.....	do.
1	Capt. Bart, Post Office.....	do.
1	Frank Broughton Esq. Surgeon.....	do.
1	C. Andrews Brown Esq. Actg. Adj. 10th M. N. I. ....	do.
1	Capt. Capel, Bengal N. I.....	do.
1	Mrs. Coust.....	do.
1	Lieut. Coust N. I.....	do.
3	Mr. Cuthbert Clarke, Ship Child Harold.....	do.
1	Mr. John Curling, for Mr. C. Reeve.....	do.
1	J. M. Caulfield Esq.....	do.
1	M. R. Daniell Esq.....	do.
1	Mr. J. Cannon, Band Master.....	do.
1	Mr. Charles Douglas.....	do.
1	W. H. Davies Esq.....	do.
1	Charles Faulkner Esq.....	do.
1	Mr. W. B. Ferns, Indian Naval Office.....	do.
1	Messrs. Frank and Co.....	do.

1	Miss Goad.....	Bombay.
1	W. F. Giles Esq.....	do.
1	Mr. W. Giles.....	do.
1	Sr. Bento A. Guterres.....	do.
1	Mr. W. Hughes, Ship Child Harold.....	do.
1	Major General J. Hells, Madras N. I.....	do.
1	H. Hart Esq. Commissariat.....	do.
1	Mr. Hall, Esq. late Capt. 6th Regt.....	do.
1	Lieut. W. Hodgson, B. Arty.....	do.
1	Messrs. Line and Co. Agents.....	do.
1	R. Lewis Esq.....	do.
1	Capt. Marchbank, care of Dr. Muret.....	do.
1	James H. Morgan, Esq.....	do.
1	Geo. Miller Purser's Steward I N.....	do.
1	Messrs. Thomas Palmer and Co. Agents.....	do.
1	Corporal James Peat, 9th Lancers.....	do.
1	E. G. Reynolds Esq.....	do.
1	Mr. T. H. Ryan, Steam Dept.....	do.
1	Major Spencer 2nd Bombay European Regt.....	do.
1	Capt. R. Shortreed, Survey Department.....	do.
1	Mr. B. G. Carleton.....	do.
1	Mr. R. Wheeler, 28th Regiment.....	do.
1	H. Thomas Young Esq.....	do.

JOHN GORDON,  
*Post Master General.*

Bombay, Genl. Post }  
Office, 15th Jan. 1845. }

**Private Advertisements.**

WILL BE PUBLISHED

AT THE

VICTORIA PRESS IN APRIL NEXT.

**The Bombay United Service List.**

(TO BE CONTINUED QUARTERLY.)

C. W. Allen, begs to acquaint the Gentlemen of the Honorable Company's CIVIL, MILITARY, NAVAL and MEDICAL SERVICES on the Bombay Establishment, that he has completed the necessary arrangements for publishing (*Quarterly*) a work to be entitled the "BOMBAY UNITED SERVICE LIST," the first number of which will be issued from the VICTORIA PRESS, in April next, corrected to the 1st of that month.

In addition to the information usually given in the Lists of the Civil and Military Services now published separately, the "UNITED SERVICE LIST," will contain the ABSENTEE, FURLOUGH, and FUND REGULATIONS of each Service, together with an abstract of all General Orders published by the Honorable the Governor in Council, and His Excellency the Commander in Chief.—To this will be added the PAY TABLES of the Services; the whole forming a compact body of useful information, so arranged as to be of easy reference.

The Army List portion will be arranged upon an entirely new plan and will be accompanied by a copious Index.

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OR

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N. B.—The price of the *Bombay Government Gazette* to private Subscribers is Three Rupees per quarter, or 4 Annas per copy, payable in advance, and to Non-subscribers 8 Annas per copy. It is particularly requested to be noticed, that the price of the *Government Gazette* is the same whether it be taken for the whole or part of the quarter, as no subscriptions will be received for broken periods.

Subscribers are requested on change of stations to intimate the same to this Office.

Printed and Published by D. NICKER, at the Government Press, Apollo Street.



TO THE

# BOMBAY GOVERNMENT GAZETTE.

Published by Authority.

SATURDAY 18<sup>TH</sup> JANUARY 1845.

## NOTIFICATION. GENERAL DEPARTMENT.

The Hon'ble the Governor in Council is pleased to publish for general information, the following report of a Committee appointed by Government to examine the scheme of a Railway between Bombay and the Thull and Bhore Ghaut Roads; together with a paper of observations by Mr. Clark, which has been submitted to Government by the Provisional Committee of the projected Railway.

By order of the Hon'ble the Governor in Council,  
W. ESCOMBE.

Secy. to Govt.

Bombay Castle, 6th January 1845.

To,

W. ESCOMBE Esq.

Secretary to Government.

SIR,

1. We have the honor to acknowledge the receipt of your letter No. 2257, of the 19th July last, appointing us a Committee to receive, examine, test and submit to Government the proof which the promoters of the projected Railway between Bombay and the Thull and Bhore Ghaut roads, had to offer of the present traffic, the cost of conveyance of that traffic, and the probable expense of making, working and maintaining the way, and the Net receipts to be derived from the undertaking.

2. In compliance with these instructions, we addressed a letter dated July 22nd to the promoters of the scheme intimating our readiness to enter upon the enquiry, and on the 5th of August and following days, Mr. Clark attended on their behalf, and submitted to us the information he had collected.

3. When Mr. Clark first met us, his plan was not defined, neither the distance the railway was to be carried, nor its general direction was settled, and his estimates were necessarily in an unfinished state. Altho' therefore, we immediately commenced taking minutes of his evidence, little progress could be made in examining or testing the traffic, until the above points had been settled, and the scheme had assumed a more definite and tangible form.

4. On the 14th August Mr. Clark having finally arranged his plan, submitted the annexed paper marked **A**, and after comparing it with the documents submitted by him, in proof of the several items, we considered it necessary to obtain all the official information procurable on the subject, and with that view we addressed letters to the Collectors of Tannah, Candeish, Poona and Ahmednuggur, the Sub-Collector of Nassick, the Collector of Continental Customs, and the Collector of Customs of Bombay. On receipt of their replies to those letters, and sundry other references, we proceeded to compare the official returns with Mr. Clark's Estimate, and, altho' the latter was found generally correct with regard to the value of the trade, the deductions drawn from the value as to the cost of land and sea conveyance, at once proved to be so erroneous, that it became necessary to form an entirely new estimate.

5. Our Estimate of the traffic is marked **B**, but before entering upon it, it may be convenient to trace the course of the projected railway, and to take into consideration the cost of its first construction, and of its subsequent maintenance.

6. It is proposed to recover from the sea beach between Warree and Chinch Bunders, a space of 1,800 feet long and 300 feet wide, for the Bombay terminus. From this spot the line commences on the level of the adjoining roads, and crossing the Warree Bunder Road passes thro' the large field used for stacking timber, it then crosses the Mazagon road near the entrance to the Police office, Nesbit Lane, near Mrs. Nesbit's Chapel, and the Parell road near the three Miles stone, whence, passing on to the flats to the North of the Byculla Tank, it skirts the private lands adjoining the Parell road, and crossing the Mahim and Dharavee roads, joins the Sion Causeway, near its South Western extremity. It then crosses twice the causeway, and three times the present line of the Tannah road, nearly following its course to within a short distance of Koorla, where, leaving it to the West, it passes near the Villages of Neopara, Ghat-Kooper, Ircooly and Bhandoop, and rejoins the Tannah road near the 20 Miles stone; Mr. Clark has not yet determined on a site for a bridge across the Tannah river, but he has stated his belief, that a little below Tannah there is a more favorable spot than at Tannah itself, and that by adopting it, the line will avoid entering the Town of Tannah altogether. From Tannah the line passes round Persick Point, to a village about four miles distant, called Dynhoolie, to which point only Mr. Clark proposes having a double line of rails. From Dynhoolie one branch runs thro' Cullian, crossing the Cullian river about four miles above the town, to Purgah, on the Thull Ghaut road, and the other branch following the general course of a road projected by Major Peat, from Tannah to the 6 Miles stone on the Poona road, which it crosses, descends into the valley of the Apta river, and again approaches the Poona road near the 18 Miles stone, and runs nearly parallel with it to Kapoolee at the foot of the Bhore Ghaut.

7. As connected with this branch of the subject, we beg to call the attention of Government to the five Estimates annexed to this report, and marked **C, D, E, F, G, C**, which relates to the cost of construction of the short line formerly contemplated; **D**, to that of the extended line now proposed; and **E** to the annual cost of working &c. are those handed in by Mr. Clark, they have been considerably altered since he first met us, as it was considered advisable to allow him, during our meetings, to adopt our views, and to alter and revise his plans and estimates as he might see fit.

8. Estimate **F**, has been drawn up by ourselves, and shows in a more detailed form than Mr. Clark's, the cost of constructing the extended line; It does not, however, profess to be more correct, the detailed form having been preferred merely with the view of facilitating the explanation of its several items.

9. Mr. Clark's revised Estimate **D**, does not very materially differ in amount from our own **F**, and it is believed that Mr. Clark is quite willing to acquiesce in the general correctness of the rates and amounts which we have fixed.

10. It must be borne in mind, that not only has no part of the line of the proposed railway been surveyed, but that not a single level has been taken, with the object of ascertaining its merits for a rail road; indeed one portion of it has not even been seen by any party, whose evidence, written or verbal, we had the opportunity of obtaining. It is clear, therefore, that any estimate for a railway, formed on such imperfect data must be liable to contain very extensive errors.

11. Among the most expensive works connected with railways, are the vast cuttings and embankments frequently found necessary; Mr. Clark assumes, and for a considerable portion of the line we think he is likely to prove right, that an embankment of an average height of four feet, will carry the rails over the whole distance on a level, or with gradients so trifling, as to be unimportant; but until a section of the country is taken, it is impossible to foresee to what extent cutting and embankment may prove necessary.

12. For these reasons it has appeared to us that to profess accuracy in detail, when positive accuracy is so evidently unattainable, would be more calculated to mislead than to be of any use, and in the following explanation of the several parts of the estimate it will be seen, that although for many of the items we consider we have sufficient data, for others, we have been compelled to resort to something very like guess work.

13. The opinion above expressed in favour of Mr. Clark's assumption, that an embankment four feet in average height will be sufficient to carry the rails on a level, over a considerable portion of the line, is based on the following facts; from the Bombay Terminus to the flats, the line passes over a portion of the island formerly overflowed by the Sea; from Byculla along the flats to Sion, an embankment will be necessary, but 2 feet will keep the rails clear of the floods, and it will depend on the general level of the line how much higher it may prove necessary to raise it, but in the deepest part it probably would not exceed 4 or 5 feet. A little beyond Sion some cutting will possibly be necessary, but the distance is very short, and the amount unimportant; on approaching Koorla the land is nearly on the level of the higher parts of the flats of this Island, viz. a few feet above high water mark, as is proved by the tide flowing up to the road side. From Koorla to the twentieth Mile stone the line runs nearly parallel with the Western bank of the Tannah river, it has been surveyed by Captain Crawford of the Engineers for a road, and he states, that, along the whole of this line there need not be a rise of 10 feet; From the 20th Mile stone to Tannah the line passes over an extensive tract of rice fields; from Tannah to Cullian the line again skirts the bank of a tide river over singularly flat country, and from Dynhoolie to the 6th Mile stone on the Poona road; the line has been surveyed by Captain Estridge of the Engineers, who has informed us that in the whole distance there is only one hill, and that, he thinks, may be turned or avoided altogether. Beyond the sixth Mile stone on the Poona road, we fear that some undulating country will be found, but Mr. Clark who has examined it, is of opinion, that by following the course of the Apta Valley the difficulties may be avoided.

14. Of the country between Callian and Purgah we know nothing, and it is this portion of the line regarding which, as noticed in the tenth paragraph of this report, no evidence has been brought forward.

15. As we had no means of ascertaining what cutting or embanking might be necessary, and any assumption we might make would therefore be liable to error, we have adopted the section of an average embankment handed in by Mr. Clark, from which the quantity of earth work may be easily calculated.

16. The rate in the Department of Public works at the Presidency for excavating foundations is 12 Annas per 100 Cubic feet, but considering the increased difficulty of working in a confined cutting, that labour in the Concan is cheaper than in Bombay, and that parties are readily found to contract for less than Engineer Officer's Estimates, it has been assumed, that the work may be performed from side cuttings for 10 Annas per 100 Cubic feet.

17. In Captain Crawford's line of road above referred to, there are an unusual number of small water courses, but as he has given the breadth and depth of every one, it has been considered advisable to apply the average amount of drainage per mile required on this part of the line over the whole distance, the rate for the drainage has been derived from Captain Cruickshank, Superintendent of Repairs.

18. It would swell this report to too great a length to explain in detail each item, but we may mention, that for the rails, chairs, and engines, Mr. Clark has satisfied the Committee by the production of offers from Manufacturers in England, that the rates put down in the estimates are sufficient; and for blocks, ballasting metalling &c. it is believed that ample rates are allowed.

19. With regard to the estimate for forming a terminus in Bombay, the only item requiring explanation is the rate of the filling in. Immediately behind the site selected is Nowrojee's Hill, one of the most extensive quarries in Bombay; Mr. Clark expects to be able to procure at a fair price the quarry rubbish, which is now thrown to waste, and in that case it is probable the filling in may be done for the sum estimated.

20. The crossing of the Sion Marsh is a work the cost of which it is extremely difficult to estimate, as we have no means of ascertaining the depth of the mud, or its ability to sustain weight, upon which, and many other circumstances connected with it, the cost will depend; Mr. Clark proposes to make large hurdles from the Mangrove bushes growing in the vicinity, and expects from former experience, that by laying alternate layers of hurdles and mud, to be able to raise a bank which the soil will be capable of sustaining, he estimates that this can be done for Rupees 18,700; we are disposed to believe this plan to be feasible, and considering how much the deposit of mud has increased, and how greatly its power to resist pressure must be enhanced by the roots of the Mangrove growing in it, we think that the sum allowed will probably be found sufficient.

21. In addition to the ordinary drainage required along the line, separate provision has been made under the head of bridges, for crossing all the rivers of any magnitude. The two principal ones are at Tannah, and above Cullian; for forming a bridge across the former, Captain Estridge in 1836, prepared an estimate amounting to Rupees 28,600, exclusively of Convict labour, which it was proposed to employ; further experience has led that officer to believe his estimate insufficient, and taking into consideration the value he expected to derive from convict labour, he is now of opinion, that the cost of the bridge with free labour would not be less than Rupees 1,20,000.

22. The Cullian river at the point proposed to be crossed is about 800 feet wide; but being above the reach of the tide, and being dry during the months of April and May, little difficulty will be experienced in forming the foundations. We have had very little information to guide us as to the cost of this bridge, but in allowing Rupees 2,00,000, we believe ample provision is made for it. In respect to the two Taloojee, and the Nowra, and the Assoot bridges, we have been favored with the opinion of Captain Estridge, who has measured the rivers, and he considers the sums allowed for them to be ample. For the other bridges, the breadth and depth of water way have been furnished to us by Mr. Clark and Captain Estridge's rates applied to them.

The Dapooree bridge 479 feet long, cost Rupees 68,000.

23. The amount of accommodation provided at the terminus, and for goods and station sheds, is what Mr. Clark has considered necessary; the rates of the buildings it is believed will be found ample.

24. Regarding the supply of water, the capacity of the tank required for a given number of engines has been supplied by Mr. Clark, but the cost of sinking wells depends so much on situation, that this portion of the estimate must be considered liable to great alterations.

25. In Vol: III, part 4th, of the transactions of the institution of Civil Engineers, a very detailed statement is given by authority of the Locomotive Department of the London and Birmingham Railway, and as it is brought forward in proof of the careful management of the railway in question, it may be fairly assumed, that any deductions that can be drawn from it, will be applicable to the Bombay Great Eastern Railway, provided that railway be equally well managed.

26. Mr. Clark proposes to convey all Merchandize by Horse power, but Passengers, Coolies and their loads, Cattle, Sheep, &c. by locomotive power at high rates of speed, and to have two trains a day in each direction. From calculations we have made, we are of opinion, that for the estimated passenger traffic at the average speed prevailing on railways in England, ten Locomotive Engines including spare ones will not be found too large a number.

27. It will be seen below, that we have estimated the merchandize and goods traffic likely to come to the proposed railway at 89,94,353 Tons gross, 1 mile per day, and the power of an ordinary horse of this country of about Rupees 400 in value, at 107½ Tons, 1 mile a day. If this estimate be correct, 267 Horses will be required to be constantly at work, and allowing one-fourth for spare, the total number required will be 334.

28. The number and consequently the cost of turn tables and switches, will depend so much upon the details of the plan, which has not yet been made, that we are compelled to assume a per centage on the cost of the rails, derived from some of the published accounts of railways of England.

29. In the workshop we have, it is believed, provided all the machinery and tools that will be required, the prices having been fixed with reference to lists of prices laid before us.

30. We have observed, that in all the statements of expenses in English railways, a charge is made for "Deduction;" the amount however of this item in the estimates, has been left blank, as we are not prepared to suggest any rate of remuneration, and Mr. Clark expects that it will not prove necessary to incur any expense on this account. We have likewise omitted to estimate remuneration to the Superintending Engineer.

31. With regard to compensation for the purchase of Land, it will be found that the rates assumed are those allowed in the Office of the Superintendent of Repairs, for land purchased for widening or making roads. It is understood that private property beyond the limits of the Island will be given up without charge, but the sum of Rupees 28,550 has been inserted in the estimate to cover any expenses that may be incurred in removing buildings, enclosure walls &c. that may interfere with the line.

32. The estimate G, is the estimate we have framed of the annual expense of maintaining the way, establishments, and haulage, and it does not very materially differ from Mr. Clark's Estimate marked E.—In respect to the two first items we have been guided by Mr. Clark's evidence, but in respect to the remainder we have been obliged to rely on our own experience, or on published information regarding railways in England.

33. The result of this portion of our enquiries is that the cost of the construction of the railway will be Rupees 54,75,605, and of its annual maintenance Rs 8,99,795.

34. We shall now proceed to consider the estimate of traffic, and we would here observe, that we much fear that this estimate, though not liable to so many causes of error as the estimate of construction may, after all our care, contain many inaccuracies.

35. The first part of the estimate is framed from Mr. Jackson's return of the trade passing the ferries of Colsette and Tannah, and the Bunders of Bhewndy Collair, Kallain, Sanjah, Kusseelee, and Panwell; and from the returns of trade passing the Sion causeway, kept by the Collector of Customs; the 1st column shews the articles of which the trade is composed, the second their value, the third their weight, the fourth the distance in miles, and the fifth the weight multiplied into the distance conveyed by land in miles, or the total weight for one mile. For the weight we have not always had official documents to guide us and where this has happened, we have been obliged to seek our information from a variety of sources. We believe, however, that this part of the estimate will prove to be substantially correct.

36. We have been unable to ascertain with any certainty the portion of the produce of the Deccan consumed at places on the line short of Bombay, or the portion of the exports from Bombay consumed in Salsette, and the Concan. Our estimates therefore in these respects may be found to be by no means accurate.

37. As Colsette Ferry is on the direct land route to Nassick, and as none of the trade passing by it appears to be the produce of the Concan, we have assumed that the whole is conveyed by land, the entire distance from Colsette to Purgah; (15 miles,) nevertheless it is very probable that some small portion may be conveyed no further than Bhewndy, one of the principal Marts of the northern Concan; and we have on this account assum-

ed that one-fourth of the Sea trade of that port is for local consumption, and therefore, as the railway would not approach nearer to it than five or six miles, that this portion of the Blewndy Sea trade, as well as the tiles and bricks made there, and the rafters and bamboos brought there from the neighbouring Jungles, would in no case come to the railway.—The bricks and tiles made at all the other ports, excepting Kallian, which is the only one the railway passes, have for the same reason been omitted.

38. Excluding bricks and tiles, the Sea trade of Collair is very trifling, and as we have no reason to suppose that what there is, is conveyed to that port for local consumption, we have assumed that it is conveyed the whole way from Purgah to Collair by land, and thence by sea to Bombay.

39. The Sea trade of Kallian and Sunja consists principally of the produce of the Concan, and a portion of it is doubtless for local consumption; we have therefore adopted Mr. Clark's estimate that three-fourths of this trade would probably be conveyed by the railway. The only item upon which land carriage is at present paid for the conveyance on the line of the railway, is the grain from the Deccan, which we assume is brought via Purgah, distant 8 miles.

40. The trade passing the Tannah ferry, with the exception of Grain, the produce of the Kulva Talooka, we assume is conveyed the whole distance from Tanna to Kandalla. The conveyance of this trade between Tanna and Bombay will be found under the head of Salsette Trade.

41. The grain of the Concan and the sundries included in the return of the Sea trade from Panwell, we suppose are now brought by land an average distance of 16 miles, on the line of the proposed Railway; excepting these and bricks and tiles, we have assumed that the whole of the trade of Panwell is conveyed the entire distance between Panwell and Kandalla; which, taking the difficulties of the Ghaut into consideration, may be estimated as equal to 32 miles of level road.

42. Though in our estimate of the salt trade on the Bore Ghaut road, we have included the whole that now passes for the distance it is conveyed on the line of the present Railway, we are very doubtful whether in the case of the principal portion (that brought from Penn,) it will be found worth while to transfer it to the railway to be conveyed by it for the very short distance of only 3 miles.

43. Of the Salsette Sea trade, and the Treasure, we have no official returns, but the items are so very trifling as to be unimportant. The returns of the Sea trade of Tannah and of the amount of Treasure are taken from Mr. Clark's estimate, and the Sea trade of Bhandoop from the statement of the proprietor, Mr. Clark has assumed, that one half per cent would be paid for the conveyance of treasure; but we believe no extraordinary expense is now incurred in regard to this item, and we have therefore only allowed for the cost of conveying it according to its weight. Trade between ports has been omitted, as upon examination it appeared evident that no portion of it was likely to be brought to the railway.

44. The return of the weight and cost of conveying the Dawk has been furnished by the Post Master General, and that of Troops and Military Stores from the Military Board Office.

45. The several returns are numbered from 1 to 13 and in the column of remarks will be found the proportion between the weight and the value, or number of those articles, the weight of which has not been furnished officially.

46. No. 14 is the Estimate we have drawn up of the cost of land conveyance, ferry charges, freight and landing and shipping charges per Cwt. We are disposed to think that the rate of cart and bullocks hire on the Poona road, furnished by the Collector of Poona, is too high, as it is more even than private Gentlemen pay for carriage of their baggage, but as it is the only official data before us, we have adopted it.

47. No. 15 is a statement deduced from the preceding ones, of the weight of the whole trade conveyed both by land and sea, and the present charges incurred upon it. It will be at once seen by inspection how it has been drawn up, and from it we estimate that the present cost of conveyance of all the merchandize, Troops, Military Stores, Treasure, and the Dawk does not exceed Rs. 6,34,810, being less by Rs. 6,29,268 than the amount assumed by Mr. Clark.

48. Doubtless if the railway be established, a great increase of traffic along it will be the result, but on the other hand, unless it can be proved that the rate now paid for conveyance is as low as it can possibly be brought, it must be expected that the Proprietors of the present means of Transport, rather than lose their employment, will reduce their charges to compete with the railway; and it is evident, therefore, that unless the railway can and will carry this traffic at considerably less than the sum now paid, a large portion of it will still be conveyed by the existing means. These remarks refer with particular force to such articles as are heavy or bulky in proportion to their value, and are at present water borne, such for instance as cotton, which, as far as our enquiries enable us to judge, can only be brought by land, except during the Monsoon, for the purpose of evading the Customs.—We however, are not prepared to fix any deduction from the present amount supposed to be paid, and we are the more willing to let it stand as it is, in as much as no increase is made in the estimate on account of the expected increase of traffic.

49. We now proceed to the question of Passenger traffic, and regret to say we have not been able to obtain any direct official information regarding its amount that can be depended upon. Mr. Clark's theory is clearly not tenable, for instance, it appears from the returns kept at Sion that the gross number of persons passing the causeway is less by nearly one tenth than the number he states go the entire distance from Bombay to Purgah and Khandalla, where as a large number of the persons passing the causeway must belong to the local traffic of Salsette; indeed from the Sion returns it appears that considerably more than one-half of the number passing the causeway do not come from or proceed further than Bhandhoop.—We have, therefore, adopted the Estimate in Statement No. 16, which, though probably below the actual number, is the best we can form. There is doubtless, a considerable traffic between the various Villages of the Concan on the line of the proposed railway, but as we can obtain no account of it we have been obliged to omit it.

50. The next statement, No. 17, shows the gross amount that would be derived for the conveyance of this Passenger traffic at the rates Mr. Clark has fixed, which may, however, be found higher than the poorer classes can afford to pay. The amount of expected receipts for Passenger traffic is thus estimated at Rs 2,72,165, and the gross receipts, both on account of Merchandize and Passenger traffic, will be Rs 906,975 Upon Mr. Clark's plan, and assuming the estimates of construction, maintaining and working to be correct, this amount, after paying the current expenses will yield a net return of Rs 7,180, or 2as 1p, per cent. The time, however, that

must elapse before the railway can begin to pay, will not be less than three years, and, assuming that the capital be called in three equal instalments, one at the beginning of each year. The loss to proprietors on this account would be Rs. 5,47,560, which, in any calculations should of course be added to the capital.

51. The result of the enquiries, of which we have here endeavoured to give a brief outline in elucidation of the more detailed documents appended to our report, leads us to believe, that unless some modification could be suggested, Mr. Clark's scheme must fall to the ground, as the cost of haulage would far exceed the amount the expected returns warrant; and it has occurred to us that the following plan, which has been adopted by Mr. Clark, and, as will be seen by the remark in his estimate No. 3, has been in part approved and adopted by him, might be deserving of consideration.

52. It appears from calculations that have been made, that horse power on railways in this country will be found far more expensive than locomotive power at a low rate of speed, and that reductions of speed, with locomotive power, are attended with far more than proportional reductions in expense. In England, coal though a far cheaper fuel than coke, is not allowed to be used on the public railways but a similar restriction does not seem called for in the present instance. Abandoning therefore the use of horses, and high rates of speed, and substituting locomotive power at the low rate of speed of 10 miles per hour, both for the merchandize and passenger trains, and using coal for fuel instead of coke, the following reductions in the estimates of construction and maintenance will be effected.

Reduction in Estimate of Construction.		Additions to Estimates of Construction.	
334 Horses.. .. .	1,33,600	4 Locomotives.....	60,000
334 Sets of Harness. .. .	16,700	4 Tenders .....	12,000
	1,50,300		72,000
10 per cent .....	15,030	10 per cent .....	7,200
Total Reductions .....	1,65,330		
Total Additions.....	79,200		
Net reduction.....Rs	86,130		Rs 79,200

*Memorandum of alterations in Estimates of Annual Expenses.*

Reductions in Estimate of Maintenance.		Additions to Estimate of Maintenance.	
Repairs of 10 locomotives.. .. .	21,000	Repairs of 14 locomotives @ Rs. 1,212 each .....	16,968
Ditto. Harness .....	6,012	Wear and Tear of Engines &c .....	52,614
Wear & Tear of Engines and Carriages.	55,383	Expense of 4 additional locomotives ..	24,000
Ditto ditto of Horses .....	44,533	Cost of coal for Passenger trains .....	19,954
Ditto ditto of Harness.....	4,175	Ditto ditto for Goods trains. ....	18,194
Cost of coke.....	1,55,382		1,31,730
Keep of 334 Horses.....	80,160		6,586
	3,66,645		
5 per cent ..	18,332	5 per cent ..	
Total reductions .....	3,84,977	Total Additions ..	1,38,316
Deduct addition.....	1,38,316		
Net deduction ..	2,46,661		

53. The result will thus be a profit of Rupees 2,53,841 or Rupees 4.11.4 per cent upon the Capital, but from this must be deducted the loss on account of interest, and the expense for direction and Superintendence.

We have the honor to be &c.

(Signed) E. H. TOWNSEND.  
W. ESCOMBE.  
,, J. SWANSON, Capt.  
,, H.B. TURNER, Capt. Eng.

Bombay, Castle 9th November 1844.

P. S. The estimates of the cost of construction and maintenance have been submitted to the Military Board, whose reply forms one of the accompaniments to this report.

(True Copy.)

W. ESCOMBE, Secy. to Govt.

**A.**

ESTIMATE OF TRADE AND TRAFFIC. 1844.

*Ferry Traffic.*

1. *Collair with Colsette.*

Foot Passengers .....	Rs 1,82,500 @ Pies 3	Rs 2,852
Bigaries .....	3,650 ,, 0 7½	143
Hackries .....	4,380 ,, 2 6	684
Horses .....	4,050 ,, 8 ,,	2,025
Cattle .....	5,475 ,, 1 4½	470
Sheep and Goats .....	36,500 ,, 4½	855
		<u>7,029</u>

2. *Kulwah with Tanna.*

Foot Passengers .....	2,19,000 @	A. P. 3	Rs 3,422
Bigaries .....	1,825 ,,	6	57
Hackries .....	200 ,,	2 6	31
Horses .....	3,285 ,,	4 ,,	821
Cattle .....	3,650 ,,	1 4½	314
Sheep and Goats .....	54,750 ,,	3½	998
			<u>Rs 5,643</u>

Rs 12,672

These charges include shipping and landing upon Cattle, Sheep, & Goats.

These two items may be checked as follows:—

Receipts on Merchandize.

*Colsette.*

Cotton .....	Rs 2,311
Opium .....	361
Piece Goods .....	904
Yarn .....	104
Sundries .....	2,703
	<u>6,383</u>

*Kulwa.*

Piece Goods .....	904
Sundries .....	2,703
	<u>3,607</u>
Passenger Traffic as above .....	12,672
	<u>22,662</u>

*Colsette.*

Ferry rent .. .. .	9,025
Profit .....	902
Working .. .. .	1,200
	<u>11,127</u>

*Kulwa.*

Ferry rent .. .. .	6,900
Profit .....	690
Working .....	852
	<u>8,442</u>
	<u>19,569</u>
	<u>3,093</u>

3. *Panwell with Bombay.*

Net rent (average 3 years) .. .. .	23,575
Profit and security 10 per cent .. .. .	2,357
Cost of working .. .. .	3,600
	<u>29,532</u>

4. *Tannah with Bombay.*

Net rent (average 3 years) .. .. .	653
Profit and Security 10 per cent .. .. .	65
Cost of working .. .. .	86
	<u>804</u>

5. *Cullian with Tannah.*

Gross receipts supplied by Mr. Seaward .. .. .	1,500
	<u>31,836</u>

Nos. 3, 4, & 5, are wholly Passenger Ferries.

*Ferry Trade.*

1. *Colsette with Collair.*

Cotton value Rupees .. .. .	4,93,685
Cotton 100 Docras value Rs 1000, = 450 Bombay Maunds,	
Coolie hire Rupees .. .. .	2 0 0
Ferry charge .. .. .	4 0 11
Shipping and landing .. .. .	3 0 0
	<u>9 0 11</u>
Charges on Rupees 1000 of Cotton .. .. .	9 0 11
Total cost of conveyance .. .. .	4,782
Opium value Rupees 77,32,000, 100 Chests, = 500	
Bombay Maunds, Rupees .. .. .	1,00,000
	<u>4,782</u>

4,782

Carried forward Rs 44,508



Brought forward Rs 44,508

Coolie hire . . . . .	Rs. 6 -4-0
Ferry charge . . . . .	4-11-0
Shipping and landing . . . . .	6 -4-0
	<hr/>
	17-3-0

Total cost of conveyance . . . . . Rs 1329

Piece Goods Rs. 2170117, value per Bombay Candy and half = Rs 900

Cost of transit,	
Shipping . . . . .	4
Ferry charge . . . . .	6

As. 10

Total cost of conveyance . . . . .	1507
Indigo Rupees 2,68,800, cost of conveyance about one twentieth that of Cotton . . . . .	239
Europe yarn Rupees 1,17,142, value per Bombay Candy & half Rupees 420, charges Annas 10 . . . . .	174
Sundries Rs. 8,12,623, average value per Bombay Candy & half Rupees 155, charges Annas 10 . . . . .	3276

2. *Tannah with Kulwah.*

Piece Goods value Rs. 16,15,253, charges as above, cost of conveyance . . . . .	1122
Sundries Rs. 8,62,162, at Rs. 155 per Candy and half, charges as above, cost of conveyance . . . . .	3476

Rs. 905

*Sea Trade with Bombay.*1. *Bhewndy.*

Sundries Rs. 14,28,755, value per Candy Rs. 15, charges per Candy Rs. 1½ say Rs. 1. Total cost of conveyance of three-fourths of the trade . . . . .	71437
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2. *Collair.*

Sundries Rs. 12,405 value per candy 50, charges Rupees 1 . . . . .	248
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3. *Kusseylee.*

Cotton Rs. 23,69,653, value per candy Rs. 60, charges Rs. 1 . . . . .	39494
Sundries Rupees 1,53,688 @ Rs. 50 per candy charges, Rs. 1 . . . . .	3073

4. *Culliam and Sanjah.*

Sundries Rs. 3,90,044 value Rs. 50 per candy charges Rs. 1	
Total cost of conveyance of three-fourths of the trade . . . . .	5850

5. *Panwell.*

Cotton Rs. 27,13,015, value per candy Rs. 60, charges Rupees 1 . . . . .	45217
Piece Goods Rs 18,68,321, charges per candy Rs. 1, value Rs. 600 . . . . .	3114
Sundries Rupees 35,71,720 at Rs. 50 per candy, charges Rs 1 . . . . .	71434

6. *Trade between Ports.*

Grain, Ghee, Oil &c., Rupees 9,88,378, value per candy Rs. 20, charges As. 8 . . . . .	24709
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2,64,576

*Main land Conveyance.*

The hire of Brinjary bullocks per day Drivers included, is As. 2. The marches from 8 to 10 miles, or even 12.

The passage of the 12 miles, including the Thull Ghaut occupies two days. That of the 4 Miles, including the Bhore Ghaut occupies one day.

In such cases however the march is forced, and in hot weather the loss of bullocks on the Thull Ghaut is estimated at 20 per cent.

Dhoolia is 198 miles 7 furlongs 99 yards from Collair say 200 miles, and this is a fair average distance for Cotton, but call it 250 miles.

Rs. 5.5 is paid per bullock load from Dhoolia to Collair and 3.25 loads = 1 Candy = Rs 60.

Hence 5.5 × 3.25 = say Rupees 18 conveys Rupees. 60 = 250 miles. Rupees 3 conveys 1 = 250 miles. Thus the charge is 30 per cent or  $\frac{3}{10}\%$  = 12 per cent per average mile.

But on the Ghaut the distance travelled per day is, say half as much as on other parts so that the expence per mile will be double that of other parts of the road or .24 per cent per mile.

In the country below the Ghaut the forage is dear and water often scarce, hence here the cost is .15 per cent per mile, and over unmade roads near the Sea the cost is .2 per cent per mile.

Carried forward Rs 3,24,969

1. **Thull Ghaut Trade with Kusesylee, Collair and Bheundy.**

Bhewndy Rupees	14,28,755	conveyed 12 miles—	5715020	conveyed 3 miles.
Collair..	12,405	” 15 ” —	62025	”
Kusesylee	25,23,346	” 15 ” —	12616730	”
Collair in- clusive of opium & Indigo..	35,94,367	” 15 ”	17971835	
			36,365,610	conveyed 3 miles.

100 : .12 :: 109096830  
5 x 3

327,29,0490  
1,63,6,452,450

Total cost of conveyance ..	.. .. .	1,63,645
Opium .. .. . Rs. 7732000		
Carts 400 @ Rs. 6 ..	2400	
Bullocks 3,332 @ 1-4 ..	4165	
Camels.. 500,, 3-0..	1500	
Horses.. 1,000,, 1-8..	1500	

Cost on 54 miles....	9,565	
Cost on 15 miles... ..	3.6	2,656

Indigo cost of conveyance  $\frac{1}{2}$  that of Cotton.  
Cost on 15 miles at .007 per mile.. .. . 302

Total cost of conveyance of Thull Ghaut Trade  
TRAFFIC ON THULL ROAD. 1,66,803  
4,91,592

**Purga to Bombay 40 miles.**

Foot Passengers.. .. .	1,82,500	@ P. 1 $\frac{1}{2}$	57,031
Bigarries.. .. .	3,650	.. 2	1,521
Persons now riding in Hackeries.. ..	17,520	.. 4	14,600
Horses.. .. .	4,015	As. 2	20,075
Cattle .. .. .	5,475	1	13,687
Sheep and Goats .. .. .	36,500	P. 1	7,604
			1,14,518

**THIS IS THE CHARGE PER RAILING TO BOMBAY.**

The charges per Hackery passengers between Bhewndy and Bombay are as follows, allowing 4 persons per Hackery.

To Collair.. .. .	As. 2	..
Ferry.... .. .	..	3
To Tannah.... .. .	..	2
To Bombay.... .. .	..	7
		11 3

The distance of road is about 30 miles.

The cost therefore is pies 4.5 per mile.

Looking to the general purposes for which the foot Passengers visit Bombay, Mr. Seaward is of opinion, that, to save a day, they could and would afford to pay at least  $\frac{1}{2}$  of an Anna per mile. This refers only to the lowest. The greater bulk of those who come down the Ghaut would pay at least double.

**TRADE UPON THE BHORE GHAUT ROAD.**

Panwell and Bhoire Ghaut 28 miles, value Rupees 86,50,322, conveyed 28 miles and Kulwa Trade on same road Rupees 24,77,415 conveyed 22 miles, dividing the Ghaut from the road below, we have.

86,50,322	conveyed 4 miles.
24,77,415	.. 4 ..
11127,737	.. 4 miles at .24 per mile or .96. 100 : 96 :: 11,127,737
Cost of this trade on the Ghaut.. .. .	1,06,826

**BELOW THE GHAUT.**

**Panwell Trade.**

Panwees 86,50,322 conveyed 24 miles.

**Kulwa.**

Rupees 24,77,415 conveyed 18 miles. The whole being equal to Rupees 252201198 conveyed 1 mile, 100 : .15 :: 25,2201,198

Total cost of conveyance.... .. 3,78,301

**Panwell Traffic.**

Foot Passengers average distance 50 miles..	96,000 @ P 1 $\frac{1}{2}$	37,500
Bigarries.. .. .	.. 88,512 .. 2	46,100

**Kulwa trade with the 6 miles stone.**

Rs 24,77,415 over 24 miles. 83,600

or 59,457,960.... 1 mile.

100 : .2 : 59,457,960

Cost of conveyance.... .. 1,18,916

Brought forward Rs 1293,753

*Traffic over the whole distance ; average distance 60 miles.*

Foot Passengers.....	2,19,000 @ P 1½	1,02,656
Bigaries..	1825 ,, 2	1,141
Hackries..	200 ,, 4	250
Horses..	3235 Ans. 2	24,637
Cattle..	3650 ,, 1	13,687
Sheep and Goats..	54,750 P 1	17,109

*Salt Trade.*

In the year 1836 | 37, there traversed the Bhoze Ghaut 78,651 salt bullocks; and since that period, the general trade, estimated by the tolls, has increased 3½ fold, therefore in 1843 | 44, 78,651 x 325 salt bullocks traversed the Ghaut or 2,55,615, of which about three-fifths came from Penn, and two-fifths from Panwell.

*Penn and Sanksey.*

Bullocks 1,53,369 over 8 miles, including the Ghaut, being 1½ days @ Ans. 3..	43,135
Bullocks 1,02,246 over 22 miles including the Ghaut, 3 days @ Ans. 2½..	47,928

1,59,480

91,063

This is probably near the mark, for the quantity of salt sent from Sanksey up the Ghaut in 1843 | 44 was 4,21,346 Indian Maunds, which at 2½ Maunds per salt bullock load, gives 168,538 bullocks, or 15,169 above my estimate, but this year is above the average owing to the expectation prevailing that the duty would be raised.

*SALSETTE TRADE WITH BOMBAY.  
SEA TRADE.*

1 <i>Tannah.</i>	
Sundries, Hay &c., Rs 15,699, value per candy Rs 20 charges As .14 ..	686
2 <i>Colsette.</i>	
Sundries, Rs 186 as above freight Rs 1..	9
3 <i>Bhandoop.</i>	
Sundries Rs 2,40,091 at Rs 200 per Candy, freight 10 As. ..	750

*LAND TRADE**Fair weather imports.**Carts.*

	Rs	Ans.	
Hay, Grass &c. 55,292 ; say half comes	27,646 @	1	27,646
Brick, tiles, chunam ..	6,436 ,,	1	64,36
Spirit ..	69 ,,	1	69
Salt..	902 ,,	1	902
Cotton ..	1,580 ,,	1 12	2,765
Opium ..	945 ,,	1 12	1,653
Sundries from Colsette and Tannah, Value Rs 666,518			
Say Rs 200 per cart load 3,332 Rs 1-12 ..			5831

*RAINS.*

Hay &c. half taken.....	5,243 @ Rs. 1	5,243
Brick.....	529 ,, 1	529
Spirits.....	28 ,, 1	28
Salt.....	529 ,, 1	529
Cotton.....	100 ,, 2	200
Opium.....	161 ,, 2	322

45,302

6851

*Exports the whole year from Bombay*

Value Rs 17,84,153 @ Rs. 200 per cart load.	
Carts 8,920 @ Rs. 1-14.....	16,725
Traffic average of May and June, Passengers to and from Munoll generally 12 miles per Annum	
1,77,300 @ As. 1½ over 12 miles ..	16,622

*First class Passengers to Poona.*

Europeans 1,189 @ Rs. 20....	23,780
Natives 1,344 ,, ,, 15....	20,160

43,940

The numbers are those now travelling, the sums what it is presumed they will pay for the advantage of the railway.

*The Dawk.*

To Collair 5 stages ..	1,860
To Purgah 3 Stages.....	816
To Bhoze Ghaut	
To Panwell....	3,096
To Bhoze Ghaut....	2,232

8,004

*Treasure.*

To Purgah 40 Stages	29,16,500
To Bhoze Ghaut .....	6,68,042

35,84,542 at ½ per cent....

17,922

Military Stores and Commissariate.....

25,639

Total Rs..... 17,26,746

(Signed) G. T. CLARK.

**B.**

No. 1

*ESTIMATE of the Existing Goods Traffic expected to come by the proposed Railway, and the amount now paid for its conveyance.*

NAMES OF ARTICLES.	IMPORT.				EXPORT.				REMARKS.
	Value Rupees.	Weight in Indian Maunds.	Distance conveyed by land in miles.	No. of Indian Maunds conveyed one mile by land.	Value Rupees.	Weight in Indian Maunds.	Distance conveyed by land in miles.	No. of Indian Maunds conveyed one mile by land.	
<b>THULL GHAUT AND NORTHERN KONCAN TRADE.</b>									
<i>Between Purgah and Colsette, estimated from the Colsette Ferry returns.</i>									
Assafætida .....	Rs 13186	329	..	..	..	..	..	..	..
Beetlenut.....	22239	4615	..	..	..	..	..	..	..
Camphor.....	8250	3	..	..	..	..	..	..	..
Coir.....	6394	1203	..	..	..	..	..	..	..
Cochineal.....	12914	78	..	..	..	..	..	..	..
Cloves.....	22312	676	..	..	493685	49368	..	..	..
Cotton.....	..	..	..	..	198769	13251	..	..	..
Ghee.....	..	..	..	..	9743	1220	a	..	..
Gruff Goods.....	85309	10684	a	..	263800	1792	..	..	a Rupees 1541 worth, weighs 193 In. Mds.
Indigo.....	..	..	..	..	5046	118	..	..	..
Metals.....	34700	3954	..	..	..	..	..	..	..
Metals Manufactured.....	89163	3169	..	..	7732000	13155	b	..	b One chest weighs 1½ Cwt.
Opium.....	..	..	..	..	9500	1583	..	..	..
Oil.....	..	..	..	..	9569	310	c	..	..
Piece Goods.....	2160548	30634	d	..	..	..	..	..	{ c 22½ Rs worth, weighs 60 lbs.
Pepper.....	8571	952	..	..	..	..	..	..	{ d 300 Rs worth weighs 350 lbs.
Silk.....	171901	599	..	..	..	..	..	..	..
Sugar.....	29907	3326	..	..	..	..	..	..	..
Sugar Candy.....	5428	504	..	..	..	..	..	..	..
Toys and Sundries.....	53594	3529	..	..	25697	1692	..	..	..
Yarn Europe.....	117142	2668	..	..	..	..	..	..	..
Total.....	28,41,558	66,923	15	10,03,845	87,52,869	82,489	15	12,37,335	..

No. 2.

Between Purgah and Northern Koncan and Bombay estimated from Bhowndy Trade returns.

Beetlenut.....	37584	7563	..	.....	.....	.....	.....	.....
Copra.....	57511	14837	..	.....	.....	.....	.....	.....
Cocoanuts.....	29061	87211 e	..	.....	.....	.....	.....	.....
Dates.....	23580	18863	..	.....	.....	.....	.....	.....
Gruff Goods.....	20151	2523 a	..	.....	.....	.....	.....	.....
Grain of Koncan.....	.....	.....	..	.....	283415	113365	6	680190
Grain of Deccan.....	.....	.....	..	.....	434136	292268	12	3507216
Metals.....	77268	2670	..	.....	.....	.....	.....	.....
Pepper.....	12346	1439	..	.....	.....	.....	.....	.....
Sugar.....	20496	3179	..	.....	.....	.....	.....	.....
Soorungee.....	.....	.....	..	.....	5216	869	12	10428
Sundries.....	34930	24672	..	.....	17397	18051	12	216612
Total.....	3,12,927	1,62,957	12	19,55,957	7,40,164	4,24,553		44,14,446

e 100 Cocoanuts weigh 4½ Indian Maunds.

a

No. 3.

Between Purgah and Bombay, estimated from Kusseylee returns.

Cotton.....	.....	.....	..	.....	2369658	236965	.....	.....
Gruff Goods.....	34881	4368	..	.....	.....	.....	.....	.....
Grain of Ghauts.....	.....	.....	..	.....	63683	31646	.....	.....
Gunny Pats.....	22850	2845 f	..	.....	.....	.....	.....	.....
Soorungie.....	.....	.....	..	.....	11171	1861	.....	.....
Sundries.....	19682	2679	..	.....	1421	193	.....	.....
Total.....	77,413	9,892	15	1,48,380	24,45,933	2,70,665	15	40,59,975

f 400 pats, weigh 6½ Indian Maunds.

No. 4.

Between Purgah and Bombay estimated from Colliar Trade returns.

Sundries.....	.....	.....	..	.....	1631	4175	15	62625
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No. 5.

Between Callian and Bombay from Callian Trade returns.

Bricks and Tiles.....	.....	.....	..	.....	5379 {	49260 g } 24979 h }	.....	.....
Copper.....	10659	2712	..	.....	.....	.....	.....	.....
Gruff Goods.....	14895	1865 a	..	.....	.....	.....	.....	.....
Grain of Koncan.....	.....	.....	..	.....	82334	33081	.....	.....
Grain of Ghaut.....	.....	.....	..	.....	17340	11688	8	93504
Sundries.....	16755	14163	..	.....	3969	4031	.....	.....
Total.....	42,309	18,740			1,09,022	1,23,039		93,504

{ g 100 Bricks weigh 3 Cwt.  
h 100 Tiles weigh 124 lbs.

a

No. 6.

Between Sanga and Bombay, from Sanga Trade returns.

NAMES OF ARTICLES.	IMPORT.				EXPORT.			REMARKS.
	Value Rupees.	Weight in Indian Maunds	Distance conveyed by land in miles.	No. of Indian mds. conveyed one mile by land.	Value Rupees.	Weight in Indian Maunds.	Distance conveyed by land in miles.	
Grain of Koncan.....	.....	.....	..	.....	135843	60120		Proportion between weight and value or numbers of those items the weight of which has not been furnished officially.
Sundries.....	.....	.....	..	.....	5271	11539		
Total.....	.....	.....			1,41,114	71,659		

No. 7.

BORE GHAUT TRADE AND KONCUN TRADE.

Between Khandalla and Tanna, via Kulva from Tanna Ferry returns.

Cotton.....	.....	.....	..	.....	5550	555	..	
Ghee.....	.....	.....	..	.....	23325	1555	..	
Ganja.....	.....	.....	..	.....	7770	259	..	
Gruff Goods.....	147975	18532	a	.....	5400	135	..	a
Indigo.....	.....	.....	..	.....	41952	2760	..	
Metal.....	16459	569	..	.....	.....	.....	..	
Do. Manufactured.....	84981	2684	..	.....	45330	7555	..	
Oil.....	.....	.....	..	.....	525529	16708	c	c & d
Piece Goods.....	1089724	15150	d	.....	1896	20	..	
Silk.....	262208	840	..	.....	26307	1732	..	
Toys and Sundries.....	180489	11887	..	.....	5145	194	..	
Yarn Country.....	.....	.....	..	.....	.....	.....	..	
Total.....	17,81,836	49,962	47	23,48,214	6,88204	31,473	47	14,79,231

## Between Khandalla and Bombay, via Panwell, from Panwell Trade Returns.

Allum	18160	5188	i	32	166016					i. 3½ Rupees worth weighs 1 Indian Maund,
Beetle leaves	19368	2456	j	32	78592					j. 23 Rupees worth, weighs 240 lbs.
Beer	131663	5746	k	32	183872					k. & l. ½ in casks & ¾ in bottles.
Brandy	97869	4430	m	32	141760					1 Cask to 1 cart load, 4 Doz. weigh 240 lbs.
Beetlenut	96264	15875	32	32	508000					1 Hoghead to 1 cart load.
Cochineal	27892	158	32	32	4992					
Cotton						2713015	226084	32	7234688	
Copra	136149	23284	32	32	746088					
Cocoanuts	51497	159393	e	32	5100576					e.
Cutlery	48848	319	n	32	10208					n. 127 Rupees worth weighs 57 lbs.
Dates dry and wet	37203	26031	16	32	416496					
Earthen, China and Glass ware	60548	12286	o	32	393152					o. 1 Rupee worth weighs 20 lbs.
Gruff Goods	52216	6589	a	32	209248					a.
Gums	32817	2271	32	32	72672					
Ghee						40678	2711	32	86752	
Grain of Koncan						47458	15594			
Grain of Ghauts						43701	29397	32	940704	
Metals	786237	69511	32	32	2224352					
Medicines	27179	1467	32	32	46944					
Oil	12141	2052	32	32	65664	37352	6198	32	198336	
Oilman's Stores	126275	9900	32	32	316800					
Piece Goods	1868324	26491	d	32	847712					p. 72 No. weigh 4½ lbs.
Pachack	17595	89	p	32	2848					
Pepper	23700	2641	32	32	84512					
Stationary	41024	1749	32	32	55068					
Saddlery and knives	23069	450	32	32	14400	14450	281	32	8992	
Saff lower						17662	2523	32	80736	
Spices	192800	6937	32	32	221984					
Sugar	69544	10570	32	32	338240					
Sugar candy	23340	2969	32	32	95008					
Silk	441544	2933	32	32	93856					
Soorungee						37600	6266	32	200512	
Sundries	243765	51337	16	32	621392	226935	56552	16	904832	
Tea	49800	1530	32	32	48960					
Toys and Perfumery	21757	331	32	32	10592					
Timber and Furniture	15474	3905	32	32	124960					
Turmeric		1500	32	32	48000	35138	10574	32	338368	
Wines	94444	6260	g	32	200320					g. 44 Rupees worth, 240 lbs.
Yarn	184798	2620	32	32	83840					d.
Total	50,63,304	5,09,339			15,060,960	32,13,989	3,56,180		99,93,920	

No. 9.  
Bore Ghaut Trade

NAMES OF ARTICLES.	IMPORT.				EXPORT.				REMARKS.
	Value Rupees.	Weight in Indian Maunds	Distance conveyed by land in miles.	No. of Indian maunds conveyed one mile by land.	Value Rupees.	Weight in Indian Maunds.	Distance conveyed by land in miles.	No. of Indian maunds conveyed one mile by land.	
<i>Salt Trade.</i>									
Panwell.....					118880 $\frac{3}{4}$	26		3090897.3	
Carunjah.....					36130 $\frac{1}{4}$	26		939386.5	
Penn.....					371721	11		4088931	
Rajapooore.....									
Allibagh.....					2641 $\frac{1}{2}$	11		29,052.3	
Poennar.....									
Total.....					5,29,373.1			81,48,267.1	

No.9.

NAMES OF ARTICLES.	IMPORT.			EXPORT.			REMARKS.
	Value Rupees.	Weight in Indian Maunds.	Cart Loads.	Value Rupees.	Weight in Indian Maunds.	Carts Loads.	
<i>Salsette Trade Imports.</i>							
Allum.....	30	1-25					
Apparel.....							
Shoes Country.....	575	58					
Turbans.....	5608	200					
Bricks.....	5480		2215				
Bangles Country.....	2390	181					
Cauth.....	838	134					
Chunam.....	17716		4628				
Copra.....	30	10-36					
Cotton.....	193229		2594				
Drugs, &c.....							



Burrish lief	1182	184				
Koosumbee	5700	445				
Soorunjee	2542	368				
Fishmaws	170	23	6			
Fruits						
Plantains dried	150	21				
Garlic	60	44				
Ghee	151526	6486				
Grass	177202			29947		
Gums	1065	31	10			
Hardware						
Brass Pots	43430	1917	20			
Copper Do	25411	1162				
Maneary	300	45				
Hemp	800	116				
Honey	145	11				
Horns Buffaloe	1238	187	13			
Horns Deer	90	41				
Indigo	89604	1615				
Jagree Molasses	405	125				
Leather	3092	664				
Oil	21152	4158				
" Jingerly	15	2				
Perfumery	700	9				
Opium	6051500			1008		
Piece Goods Country	211951	4475				
Salt	16698			1533		
Sunkjeera	75	24				
Seeds						
Coriander	851	201				
Jingerly	550	91				
Linseed	1221	433				
Kuskus	280	39				
Mathee	1585	246				
Mustard	279	249				
Shellac	50	12				
Spirits	117851			99		
Straw	70321					
Tea	90	1	1			
Thread	600	30				
Tiles	2951			925		
Wax	1305	76	20			
Wool	200	50				
Woolen Cloth	3700	825				
Allum				578	209	
Beetlenut				10509	40	

NAMES OF ARTICLES.	IMPORT.			EXPORT.			REMARKS.
	Value Rupees.	Weight in Indian Maunds.	Cart loads.	Value Rupees.	Weight in Indian Maunds.	Cart Loads.	
Bangles China.....				1800	16	r	r 1. In. Maund worth 112½ Rupees.
Brimstone.....				544	109.20		s 1. Bolt of canvas weighs 20-seers.
Canvas.....				20	20	s	
Chillies.....				141	47		
Cocum.....				38	29		
Copra.....				4085	1021. ¼		
Coffee.....				65	16.2		
Coir.....				262	215		
Chunam.....				250	125		
China Ware.....				450	109		
Cotton Piece Goods British.....				1219178	12000		
Do Country.....				56593	1500		
Do Thread.....				71715	672		
Drugs and Dyeing Stuffs.....				4080	102		
Assafetida.....				142	3. 2		
Aculecurra.....				6675	1101.10		
Camphor.....				24	2 22		
Hingra.....				200	20		
Kerssoomb.....				200	50		
Liqucuris Root.....				300	75		
Minigul.....				40	2.20		
Myfull.....				184	16.20		
Pimply.....				8	1.10		
Rose flower.....				244	122		
Senna Leaves.....				107	9		
Seal lac.....				50	5		
Soorma.....				54	18		
Turmeric.....				20	16		
Ummikussy.....							
Fruit.....				1298	180		
Almonds.....				3932	3145		
Dates.....				100	25		
Figs.....				161	27		
Kisniss.....				40	3.10		
Pesta.....				306	76		
Plantains dry.....				460	92		
Raisons.....				2550	170		
Fire works, crackers China.....				24	12		
Garlic.....				907	66.20		
Ghee.....				500	3	t	
Glass ware.....							t. 1. Indian Maund is worth 167 Rupees.

Gum.....	60	3
Copul or Chundroos.....	430	18.20
Myrrh.....	3359	671
Googal.....		
Hard ware.....	625	15.12½
Brass Pots.....	969	17.30
Copper do.....	850	4.24 u
Cutlery.....	6171	1236 "
Iron utensils.....	46920	1010 "
Maneary.....		
MARINE STORES.		
Anchors.....	36	27 "
Metal.....		
Brass.....	200	5
Do. Old.....	3300	110
Do. Leaves.....	38	3 10
Copper Sheets.....	17372	926 "
Do. Old.....	10005	47
Copper.....	17740	669 ½
Iron Sheets.....	280	80
Do. Nails.....	1149	73
Do. Bars.....	1062	95
Steel.....	100	13.20
Lead.....	2860	389
Tin.....	2823	113
Oil Cocoanut.....	60	10
Do. do.....	1401	166
Do. Rosin.....	24	8
Do. Seeds.....	20	5
PAINT.		
Kirmiz.....	8550	52
Red Lead.....	1225	125 p
Pachack.....	650	4.30
Pewter.....	6430	1227 "
Pesta flower.....	100	5 20
Pearls False.....	25	1.10 u
Rogan.....	12	1.10
SPICES.		
Cinnamon.....	1567	200
Cloves.....	9687	286½
Curry.....	40	2½
Cardamons.....	100	1½
Dry Ginger.....	735	210
Nag Kesser.....	446	223
Pepper.....	3076	348 33
Mace.....	175	1.8
Rumputree.....	16	3 10

u 1 Box weighs 1 Maund 10 Seer.

NAMES OF ARTICLES.	IMPORT.			EXPORT.			REMARKS.
	Value Rupees.	Weight in Indian Maunds.	Cart Loads.	Value Rupees.	Weight in Indian Maunds.	Cart Loads.	
Sugar .....				21302	7043		
Sugar Candy.....				1196	119.20		
Salamoniac.....				82	4. 2		
Saffron .....				170	. 5		
Salt Petre.....				410	69.30		
Silk.....				189117	2363	v	v One In. Maund worth Rs 81-10-0
Soap.....				840	238		
Sundries.....				12157	660		
Stationery.....				345	20		
SEEDS.							
Coriander.....				126	33		
Sajeera.....				630	62	½	
Cummin.....				2088	285		
Umbrellas.....				1276	95	w	w One In. Maund is worth 13½ Rs
Wood Sandle.....				15	5. 5		
Woolen Cloth.....				4500	23	x	x One In. Maund is worth Rs 95
Jagree Molases.....				64	21		
Total.....	71,27,847½	24,995-11	Cwt. cart load 18363=2295	17,73,838	40,899.5½	Cwt. 30,048	= Cart Loads 3756
			45244				

No. 10  
Salsette Sea Trade.

	IMPORT.				EXPORT.				REMARKS.
	Value Rupees.	Weight in Cwts.	Distance conveyed by land in miles.	No. of cwt. conveyed one mile by land.	Value Rupees.	Weight in cwt.	Distance conveyed by land in miles.	No. of cwt. conveyed one mile by land.	
Tannah.....	.....	.....			15699	3924			
Bhandhoop.....	240091	25000			.....	.....			
Total Rs..	2,40,091	Cwts 25,000			Rs 15,699	Cwts. 3,924			

No. 11  
Treasure.

To or from Tannah.....	2916500	678½	23	15596				
Ditto Khandalla.....	668042	155	6 2	9610				
Total Rs....	35,84,542	Cwts. 833½		Cwts. 25,206				

(Signed) W. ESCOMBE,

No. 12.

Statement shewing the weight of the Letter Dawk and Bhangy Dawk, dispatched from Bombay to Khandalla, and to Purgah, during the month of September 1844, as also the expence of conveying the Dawks to those places during the same period.

Month and Date.	From Bombay to Khandalla.			From Bombay to Purgah.		
	Weight of Letter Dawk.	Weight of Bhangy Dawk.	Total.	Weight of Letter Dawk.	Weight of Bhangy Dawk.	Total.
Sept. 1844.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.
1st	9½	..	9½	6	..	6
2nd	54½	115	169½	10½	..	10½
3rd	78	62½	140½	14	36½	50½
4th	114½	106½	221½	26½	9½	35½
5th	54½	94½	148½	11	64½	75½
6th	33½	40	73½	12½	22½	35
7th	92½	46½	139½	10	19½	29½
8th	804	..	804	198	..	198
9th	846	..	846	198	..	198
10th	676	..	676	198	..	198
11th	528	..	528	198	..	198
12th	320	200	520	198	..	198
13th	59	160	219	65	126	191
14th	93	159½	252½	28	47	75
15th	20	..	20	8½	98	106½
16th	17½	59½	77½	10	64	74
17th	41½	140½	182	17½	38½	56½
18th	69½	66	135½	18	43½	61½
19th	55	116	171	16	63	79
20th	34½	101½	135½	9	30	39
21st	73½	141	214½	19	69	88
22d	8½	..	8½	9	..	9
23rd	24½	133	157½	9	71½	80½
24th	38	156½	194½	13½	22½	36
25th	85	75	160	19	30½	49½
26th	41½	63	104½	18	45	63
27th	61½	53½	115½	15	15½	30½
28th	83	63	146	26	38½	64½
29th	10½	..	10½	7	..	7
30th	28	150	178	9½	60	69½
Average per day.	445½ 148½	2303 76½	6758½ ..	1397½ 46½	1016 33½	2413½ ..
Cost for conveying. Do. for whole months.	.....	Rs... 1035½	A.....	Rs... 363 B.		

A The contractor's charges for conveying the Mails to Poona being Rupees 1,700 per month, a proportionate sum is taken for the distance to Khandalla, a portion of the sum payable for extra Bhangy weight is also included.

B In this sum is also included the cost of the extra Runners engaged for the conveyance of the Overland Mail on the Agra line as far as Kergah.

Bombay Genl. Post Office, 17th Oct 1844.  
Errors Excepted.

(Signed) W. ESCOMBE.

No. 13.

Estimate of Troops, Military Stores, &c. passing over the line of the proposed railway and amount at present paid for their conveyance, taken in the average of 5 years.

	No.	Distance conveyed in miles.	Gross weight of each.	Tons 1 mile.	Sums at present paid by Government for its conveyance.
From Bombay to Khapoolce, Officers .....	132	62	568	4,648	} Rupees 17,607.12-6
Ditto.... Ditto.. Troops and sick.	29,403	62	315	5,74,234	
Ditto.... Purgah .. Officers	27	45	568	690	
Ditto.... Ditto.. Troops and sick.	8,730	45	315	1,23,347	
Tons Gross 1 mile per Annum				7,02,919	
Military Stores, &c. Do. to Khapoolce. ..	9,486	62	5,88,132	29,406	
Ditto.... Ditto.... Purgah.....	585	62	26,325	1,316	
Net weight of Milv. Stores..				30,722	

(Signed) W. ESCOMBE.

*Estimate of cost of Carriage on the Bore and Thull Ghaut Roads, of Ferry charges, and of Freight and charge<sup>s</sup> between the various Bunder in the vicinity of Bombay Harbour and Bombay.*

## LAND CONVEYANCE CHARGES.

*Bore Ghaut Road, from Panwell to Khandalla a Cart costs Rs 3-0-0 and carries 8 Cwt.  
a Bullock do. ,, ,, 12 0 and do, 240 lbs.*

Estimating the Ghaut equal to 8 miles of level road, the distance from Pauwell to Khandalla may be called 32 miles, therefore.

Miles	32	×	8	:	Cwt.	3	::	1	:	Pies.	2.25	cost of Cart conveyance per cwt. per mile.	
					lbs.	As.	lb.	1	mile.	@	Pies.	2.1	cost of bullock conveyance do. do.

*Thull Ghaut Road, Mr. Mallet, Sub-Collector of Nassick states, that a bullock from Chandore to Colsetta*

*Bunder (distance 130 miles) costs 2 Rs and 1 Anna.*

Miles	130	×	240	:	lbs.	Rs	As.	2	1	::	112	:	1.42	cost of bullock conveyance 1 cwt. 1 mile.
-------	-----	---	-----	---	------	----	-----	---	---	----	-----	---	------	---

## FERRY CHARGES.

One docra of Cotton or one load of any article, or say 1 Cwt.

Ferry man's fee.....	9	pies.
Shipping.....	3	„
Landing.....	3	„

Annas 1-3 or 1.25

The Collector of Tanna gives the Ferry fee, Bapoo Josey the charges, and Mr. Clarke has adopted the same rate.

The expense of shipping and landing goods at the various Bunder seems very uncertain, and from all the information the Committee has received, it is believed that the cost of weighing, carrying to and from the place of deposit, watching, commission, &c. are included in the charges usually made. The Committee has endeavoured to ascertain the portion of these charges the railway would save, and it is clear, that it is simply the cost of shipping and landing, exclusive of all the other items of charge, the evidence of very numerous persons has been taken on this point, and the Committee believes Rs 2½ per 25 Candies for shipping, and the same amount for landing is a fair average rate for all the Bunder.

Boat hire varies a good deal according to the season, size of the boat &c, &c, but the following rates seem to be what are usually paid on the average of the year, for a cotton boat of, say from 25 to 30 Candies, Bombay to or from Bhewdy, Callian, or Sunga, Rupees 11-8-0, Bombay to and from Kusseylee or Colliar Rupees 9. Bombay to and from Panwell or Tanna, Rupees 7, to and from Bhandoop 1.2 annas per cwt. including landing and shipping.

*Bhewdy Callian and Sunga.*

Boat hire .....	11-8-0
Landing and Shipping.	5-0-0
	As. pies
Candies 25 or Cwt. 125	16 8-0=2 1.34 per cwt.

*Kusseylee and Colliar.*

Boat hire.....	9-0-0
Landing and Shipping .	5-0-0
	As. pies
Candies 25 or Cwt. 125	14-0-0=1 9 per cwt.

*Panwell and Tannah*

Boat hire.....	7-0-0
Landing and Shipping.	5-0-0
	As. pies
Candy 25 or Cwt. 125	12-0-0=1-6.43 per cwt.

(Signed) W. ESCOMBE.

Statement of sums now paid for conveyance of Goods Traffic as above.

DESCRIPTION OF GOODS.	LAND CONVEYANCE CHARGES.					SEA OR FERRY CONVEYANCE CHARGES.				TOTAL.	GRAND TOTAL.
	Indian maunds one mile.	Total Indian maunds one mile.	Cwt. one mile.	Rate per Cwt. one mile.	Amount in Rupees.	Indian maunds.	Cwt.	Rate of Sea or Ferry charges per Cwt.	Amount in Rupees.		
<i>Thull Ghaut Trade.</i>											
Colsette Ferry .....	Import	10,03,845									
Do. do. ....	Export	12,37,335									
			22,41,180	16,46,580	1.42	12,177	1,49,412	1,09,772	As 1 3	8,576	20,753
Bhewndy. ....	Import	19,55,484									
Do. ....	Export	44,14,446									
			63,69,930	46,79,948	1.42	34,612	1,62,957 4,24,553	4,31,640	2 1.34	56,967	91,579
Kusseye. ....	Import	1,48,380									
Do. ....	Export	40,59,975									
			42,08,355	30,91,852	1.42	22,866	5,87,510	2,06,123	1 9	22,544	45,410
Collair. ....	Export	62,625	62,625	46,010	1.42	340	2,80,557	3,067	1 9	335	675
Cullian. ....	Export	93,504	93,504	68,696	1.42	508	4,175	3,067	2 1.34	13,747	14,255
Sungah .....							1,41,779	1,04,164	2 1.34	13,747	14,255
							71,659	52,647	2 1.34	6,948	6,948
<i>Bhore Ghaut Trade.</i>											
Kulwa Ferry .....	Import	23,48,214									
Do. do. ....	Export	14,79,231									
			38,27,445	28,11,963	2.25	32,952	81,435	59,829	1 3	4,674	37,526
Panwell .....	Import	1,50,60,960									
Do. ....	Export	99,93,920									
			2,50,54,880	1,84,07,666	2.25	2,15,714	8,65,519	6,35,891	1 6.43	61,038	2,76,752
Salt Trade. ....		81,48,267	81,48,267	59,86,018	2.1	65,472					65,472
Salsette Trade. ....				62,00,140	1.67	53,977					53,977
Dak .....											1,398
Treasure to Tannah. ....				15,596	1.67	135					135
Do. to Khandalla. ....				4,960	2.25	58		155	1 6.43	14	72
<i>Salsette Sea Trade.</i>											
Tannah .....	Export							3,924	1 6.43	376	376
Bhandoop .....	Import							25,000	1.2	1,875	1,875
<i>Military Stores and Troops.</i>											
Bombay and Purgah .....											1,567
Bombay and Khapoolce .....											16,040
											6,34,810

(Signed) W. ESCOMBE.



## PASSENGER TRAFFIC.

From Sion causeway Returns for May, June, July and August 1844.

	Passengers with- out loads cross- ing the causeway.	Passengers with loads crossing the causway.	Passengers not going to or com- ing from a greater distance than Bhandhoop.	Sheep.	Cattle.
For 4 months . . . . .	123054 . . . . .	12777 . . . . .	65457 . . . . .	55092 . . . . .	3215
Per Annum . . . . .	369162 . . . . .	38331 . . . . .	196371 . . . . .	165276 . . . . .	9645
Passengers without loads crossing Sion causeway per annum . . . . .					369162
Passengers with loads . . . . .	Do..	Do..	Do..		38331
				Total . . . . .	407493
Passengers without loads short of Bhandhoop . . . . .				158040	
Passengers with loads . . . . .	Do..	Do..		38331	196371
No. of Passengers with loads beyond Bhandhoop . . . . .					2,11,122
Assumed that Bombay and Tannah Passengers amount to . . . . .				52781	
Ditto . . . Do. Bhewndy, Vuziraboy, Northern Concan and Goozerat . . . . .				40000	
Ditto . . . Do. Bombay and Callian and its vicinity . . . . .				10000	
Ditto . . . Do. Bombay and Parsick . . . . .				79171	
Ditto . . . Do. Bombay and average 40 miles on Poona road . . . . .				29170	2,11,122
Assumed that half the Sheep and Cattle come from Thull Ghaut and half from the Bore Ghaut . . . . .				or Sheep . . . . .	82,638
				Cattle . . . . .	4323
<i>From Panwell Ferry returns.</i>					
				Rs	Rs
Sums now paid by the Ferry	{ Government average revenue . . . . . { Cost of working . . . . . { Profit . . . . .			23575 10500 2357	36432
Assumed that $\frac{1}{4}$ of this is paid on account of loads . . . . .					9108
And the remaining $\frac{3}{4}$ ths . . . Do. . . . Passengers . . . . .					27,324
				Rs 27324	
Average charge per Passenger 4 Ans. 8 p. therefore $\frac{\text{Rs } 27324}{4 \text{ ans. 8 p.}}$ = No. of Passengers . . . . .					93,682
Assumed three-fourths go to Khapoollee . . . . .				7,0261	
Ditto . . . one eight Do. to average distance of the 12 miles from Panwell . . . . .				11,711	
Ditto . . . one eight Bombay and Panwell . . . . .				11,710	
					93,682

(Signed) W. ESCOMBE.

## Estimate of Expected receipts on account of Passenger Traffic.

DESCRIPTION.	Passengers without Loads.		Passengers with Loads.		Sheep.		Cattle.		Rate per mile.		Amount.	Total.	
	Number.	Distance in miles.	No. one mile.	Number.	Distance in miles.	No. one mile.	Number.	Distance in miles.	No. one mile.	A P		Rupees.	Rupees.
Bombay and Khapoolie (now via Panwell).....	59130	62	3666060	59131	62	3666122							
Bombay and 12 Miles-stone (now via Panwell)..	5855	50	292750	5856	50	292800							
Bombay and short of Bhandhoop.....	158040	13	2054520	38331	13	498303							
						4457225					2	49429	
Bombay and Tannah and branching off at Tannah .....	92781	23	2133963										
Bombay and Callian .....	19000	37	370000										
Bombay and Purgah.. ..	79171	45	3562695										
Bombay and Bhole Ghaut road (now via Tannah)....	29170	40	1166800										
			13246788								13	103490	
Bombay and Bore Ghaut .....						82638	62	5123556	4823	62	2,09026		
Bombay and Purgah.. ..						82638	45	3718710	4823	45	217035		
								88,42,266			51,6061	.. 1 ,,	32253
European 1st class Passengers.. ..	1,189										.. 1	46053	
Native.. 1st. Do. Do .....	1,344										Per Trip 20	23780	
											Ditto. 15	20160	
													2,72,165

(Signed) W. ESCOMBE.

*Estimate of Weight of the Goods Traffic to be carried by the proposed Railway.*

DESCRIPTION OF GOODS.		In Maunds.	Tons.	miles	Tons 1 mile.	Total Tons in miles.
<i>Thull Ghaut Trade.</i>						
Colesette Ferry Trade from	Purgah to Tanna .. .. .	149412	5489.05	22	120759	
Bhewndy Trade .. .. .	Purgah to Bombay .. .. .	471145	17418.99	45	783854	
Do. do. ....	Northern Koncan to Bombay .. .. .	113365	4164.76	39	162425	
Kusseylee do. ....	Purgah to Bombay .. .. .	280557	10307.01	45	463815	
Callian do. ....	Purgah to Bombay .. .. .	11688	429.39	45	19322	
Do. do. ....	Callian to Bombay .. .. .	130091	4779.24	37	176831	
Sangah do. ....	Sangah to Bombay .. .. .	71659	2632.58	37	97405	
Collair do. ....	Northern Koncan to Bombay .. .. .	4175	153.37	39	5981	
<i>Bore Ghaut Trade.</i>						
Kullva Ferry Trade from	Khapoolie to Tanna .. .. .	81435	2991.75	39	116678	
Panwell Trade .. .. .	Do. to Bombay .. .. .	716005	26304.37	62	1630870	
Do. do. ....	Konkan to Do. .... .	133920	4919.91	54	265675	
Do. do. ....	Do. to Khapoolie .. .. .	15594	572.88	50	28644	
Salt do. ....	6 Miles stone to do. .... .	155011	5694.74	18	102505	
Do. do. ....	21 Miles do. .... .	374362	13753.19	3	41259	
<i>Salsette Trade.</i>						
		<i>Cart Loads</i>				
From Tannah to Bombay 23 miles .. .. .		9653	3861.2	23	88807	
From average 15 Miles stone to Bombay .. .. .		30046	12018.4	15	180276	
From Do. 11 do. do. .... .		9301	3720.4	11	40924	
<i>Salsette Sea Trade.</i>						
		<i>Cwt.</i>				
Tanna .. .. .		3924	196	23	4508	
Bhandhoop .. .. .		25000	1250	18	22500	
<i>Treasure.</i>						
Bombay to Tanna .. .. .		678½		23	779	
Bombay to Khapoolie .. .. .		155		62	480	
<i>Military Stores.</i>						
Bombay to Purgah .. .. .		585	29.25	45	1316	
Bombay to Khapoolie .. .. .		9486	474.3	62	29406	

43,85,019 Net weight per Annum.  
 \*  $4385019 \times 100 = 48.753$  = 8,994,353 Gross weight per Do.

*Estimate of the Weight of the Passenger Traffic expected to be carried by the proposed Railway.*

DESCRIPTION OF PASSENGER TRAFFIC.	Number.	Distance in Miles.	Weight in Tons.	Tons one Mile.
Passengers from Bombay short of Bhandoop without load . . . . .	158040	13	.315	647173 .8
Do . . . . . do . . . . . do . . . . . with loads . . . . .	38331	13	.568	233036 .1
Do . . . . . do . . . . . do . . . . . to and branching off from Tanna without loads . . . . .	92781	23	.315	672198.34
Do . . . . . do . . . . . do . . . . . to Collair . . . . . do . . . . . do . . . . .	10000	37	.315	116550 .0
Do . . . . . do . . . . . do . . . . . to Purgah . . . . . do . . . . . do . . . . .	79171	45	.315	1122248.92
Do . . . . . do . . . . . do . . . . . to Bore Ghaut road at present via Tanna do . do . . . . .	29170	40	.315	367542
Do . . . . . do . . . . . do . . . . . to Khapoollee (at present via Panwell) with do . . . . .	59131	62	.568	2082357.29
Do . . . . . do . . . . . do . . . . . do . . . . . without do . . . . . do . . . . .	59130	62	.315	1154808 .9
Do . . . . . do . . . . . do . . . . . 12 Miles stone on Poona road with loads do . . . . .	5856	50	.568	166310 .4
Do . . . . . do . . . . . do . . . . . 12 do . . . . . do . . . . . do . . . . . do . . . . .	5855	50	.315	92216.25
Sheep . . . . . do . . . . . do . . . . . to Khapoollee . . . . .	82638	62	.188	963228.52
Do . . . . . do . . . . . do . . . . . to Purgah . . . . .	82638	45	.188	699117.48
Cattle . . . . . do . . . . . do . . . . . to Khapoollee . . . . .	4823	62	1.30	415646.14
Do . . . . . do . . . . . do . . . . . to Purgah . . . . .	4823	45	1.39	301678.65
1st Class Passengers Bombay and Khapoollee . . . . .	2533	62	.568	89202
Governments Passengers . . . . .				702919

Gross weight per Annum. ————— 98,76,233.79

\* Estimated from the published account of the London and Birmingham railway Vol. III, part 4, transactions Institution C. E.

(Signed) W. ESCOMBE.

( 94 )

**C.**

No. 1.

## SKETCH ESTIMATE OF LINE AS ORIGINALLY PROPOSED.

Average 1 mile double way.

Earth work as per drawing.			
	8,00,000 C. F. @ As. 9. per 100 Cubic Feet....	Rs	4,500
	Masonry.....	"	1,500
	Rails 65 lbs. pr. yd. R. @ Rs. 90 per. Ton....	"	18,400
	Chairs and Keys....	"	6,000
	Blocks 4 feet apart at Rs. 3 each.....	"	15,840
	Metalling & Ballast at Rs. 4 pr. 100 Cubic Feet....	"	2,800
	Drains..	"	300
	Siding 5 pr. cent on the rail, chairs, keys, blocks, metalling & drains... ..	"	2,167
	<b>Total cost per mile, double way....</b>	<b>Rs</b>	<b>51,507</b>
	Cost of 28 miles double way	Rs	14,42,496
	Cost of one mile single way $\frac{1}{2}$ ths that of double Rs 30,905, cost of 30 miles..	"	9,12,150
	Bombay Terminus, making ground....	"	50,000
<i>Extra Works.</i>			
	Tannah and Cullian bridges..(single line)....	Rs	2,50,000
3	Lesser bridges (also single)....	"	50,000
	Sion marsh (single).....	"	12,000
			<b>3,12,000</b>
	Stations and Sheds.....	Rs	5,000
	Engine House....	"	2,000
	Goods Sheds....	"	1,500
	Fencing.....	"	2,000
			<b>10,500</b>
	Tanks.....	"	1,000
2	Locomotives.....	"	30,000
3	Tenders....	"	3,000
	Carriages and Waggon.....	"	1,00,000
	Horses 100 at Rs. 400. ....	"	40,000
	Forges and Machinery .....	"	7,000
	Land and Compensation.....	"	1,10,000
			<b>30,18,146</b>
	Contingencies....	"	4,81,854
	16 Pr. Cent, say....	"	
		<b>Rs</b>	<b>35,00,000</b>

(Signed) G. T. CLARK,

**D.**

No. 2.

## ESTIMATE AS EXTENDED TO SUIT THE LINE OF RAILWAY LAID BEFORE THE COMMITTEE.

	Double way—28 Miles....		14,42,496
	Single way—51 Miles....		15,76,155
	Bombay Terminus..		1,75,000
<i>Extra Works.</i>			
	Tannah and Cullian bridges ..		3,50,000
10	Smaller bridges....		1,50,000
	Sion Marsh .....		18,000
<i>Station and Sheds.</i>			
7	Stations.....	Rs	10,000
	Engine Work Shops.....	"	8,000
	Building Sheds.....	"	5,000
	Warehousing Sheds .....	"	50,000
	Walling in.....	"	4,000
			<b>77,000</b>
	Water Tanks and water .....	"	4,000
5	Locomotives .....	"	75,000
7	Tenders....	"	21,000
	Carriages and Waggon.....	"	3,00,000
	Horses and Harness....	"	1,40,000
			<b>5,36,000</b>
	Machinery @ Rs 2,000 per Engine....		10,000
	Management and Superintendence for 3 Years.....		2,50,000
	Land and Compensation....		2,00,000
			<b>47,88,651</b>
	Contingencies 10 per cent, say....		5,11,349
		<b>Rs</b>	<b>53,00,000</b>

(Signed) G. T. CLARK.

**E.**

No. 3.

**ESTIMATE OF COST OF WORKING AS EXTENDED TO SUIT THE LINE OF RAILWAY LAID BEFORE THE COMMITTEE, ANNUAL EXPENCES.**

Maintenance of way.		
Double way at per mile Rs. 2,500 — 28 miles.....	Rs.	70,000
Single way at per mile Rs. 1,800—51 miles.....		91,800
Office expenses and General Superintendence....		80,600
Conveying Establishment.....		90,250
Work shops and labour....		10,650
Locomotive power including fuel, repairs and depreciation, exclusive of horses.....		3,20,000
Horse Expenses, fodder, attendance, driving, harness, and wear and tear, &c.....		1,15,000
Wear and tear of Coaches and Waggons....		3,300
Ghaut Establishment ...		1,18,000
Sundries....		20,000

Rupees 9,20,100

(Signed) G. T. CLARK.

*Memorandum.*

The above sketch is formed to meet the exigencies of a large traffic, but should the estimated amount of traffic be found, upon a more close examination than I have the means of going into, to be materially below the estimated quantity; it will become necessary to reduce several of the above items, and especially that of locomotive power, by the substitution of coal for coke, and of a moderate for a high rate of speed.

(Signed) G. T. CLARK.

## F.

Sketch Estimate of the probable expense of the proposed Bombay Great Eastern Railway, calculated by the Committee of enquiry appointed by Government, upon the data contained in the accompanying report, and the information afforded by G. T. Clark, Esq. C. E.

L.	B.	D	No.		Rate.	Per	Amount.	Total.
5280	34	4	C F. 718080 79786	One mile of double line Railway between Koorla and Tanna. Earth work as per plan. Add $\frac{1}{4}$ th for settlement.				
			79786G	Total filling in embankment from side cuttings.....	10	100 C. F.	Rs 4987	
			3490R F.	Masonry culverts per mile..	8	R Feet ..	1745	
5280	4	1	21120 CF	Ballasting for blocks. ....	5	100 C. F.	1056	
5280	8	1	42240	Metalling for Horse Tracks. .	5	100 C. F.	2112	
2	2	1	5280 No.	Stone Blocks hammer dressed with setting and bedding chairs.	3	Each.	15840	
			1320	Joint chairs with pins and keys weighing $17\frac{1}{2}$ Tons..	100	Ton.	1775	
			3960	Intermediate chairs with pins & keys weighing $44\frac{1}{2}$ Tons. .	100	Ton.	4425	
			R. F. 21120	Wt. Iron rail 65 lbs. per R. Yd.	90	.....	18386	
				Tools .. .. .		.....	250	
			9000	Drain Tiles for surface drainage with fixing.....	3	4 .. 100	293	
				Add 5 per cent for Sidings.....		.....	50869	
				Estimated cost of one mile . .		.....	2543	
				Ditto Ditto of 28 miles. . .		.....	53412	14,95,536
				One Mile Single Way as above.				
5280	20	4	422400 46933	Earthen work as per plan. Add $\frac{1}{4}$ th for settlement				
			C. F. 469333	Filling in embankment from side cuttings.....	10	100 C. F.	2933	
			2326R.F.	Masonry culverts per mile..	8	R. Feet. . .	1163	
5280	2	1	10560	Ballasting for Blocks. .	5	100 C. F.	528	
5280	4	1	21120	Metalling for Horse Tracks. .	5	100 ,,	1056	
2	2	1	2640 No.	Stone Blocks hammer dressed with setting and bedding chairs.	3	Each.	7920	
			2640	Joint & intermediate chairs weighing 31 Tons. ....	100	Ton.	3100	
			F. 10560	Wt. Iron rail 65 lbs. to running Yard..	90	.....	9193	
				Tools.. .. .		.....	125	
				Add 10 per cent for sidings ....		.....	26018	
				Estimated cost of one mile ....		.....	2601	
				Ditto Ditto of 51 miles ....		.....	28619	14,59,569
				Forming a Terminus in Bombay.				
1800	7	2	25200					
600	5	2	6000					
			31200	Excavating Foundation..	2	100 C. F.	624	
1800	14	4	} 126000	Masonry of wharf wall front ..				
1800	2	7						
600	7	3		18600	Ditto Ditto Sides .....			
600	2	5		144600	Stone & chunam masonry .....	18	100 C. F.	26028
1800	14	}	S. F. 29400	Khankee facing of wharf ..	8	S. F.	14700	
600	7							
1800	300	8	4320000	Filling in with earth .....	3	100 C. F.	129600	
				Estimated cost of Bombay Terminus. ....		.....	.....	1,70,952

Carried forward Rupees. . 31,26,057

L.	B.	D.	No.		Rate.	Per.	Amount.	Total.
				Brought forward Rupees..				31,26,057
				<i>Crossing Sion Marsh.</i>				
				Estimated Expence in addition to ordinary mileage..				18,700
				<i>Bridges.</i>		Each.		
	WWI		H.P.	Tanna Bridge.....			120000	
	200	Feet	12 F.	Taloga Bridge....			21000	
	60	"	8	Ditto small ditto....			6000	
	140	"	15	Nowra Bridge..			17000	
	40	"	8	Assoot Ditto .....			4000	
	96	"	10	Khapoolo Ditto.....			10000	
	120	"	9	Kolapoor Ditto....			15000	
	40	"	9	Ditto small ditto..			4000	
	148	"	11	Choke Bridge.....			18000	
				Small Bridges from Pursick Point to Callian....			10000	
				Ditto Do. from Callian to Purgah			10000	
				Callian Bridge.....			200000	
								4,35,000
				<i>Termini Stations and Goods sheds.</i>				
60	56	18	3360	Terminus Station in Bombay ..	2	Sq. Feet.	6720	
			7	Station Houses at other Termini and intermediate Stations. ....	400	Each.	2800	
70	50	18	3500	Engine House and Fitting Shop Bombay.....	2	Sq. Feet	7000	
32	20	18	610	Two do. at other Termini..	1	8 0	1920	
60	40	12	3600	Carriage Building shed..	1	0 0	3600	
60	40	12	2400	Ditto do. do..	1	0 0	2400	
300	80	18	24000	Shed for warehousing Goods B'y.	1	8 0	36000	
100	30	18	3000	Four do. do Outstations	1	8 0	18000	
				Enclosure walls of Termini ..			5000	
				Fitting up Sheds.....			20000	
				Estimated cost of Termini Station Houses &c..				1,03,440
				<i>Supply of Water Gal's.</i>				
				One Tank in Bombay for 50,000.	3500		3500	
				Four do. at Stations each 25,000.	1750		7000	
				A well in Bombay..	1800		1800	
				Wheels, Pumps &c..	1200		1200	
				Estimated cost of supplying water Tanks ..				13500
				<i>Locomotives, Carriages, Wag-gons &amp;c.</i>				
			10	Locomotive Engines including spare.....	1500	Each	150000	
			14	Tenders..	3000		42000	
			5	1st Class carriages..	4600		23000	
			75	2nd do. do.....	1500		112500	
			500	Waggons..	600		300000	
			45	Sheep waggons..	700		31500	
			8	Cattle waggons....	700		5600	
				Total Estimated cost of carriages &c.....				6,64,600
				<i>Horses &amp;c.</i>				
			334	Horses ...	400		133600	
			334	Sets of harness..	50		16700	
				Total estimated cost of horses and Harness....				1,50,300
				<i>Turn Tables,</i>				
				5 Per Cent on cost of rails....			49182	
				Switches 4 per cent on cost of rails.			39346	
								88,528
				<i>Engine Lathes, Tools &amp;c.</i>				
			1	Eight horse power engine, H. P.	3000		3000	
			1	Middle sized lathe....	3000		3000	
			1	Smaller..... do....	1000		1000	
			2	Hand lathes....	200		400	
			1	Small planeing machine .	2500		2500	
			1	Drilling machine....	400		400	
			1	Punching machine....	400		400	
				Tools for the above....			300	

Carried forward Rupees..11,000 46,00,125





L.	B.	D.	No.	Rate.	Per.	Amount.	Total.
				Brought forward Rupees . . . . .			49,67,023
				<i>Gates and Porter Lodges at crossings on the level.</i>			
				Crossing Parell road at Byculla			
			2	gate ways and one lodge . . . . .	750	Each.	1500
			2	Do..Do..at Nesbit Lane..	600	....	1200
			2	Do..Do.., Mazagon road..	600	....	1200
			2	Do..Do.., Warree Bunder	450	....	900
			2	Do..Do.., Chinch Bunder	450	....	900
			2	Do..Do.., Mahim road..	600	....	1200
			2	Do..Do.., Sion Velard..	600	....	1200
			6	Gates and lodges on Tanna road..	450	....	2700
				Total estimated cost of Gates and lodges . . . . .			10,800
				Total . . . . .			49,77,823
				Contingencies 10 per cent. . . . .			4,97,782
				Grand Total . . . . .			54,75,605

(Signed) J. SWANSON, Capt 19th Regt.

(Signed) H. BLOIS TURNER, Capt. Engineers.

Bombay, 25th October 1844,

Sketch Estimate of the probable expence of maintaining the railway, Stock, &c. &c, of the Establishments, and of the haulage of expected traffic.

		RATE,		PER.	AMOUNT.	TOTAL.
		Rs.	A	P		
<i>Estimate of the expences of maintaining one mile double way.</i>						
$\frac{1}{10}$ th	European Foreman .....	400	...	Mensem.	Rs 20	
$\frac{1}{10}$ th	Native Clerk .....	40	...		2	
$\frac{1}{10}$ th	„ Maistry .....	30	...		6	
10	Labourers .....	6	each.		60	
	Tools and Materials .....	100	...		100	
Amount for maintaining one mile per mensem ..					188	
Ditto .. do .. do .. annum ..					2256	
Ditto .. do .. 28 miles per do ..						63,168
<i>Estimate of the expence of maintaining one mile of single way.</i>						
$\frac{1}{10}$ th	European Foreman .....	400	...		20	
$\frac{1}{10}$ th	Native Clerk .....	40	...		2	
$\frac{1}{10}$ th	„ Maistry ..	30	...		6	
6	Labourers ..	6	each.		36	
	Tools and Materials ..	80	...		80	
Amount for maintaining 1 mile single way per mensem ..					144	
Ditto .. do .. do .. per annum ..					1728	
Ditto .. do .. 51 miles do ..						88128
<i>Establishments.</i>						
Direction .....						
Superintending Establishment .....						
Managing director ..					1500	1500
Resident Engineer ..					1500	1500
Secretary ..					1000	1000
8	Clerks ..	75	average.		600	
1	Draftsman ..	80			80	
6	Peons ..	7			42	
Office Rent ..					200	200
Stationery .....					100	100
Amount per mensem ..					5022	
Ditto per annum ..						60,264
<i>Conveying and Working Establishment.</i>						
12	Booking Clerks ..	25	each		300	
18	Warehouseing do ..	25			450	
20	Guards and Conductors ..	20			400	
3	Superintendents of Police ..	60			180	
25	Policemen .....	8			200	
125	Ditto ..	6			750	
100	Switchmen ..	7			700	
316	Labourers ..	5			1580	
30	Water Carts ..	25			750	
10	Gate keepers ..	15			150	
40	Assistant do ..	7			280	
Amount per mensem ..					5740	
Ditto per annum ..						68,880
<i>Workshop Establishment.</i>						
1	European Foreman Fitter up ..	400			400	
1	Ditto .. do .. Boilermaker ..	350			350	
1	Purvoe ..	25			25	
10	Lascars ..	12			120	
Amount per mensem ..					895	
Ditto per annum ..						10,740
<i>Repairs.</i>						
10	Locomotive Engines ..	2100			21000	
	Labour and materials for repairing carriages and Waggons ..	3000			3000	
334	Sets of Harness ..	18			6012	
	Repairs of buldings, 2 per cent on cost ..				2068	
	Ditto .. Bridges do ..				8700	
Annual expence of Repairs ..						40,780
<i>Wear and Tear.</i>						
$\frac{1}{10}$ th	Value of Engines and Carriages ..				53383	
$\frac{1}{10}$ th	Ditto Horses ..				44533	
$\frac{1}{10}$ th	Ditto Harness ..				4137	
Amount due for Wear and Tear per annum ..						1,04,053

		RATE.			PER.	AMOUNT.	TOTAL.		
		Brought forward.....					4,36,013		
		<i>Current Working expenses</i> .....							
		Expense of one Locomotive.							
1		Rs.	A	P	Month.	300			
		300				50			
1		50				100			
5		20				50			
		50							
		Monthly cost of one Engine.....					500		
		Ditto.. do.. 10 .. do..					5,000		
		Annual.. do.. do.. do..						60,000	
		Keep of 334 Horses..					20	6,680	
		Ditto.. do.. per annum..						80,160	
		<i>Coke.</i>							
Tons.		Gross Wt. Estd. to be drawn 1 Mile per annum							
98,76,233		at. 75 lb of coke per Ton per mile, 3,306 Tons							
		47			Ton.		1,55,382		
		<i>Sundries.</i>							
		Oil and grease for 633 carriages and waggons..					2	Month.	1266
		<i>Expenses of shop Engines.</i>							
12		20			Ton.	240			
		20			Month.	20			
		15				15			
		Amount per Mensem .....					1,541		
		Ditto.. per.. Annum .....						18,492	
		<i>Bore Ghaut Expenses.</i>							
Tons mile.		Conveyance of Panwell and Kulva ferry goods }					2.25 { per ton. } { per mile. }	65,274	
55,70,096		on the Ghaut.....							
31,11,184		Ditto.. salt.. do.. do..					2.1	Ditto.	34,028
2533		Palanqueens up the Ghant for 1st Class passengers.....					3	each.	7,599
								1,06,901	
								8,56,948	
								42,847	
		Contingencies 5 per Cent.....						8,99,795	
		Total Rupees Eight Laes, Ninty-nine thousand, Seven hundred, and ninety-five.							

(Signed) J. SWANSON, Captain 19th Regt.

,, H. B. TURNER, Captain Engrs.

Bombay, 25th October 1844.

No. 4478 of 1844.

## PUBLIC WORKS.

To GENERAL DEPARTMENT.

*The Committee appointed by Government to consider a project for constructing a Railway between Bombay and the Bhoré and Thull Ghauts.*

GENTLEMEN,

I have the honor, by direction of the Military Board, to acknowledge the receipt of your letter of the 25th instant, transmitting for their opinion, extracts from the minutes of the Committee, with estimates of the probable expense of carrying out the scheme submitted for your consideration; and to state that, from the novel character of the project and their unacquaintance with the details of such subjects, the Military Board after a careful perusal of the papers, can only reply generally that the opinions of the Committee contained in the above extracts appear well grounded and worthy of the favorable consideration of Government.

I have the honor to be, &amp;c.

(Signed) N. H. THORNBURY, Capt.

Secretary Military Board.

Bombay, Military Board Office, }  
30th October 1844.

(True Copies)

W. ESCOMBE, Secy. to Govt.

## OBSERVATIONS.

1. It is to be observed, with reference to the crude character and general indefiniteness of the plans laid before the Committee, that these objections, which are perfectly true, could not be avoided.

In England the promoters of a railway bear the preliminary expenses including surveys, levels, and traffic enquiries, sometimes to the amount of £ 50, or £ 60,000 before the assent of Government is obtained; here the labour and expense of the whole undertaking, excepting only a part of that of advertising, have been borne by myself, and that which appears at first sight to have been neglect, arose out of the exigencies of the case. I could bring forward evidence only of a *prima facie* case, and on that account the promoters of the measure went to Government to enable them to gain that information which, in British India, can alone be obtained from Government.

2. It is true, as observed in Paras: 10, 14, that no levels have been taken, and for the reason above stated, but it is also to be borne in mind that 26 miles out of the 28 of double way, and the whole of the single way from Dynhoolee to the Bhoré Ghaut road, lies over flat land, the level of which is in point of fact indicated by the surface of the neighbouring sea by which there is every appearance of its having been at one time covered.

The portion of the line stated not to have been examined is about six miles in length and extends from near Kalian to Purga. During the rains this country is with difficulty accessible, owing to its swampy nature, but the evidence of its flatness was supplied to me from personal knowledge, by an officer resident in the immediate neighbourhood, and whose evidence was tendered to the Committee upon other points. It seems reasonable therefore, to conclude that the assumption upon which the Committee have proceeded elsewhere and the section of average earth work to which they have agreed, may be taken here also as generally correct.

3. Since the cessation of the rains, this marsh has been very carefully inspected; and although I am not disposed to alter my estimate of the expense of crossing it, yet I am very sure that the deposit is sufficiently consolidated to render the sum allotted a every ample one.

4. That which is here said of the Kalian river is true also of the Tannah Estuary, both are so nearly dry at low water that no coffer dams can be required, and the bed of each is of rock, well suited for a foundation.

5. Although the items of "Direction," and "Superintending establishment," have been left blank, yet there are included a Managing Director at Rs. 1,500 per mensem, a resident Engineer at the same salary, and a Secretary at Rs. 1,000, besides a strong Police force and its Superintendent, and a European foreman at Rs. 400 upon every 20 miles of way.

6. So far as my own experience of a considerable number of railways goes, Directors as a body, of English railways, are never paid, but act as in the case of such a Government institution here as the Bank of Bombay; a small sum is allowed for their travelling expenses, but nothing beyond this. Occasionally though very rarely, there is one Manager or Managing Director with a salary, but where this officer exists the Secretary is a mere clerk. The Item "Direction" which appears in the account of many railways, frequently includes the salary of the Secretary; where it appears in the charges of construction, it is chiefly composed of the expenses of the Directors in London during the progress of the Bill through Parliament.

7. Some observations upon Superintendence will occur in another place. Although the estimates are not materially different, yet mine were framed to meet a heavier traffic than the Committee seem to think will take place. The Committee have it is true, minutely specified their details, yet as their charge for current expenses is rather above 70 per cent upon the gross receipts, whereas that, even upon the fastest, though passenger, English railways ranges from 35 to 60, but few, and those either from unfavorable gradients, or some peculiar circumstances running to a much higher per centage, there seems room for the conclusion that the estimate made by the Committee upon the return admitted by them, will in practise be considerably reduced.—\*

\* See the 15th Half yearly report of the Great Western, a very fast railway, of which the expenses are 36 per cent upon the Gross receipts, inclusive of a sum set aside for the depreciation of stock (London 1843) Upon the Tuff Vale, a newly made and fast but only to a comparatively small extent, a passenger railway, and with most unfavorable gradients, the same expenses are 50 per cent (Cardiff 1843.)

8 The rafters and other jungle produce at present entering largely into the bulk of the B'ewndy trade, appear to be conveyed to that place chiefly with a view to a transfer elsewhere. As the railway crosses the line of communication extending between B'ewndy and the inland jungles, it will be in a position to compete very favorably for that trade so far as it goes to Bombay.

With respect to bricks and tiles, the soil about B'ewndy does not offer any peculiar facilities for their manufacture, nor is the capital employed in it very considerable. It seems probable therefore, that those articles will be manufactured wheresoever the cheapest carriage for them can be obtained.

9. The return of treasure included in my estimate, was extracted from the Government record at the Custom House, and is therefore presumed to be correct, so far as it goes, though of course it falls far short of the actual quantity moved; Government Treasure, I believe, invariably travels under a Guard of Soldiers with an Officer; private Treasure is also usually attended by a guard, the expence of which is covered by the rate of insurance, and therefore although the actual cost of dragging be only as its weight, the total cost of conveyance is very much higher. The security afforded by the railway and its police both stationary and accompanying the trains, will obviate the necessity for these expenses, will diminish the risk of the heavy robberies of private treasure which have recently occurred, and will therefore justify the imposition of a heavier rate of transit.

Opium in like manner, of which during the last five years above 306 Lacks in value has come down by the course of the proposed railway, always travels under a guard, and costs much more in conveyance than its mere weight would warrant; as a proof that this extra charge is not unnecessary it may be mentioned that during the season of last year Opium robberies took place near B'ewndy, to the value of above a Lack of Rupees, a force was sent to the spot, a senior Civil servant was specially deputed to enquire into the matter, and a very great expence was incurred in consequence of this one set of robberies alone.

10. The Salsette sea trade returns laid before the Committee were furnished to me by the Collector of Sea Customs in Salsette, and may therefore fairly be relied upon. When the railway passes from port to port, as in the cases of Tannah, Bhandoop, and Khalian, there seems no reason why the trade between these, whatever may be its value, should not be carried by the railway.

11. Touching the present cost of conveyance, no doubt the difference between the Civil Sub-Committee and myself is a wide one. The estimates framed by me upon this point were drawn from what appeared to me to be sufficient mercantile authority, both in the Presidency and the up-country, and although high, absolutely they are lower than those stated in the accounts published not many years ago. The expence of overland conveyance is I believe materially raised in consequence of the shifting and breaking up of the loads to enable the Brinjaries to transport them over difficult places; and of the severe casualties to which bullocks are liable upon the Ghauts during the hot season, and in the Koncan at all seasons; another source of expence consists in the long journeys made by the bullocks after discharging their cargoes, in order to obtain part of the return load, and the time which they are liable to be detained in situations where forage and water are scarce, before their return loads are ready. This is particularly true as regards the bullocks employed in the conveyance of Salt; "you well know" observes a gentleman distinguished for his acquaintance with the country both above and below the Ghauts "that the mortality between Chouk and including the delay at the Salt Golahs is quintuple that of the rest of the journey; It strikes me "adds the same gentleman" that you have not brought sufficiently forward the immense advantage "to be derived by up-country merchants from having their bullocks salt laden at the railway Terminus, the advantages consist in the bullocks not being taken out from without the range of a pasture country into the salt lands close to the coast." A part of the advantages contemplated by the railway consists in the encouragement which it will necessarily hold out for the establishment of water tanks, grazing grounds, and depots of Salt, piece goods, and other articles composing the uptrade at the Termini upon the Thull and B'ore Ghaut roads, so that the Brinjaries will have no inducement to go further and will save, no unimportant matter, many days residence in the Koncan. The price of cart traffic in Salsette is higher in the rains than in fair weather. The charge allowed in the estimate is about the fair weather charge, there is also a slight extra charge upon Cotton, Opium, and the more valuable goods.

12. It is observed in appendix No. 14, in comparing the railway with conveyance by sea, that it is simply the cost of shipping and landing, exclusive of all other items of charge, that the railway would save. There is however a charge subsequent to that of landing which the railway would affect. Cotton is for the most part subject to a double transport. It is conveyed by coolies to the stack or cotton ground, and thence to the screws to be pressed. The process, as at present carried on, is expensive and inconvenient, and the railway would, by delivering large quantities necessarily introduce a more economical method than that now in use by coolies.

13. The carriers upon the B'ore and Thull Ghaut roads, as well as those traversing the intermediate Ghauts are numerous, and employed by a body of men whose individual interests lead them to compete with each other.

The harbour trade also is in the hands of a considerable number of persons, who are even less likely to combine to keep up their charges against the competition introduced by the new mercantile houses into Bombay. It may be doubted whether the conveyance trade whether by land or sea, is at this time a sufficiently profitable one to allow any serious reduction to be made, and the increase of traffic which the Committee contemplate from the establishment of the railway, may without any great risk be taken, as far more than commensurate with the reduction of charges likely to be created by the competition they anticipate.

14. The Committee assume that cotton is only imported into Bombay by land except during the monsoon, for the purpose of evading the customs. The mode of levying the customs would not however seem to warrant this conclusion; cotton imported by sea pays duty, but pays none on importation by land. On export however to Europe a drawback is allowed on all sea-imported cotton, to the amount of the duties paid on its importation, whereas none is allowed on land-imported cotton, and on export to China the sea-imported cotton goes free under certificate, while that land-imported pays duty. Thus equalizing the rate or remission of duty on both descriptions when re-exported and confining the benefit of free land importation to the amount of cotton consumed in Bombay, which is inconsiderable.

It may be mentioned as a striking instance of the little effect produced either one way or the other by the duties, that British piece goods which are free to take any route whatever, do actually to the value of 15 or 16 Lacks annually, take the circuitous land route by Tannah to the B'ore Ghaut, in preference to the direct Sea route by Panwell.

15. The statement of Passenger traffic was derived from the best official authority on the spot after much enquiry among the Ferry-men, aided by great local knowledge of the traffic. These estimates framed, and forwarded to me, were laid before the Committee, and the means by which they were framed, pointed out; since that period, a longer and more complete series of returns than had before been accessible, taken at the Sion Barrier have been forwarded to the Committee, and these no doubt being from actual observation are substantially correct, Paras; 26,27, 50, 52.

16. It will be convenient to remark upon these paragraphs together.

The difference between the original plan, and that suggested by the Committee is this, The original plan proposed to convey goods at speeds of  $2\frac{1}{2}$  or 3 miles per hour by animal power. The Committee propose to do this at 10 miles per hour by steam power.

The original plan proposed to convey passengers at high rates of speed, that is from 20 to 25 miles per hour by Steam power. The Committee propose of to convey them at 10 miles an hour, also by steam. In the one case they raise, in the other they depress the proposed rate of travelling.

With respect to the employment of animal power, my own experience of the effect of an Indian climate upon draught cattle does not permit me to place my opinion in opposition to that of the Committee, altho' I suspect that regular work, food, water, stabling and attendance, will tend considerably to preserve the life and strength of these animals; it is possible as the Committee state, that it will be cheaper to drag loads at ten miles an hour by steam, than at three by animal power, if it shall so turn out in practice, it will be a great point gained.

17. The determination of what passengers will or will not travel by a railway, is, I believe, one of the most difficult problems in railway statistics; I admit on the one hand my lack of knowledge of the lower classes in India, but on the other hand the members of the Civil Sub-committee from long absence from Europe may not be aware of the surprising manner in which even the very lowest classes find it to be their interest to travel by railway. In the estimate of the London and Birmingham railway, for example, appears for the expected number of passengers 488,342 and expected receipts from them £ 417,645. The Parliamentary Committee appointed to examine into the prospects of the railway thought this too large. In 1840 the second year after the opening of the whole line the receipts from passengers were £ 505, 479, and the traffic now is much larger.

The Manchester and Bolton railway relied much upon its estimated low class passenger traffic, and one of the most serious objections raised against that measure was the improbability that a poor population should be able to travel except on foot. This railway opened in 1838, it conveyed during the first 19 months at which it was at work, above 508,000 passengers, of whom nearly five-sixths were of the lower class. In the year 1839 also the receipts from first class passengers being £3,914, those from the lower class were £11,956.

In the case of the Taff Vale railway, which passes through a populous but singularly poor country, no passenger traffic was in the first instance relied upon. In the second year, however, upon 24 miles of railway alone, the receipts were above £5,000, though this is by no means a passenger railway. There has never, I believe been a case in any great railway now at work, in which the estimate of the passenger traffic of the lower as well as of the higher classes was not below what turned out to be the fact.

18. There is also an instance in point, much nearer to ourselves, A Steamer plies between Bombay and Surat, a distance by sea of above 180 miles, the fare is Rupees 5, being from 8 to 10 times the charge made for the conveyance of a native by a Pattamar, and being at the rate of about  $5\frac{1}{2}$  pies per mile instead of  $1\frac{1}{2}$  as allowed by the Committee on the railway, not only do large numbers of that class of natives who at present come to Bombay on business, or to obtain work, travel by this conveyance, but not unfrequently when the steamer makes her appearance unexpectedly a native will forfeit his passage money by a Pattamar and take his place on board. The time saved however, in fair weather, is only two days.

19. With regard to speeds, no doubt for the lower classes, ten miles an hour is a very considerable improvement upon their present rate of travelling especially as it will be free from the delay occasioned by the crossing rivers and marshy places, but as regards the richer natives, and more especially the very numerous Parsees engaged in trade in Bombay, and the Europeans travelling between Bombay, and the Deccan, my own opinion is, that they will willingly pay largely for augmented speed and convenience. It will however always be easy, at any time to establish quick trains should the experience of the passenger traffic, after the railway has been at work, warrant their introduction.

20. Those acquainted with the history of railways will well remember that just before the opening of the Liverpool and Manchester railway, two eminent Engineers were employed to report upon the best method of working, it the views of Mr. Stephenson, the Engineer to the Company, being regarded at the time, as somewhat visionary. These Gentlemen reported, and their report is published, that no speeds of above ten miles an hour could be economically contemplated; within one year from the date of that report speeds of 25 and 30 miles per hour had been attained on the railway, and the passenger profits were very large indeed.

21. Before quitting the subject of passengers, it may be observed, that should Government allow the railway to supersede their Ferries the local traffic at present contributing to them will of course take advantage of the convenience of the bridges, and will thus, though not travelling by railway, contribute to the revenues of the railway company.

Paras. 32, 33, 51.

22. If the data taken by the Committee be correct, if it be true that the annual returns instead of 17 lacks as estimated by me, prove to be only 9 lacks as estimated by the Committee, then of course their modification of the plan, which is that adopted in the numerous mixed coal and passenger railways of the North of England, must be had recourse to; but as the arrangements necessary to carry this out do not involve any material alteration in my plan of construction, I am well content to leave the question to be decided by the result.

23. Altho' however my estimate of construction alluded to in para: 33, does not materially differ from that adopted by the Committee, there are yet one or two items which were inserted by me to meet the working by animal power, and the high speeds, and also a larger traffic than the Committee contemplated, and which have been retained by the Committee, but might under the modified plan of locomotives and slow speeds, and the prospect of a smaller traffic, furnish materials for still further reductions than those allowed by them.

Of these one is the item of metal or broken stone which may be replaced by moorum or sand, and another is the substitution for blocks of stone, of transverse sleepers, a simpler and more economical arrangement, but one not usually employed with horse traffic. A third item relates to the rail. The rail estimated by me and

adopted by the Committee weighs 65 lbs. per yard, and is supported by bearings four feet apart. This is a mply strong for speeds of 25 or 30 miles per hour, and is the rail, with few exceptions in general use for fast railways with a heavy traffic; some first class railways however use a lighter rail and place the supports three feet apart only. The Liverpool and Manchester railway ran for ten years upon a 35 lb. and 50 lb. rail, and the present rail is only 60 and 62 lbs. The North Union rail is 60 lbs. the Newcastle and Carlisle 50 lbs. the Grand Junction for a great part of its way 62 lbs.

These are all first class railways attaining speeds occasionally of 35 and 40 miles per hour and always above 18 and 20. There is not, I think, any railway in England the speeds upon which are confined to ten miles an hour, but there are some confined to speeds of 16 and 18, and these all employ a very light rail indeed, the Bristol and Coal Pit heath for example using one of 30 lbs. and others even lower.

24. In saying this much, however, I feel called upon to observe further, that unless the views of the Committee are to be taken as conclusive that high speed cannot under any circumstances be profitably attained, it would scarcely be prudent not to have heavy rails laid in the first instance, lest if, afterwards, high speeds should be precluded: and although in discussing the deduction made by the Committee, I am entitled to claim an allowance for a light rail, yet I should certainly recommend the heavier rail to be adopted, in which case this item of deduction must be omitted, having thus stated the case, I have however not taken credit for this item but have left it open.

25. The final item upon which I have to observe is that of the 28 miles of double way between Bombay and Dynhoolee. In England it is not unusual to work a railway with a single line. The Newcastle and Carlisle, above 60 miles in length, is so worked throughout one-third of its length by passenger trains at high speeds and by goods trains at by no means low ones. The Taff Vale also is so worked, both for goods and passengers with an additional draw back of tunnels and an inclined plane. The Bristol and Coal Pit heath railway is also single. I believe, also, but in this case only, I do not speak from personal knowledge, that the greater number of the Belgian railways are worked by a single line of rails, as are several in America, and those newly constructed in Italy. Had the committee come to the conclusion that the speeds recommended by me would be profitable, the double way would have been advisable though not absolutely necessary, as no tunnels occur along the railway, a second line of rails can be at any time readily added, wholly or in part, should the increase of traffic require it. With this view I have allowed the earth work for a double line, and to accommodate the trade, 20 instead of 10 per cent for sidings.

26. The subjects touched upon at the conclusion of Paragraph 53, have been adverted to where they also occur in a previous paragraph. It will be sufficient here to extract the following general heads from the estimates signed by the Committee.

<i>Construction.</i>	
Management .....	Rs 51,552
Superintendence exclusive of .....	} 97,272
Superintending Engineer .....	
	1,48,824
Current expences Superintending Establishment .....	60,264

The former being a charge of construction the latter an annual charge.

27. The result arrived at by the Committee would seem to warrant the formation of the railway, to be worked by steam power at ten miles an hour, and considering how very careful the Committee have been not to exaggerate the Traffic, whether of passengers or merchandize and how ample is their allowance for construction, and current expences, I think I am not too sanguine in anticipating, that even a much larger rate of dividend may be expected than that which has been shewn by the Committee.

23. I have drawn out a statement to shew how on the above particulars further reductions may if necessary be made beyond those allowed by the Committee, to an extent calculated to affect materially the dividend, but my object in doing so is not to reconstruct an estimate on the most economical principles, nor to impugn that on which, as modified by the Committee, the report is based, but rather to shew that the practical expense of construction may be brought considerably below that estimated.

Experience in the course of construction will be the safest guide to what extent these deductions can be carried. These additional reductions in the construction alone, exclusive of any saving by the substitution of a more economical rail, of any return from local bridge traffic, leaving the cost of maintenance as estimated by the Committee, and taking no credit for any increase of traffic beyond that contemplated in the report, would raise the dividend to Rs. 5-15-10 per cent. Whatever may be eventually saved in the expense of construction or in those of maintenance and working, and whatever addition there may be of traffic, to that extent will the dividend be affected and the prospect of favorable returns for the capital invested in the railway be improved.

(Signed) G. T. CLARK.

Bombay, }  
30th December 1844. }



## Reductions on Estimate of construction.

## Additions to Estimate of construction.

Reductions on Estimate of construction.				Additions to Estimate of construction.								
				One mile single way between Bombay and Dynhoolie.								
				C Ft.								
				Re. C. Ft. Re.								
One mile double way.	Rs 1,056			5280	12	1	6	9504	Ballast. ...	2	100	1,900
Ballast.	2,112							1,320	Sleepers	3	each	3,960
Metal.	15,840	19,008		7	9	5			( gauged & fitted.)			
Blocks.												5,860
Joint chairs.	1,775								Sidings 5 per cent as before			293
Intermediate chairs.	4,425								Additional sidings namely, for			
Rails.	18,386								Ballast & Sleepers 15 per cent			879
Tools.	250								Chairs, rails, &c. 15 per cent.			1,884
Drain Tiles.	293								Additions on one mile.			8,916
	25,129	12,564							" " 28 miles.			2,49,648
One Half.												
		31,572										
Sidings 5 per cent		1,578										
Reduction on 1 mile		33,150							One mile single way, beyond Dynhoolie.			
" " 28 miles			9,28,200						5280	12	1	6
One mile single way.									7	9	5	95,040
Ballast.	528								1,320	Ballast. ...	2	100
Metal.	1,056									Sleepers ..	3	each
Blocks.	7,920											1,900
		9,504										3,960
Sidings 10 per cent.		950										5,860
Reduction on one mile		10,454							Sidings 10 per cent.			586
" " 51 miles			5,33,154						Additions on one mile.			6,446
									" " 51 miles.			3,28,746
Contingencies 10 per ct.			14,61,354									5,78,394
			1,46,135									57,839
Total Reductions.		18,07,489							Contingencies 10 per cent.			6,36,233
Total Additions.		6,36,233							Total additions.			
Net Reductions.		9,71,256										
Reductions on estimate of maintenance of way.				Addition to Estimate of construction								
One mile double way				One mile single way omitting.								
Including 5 per cent.				Sidings 10 per cent.								
Sidings.				Add sidings 10 per cent.								
Reductions on 1 mile	2,256		2,256	Addition to one mile.								
" " 28 miles		63,168		" " 28 miles.								
Contingencies 5 pr. ct.		3,158		Contingencies 5 per cent.								
Total Reductions.		66,326		Total additions.								
Total Additions.		55,419										
Net Reductions.		10,907										

\* The Ballast here specified is Moorum, similar to that seen in the Chimdoor road cutting Saisette. The scantling given for the Sleepers is that of the London and Birmingham railway; Kaizee wood, of half round logs of which they will be formed. sells in Bombay of the above dimensions, at rather below 7 annas per cubic foot, but much of it comes from Bhowdry, and is cut near the railway.

(True Copies)

W. ESCOMBE, Secy. to Govt.