M.R.O. 1—4,002—16 9-48.

(1) Number of pages_____

(2) Date of repair_____

(3) Initials of the Referencer_____

MADRAS RECORD OFFICE

Government of Madras

Public works DEPARTMENT

G.O. No.	1680-81	Press
B.P. No. 424 & 426		Mis.
Dated	27- 6-	1873.

Not to be folded or roughly handled

No. 424. Read the following letter from Lieutenant-Colonel J. H. M. SHAW-STEWART, R. E., Consulting Engineer for Railways, to Colonel G. W. WALKER, R. E., Secretary to Government, Public Works Department, dated Madras, 26th May 1873, No. 288 :—

In my letter No. 709, dated 20th December 1872, I explained to Government that the Madras Railway Authorities had agreed to carry out the original proposals in connection with the watering arrangements at Raichore, and that the supplemental estimate, amounting to Rupees 19,728, forwarded with this office endorsement No. 425, dated 3rd October 1871, was to be considered cancelled.

Procs. of Govt., No. 237, 24th Jan. 1873.

Procs. of Govt., No. 2,677, 21st Oct. 1871.

2. I have the honour now to lay before Government a letter from the Agent of the Madras Railway, re-submitting the proposal for a separate source of water-supply for the exclusive use of the Madras Railway Company.

3. With reference to it the Locomotive Superintendent writes :—

"I am however still of opinion that the watering arrangements for the Company should be quite distinct from those of the Great Indian Peninsula Railway Company, and I fear unless separate wells and tank-houses are provided, as proposed by me, that sooner or later we shall find ourselves in difficulties as regards our water-supply."

The Chief Engineer adds as follows :—

"I have always agreed with the Locomotive Superintendent in thinking that it would be desirable to have an independent water service for our Company at Raichore. No inconvenience has as yet resulted from the present arrangement, but the water-supply is always a source of anxiety in so dry a climate as Raichore, and any unusual influx of traffic in the dry season would probably entail a greater demand upon the existing well than it could meet."

4. Under the circumstances, I request that the Government of India may be moved to sanction the supplemental estimate, amounting to Rupees 19,728, for additional watering arrangements submitted with this office endorsement No. 425, dated 3rd October 1871.

G. O., No. 2,677, 21st October 1871.

5. In reply to an inquiry from this office as to whether, in the event of the estimate of Rupees 19,728 being sanctioned, the sum of Rupees 5,450 would be carried to credit as previously proposed, the Agent submitted letter No. 362, dated 22nd May 1872, which, with its enclosures, I beg to lay before Government.

6. I agree with the Acting Chief Engineer that, as the piping has been already laid, it should be left undisturbed, unless absolutely required for use elsewhere.

7. The expenditure can be met from the amount entered in Item 14, "watering arrangements at Raichore," in Schedule B. of the Budget Estimate for 1873-74.

From R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R. E., Consulting Engineer for Railways, dated Madras, 27th February 1873, No. 152.

ADVERTING to your letter of the 14th of September 1872, and to the Order of Government which accompanied it, I have the honour to solicit your attention to the enclosed copies of letters* received from the Chief Engineer and Locomotive Superintendent on the subject of the watering arrangements at Raichore.

*Chief Engineer, No. 115, 21st February 1873
Locomotive Superintendent, No 69, 17th February 1873.

2. Mr. Burton Wright, you will observe, states, "I am however still of opinion that the watering arrangements for this Company should be quite distinct from those of the Great Indian Peninsula Railway Company, and I fear that unless separate wells and tank-houses are provided, as proposed by me, that sooner or later we shall find ourselves in difficulties as regards our water-supply;" and Mr. Beresford Anderson remarks, "I have always agreed with the Locomotive Superintendent in thinking that it would be desirable to have an independent water service for our Company at Raichore. As you are aware, I prepared plans and estimates for separate wells and tank-houses, but they were withheld in deference to the opinion of the Agent of the Great Indian Peninsula Railway, who suggested that a trial should first be made of the joint service.

"No inconvenience has as yet resulted from the present arrangement, but the water-supply is always a source of anxiety in so dry a climate as Raichore, and any unusual influx of traffic in the dry season would probably entail a greater demand upon the existing well than it could meet."

3. Under the circumstances, and looking to the probability of an increase of traffic in connection with the carriage of materials for the Nizam's State Railway, and to the fact that our nearest watering station to Raichore is Kosgee, a distance of 25½ miles, I deem it prudent to bring the question of the provision of separate watering arrangements at Raichore for this Company again under the consideration of His Excellency the Governor in Council, and will only express the hope that the plan and estimate submitted for approval with my letter of the 27th November 1871 may now be sanctioned.

From W. B. WRIGHT, Esq., Locomotive Superintendent, to R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, dated Perambore Works, 17th February 1873, No. 69.

I BEG to forward you copy of a letter* from our Foreman at Raichore. I have instructed him to allow the Great Indian Peninsula Drivers to use our hose-pipes, and will write and ask Mr. Hawkins if he will agree to bear a portion of the expense. We are very much cramped for room at present at the water column, and until the piping is laid into our engine-house great inconvenience must be experienced.

* No. 102, 16th February 1873.

2. The early completion of the watering arrangements, as at present sanctioned, is now absolutely necessary, in consequence of the great increase in the number of engines working into Raichore. I am however still of opinion that the watering arrangements for this Company should be quite distinct from those of the Great Indian Peninsula Railway Company, and I fear that unless separate wells and tank-houses are provided as proposed by me, that sooner or later we shall find ourselves in difficulties as regards our water-supply.

From Mr. W. BAREFOOT, Locomotive Foreman, to W. B. WRIGHT, Esq., Locomotive Superintendent, Perambore Works, dated Raichore, 16th February 1873, No. 102.

As the Great Indian Peninsula Drivers are washing their boilers out here, I beg to ask if we are to supply them with a pipe for that purpose

2. The Great Indian Peninsula Driver, on the 14th instant, blew his boiler off and had no means of filling up had we not lent him our pipe. I cautioned the man against this in future, but no notice is taken of it; last night at 9 o'clock the same man blew his boiler off again, and had no means of filling up; we had again to supply the pipe for filling the boiler.

3. We being so very hard-pressed for room at the water-column, it is not at all necessary for the Great Indian Peninsula engines to wash out here; the engines are at the Kistna Locomotive Station four or five nights in the week, and could wash out there. I learn that it is in consequence of its being expensive to them to pump the water at Kistna that they throw all the work they can on Raichore.

From B. ANDERSON, Esq., Chief Engineer, to R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, dated Madras, 21st February 1873, No. 115.

YOUR letter No. 583 of the 18th instant, forwarding copy of Locomotive Superintendent's letter No. 69 of the 17th idem.

Sanction to complete the watering arrangements at Raichore, as originally designed, was only received on the 3rd instant.

2. Mr. Stoney has been instructed to finish the works with the least possible delay.

3. I have always agreed with the Locomotive Superintendent in thinking that it would be desirable to have an independent water service for our Company at Raichore. As you are aware, I prepared plans and estimates for separate wells and tank-houses, but they were withheld in deference to the opinion of the Agent of the Great Indian Peninsula Railway, who suggested that a trial should first be made of the joint service.

4. No inconvenience has as yet resulted from the present arrangement, but the water-supply is always a source of anxiety in so dry a climate as Raichore, and any unusual influx of traffic in the dry season would probably entail a greater demand upon the existing well than it could meet. Our nearest watering station to Raichore is Kosgee, a distance of 25½ miles.

From J. W. MELLIS, Esq., for the Acting Agent and Manager, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R. E., Consulting Engineer for Railways, dated Madras, 22nd May 1873, No. 362.

WITH reference to your letter No. 238, of the 6th of March 1873, I have the honour to enclose you a copy of the Acting Chief Engineer's letter, No. 305, dated the 15th instant, together with the diagram therein referred to, and I trust that, with these documents before you, you will be able to see clearly how the somewhat complicated question of the various sanctions for watering arrangements at Raichore realy stands.

From T. H. GOING, Esq., Acting Chief Engineer, to W. B. WRIGHT, Esq., Acting Agent and Manager of the Madras Railway Company, dated Madras, 15th May 1873, No. 305.

CONSULTING Engineer's letter No. 238 of 6th March 1873.

In my letter No. 570 of 9th December 1872, I gave an account of the various estimates which had from time to time been forwarded in connection with Raichore station, but as the question is rather a complicated one, I shall now endeavour by aid of an illustrative diagram to make more plain the portions of piping which were included in the different schemes for watering arrangements.

2. In the original estimate (Rupees 4,36,126) forwarded with my letter No. 475 of 6th September 1870, provision was made for the following pieces of piping as shown in the diagram :—

AB + BC + CD + EF + M

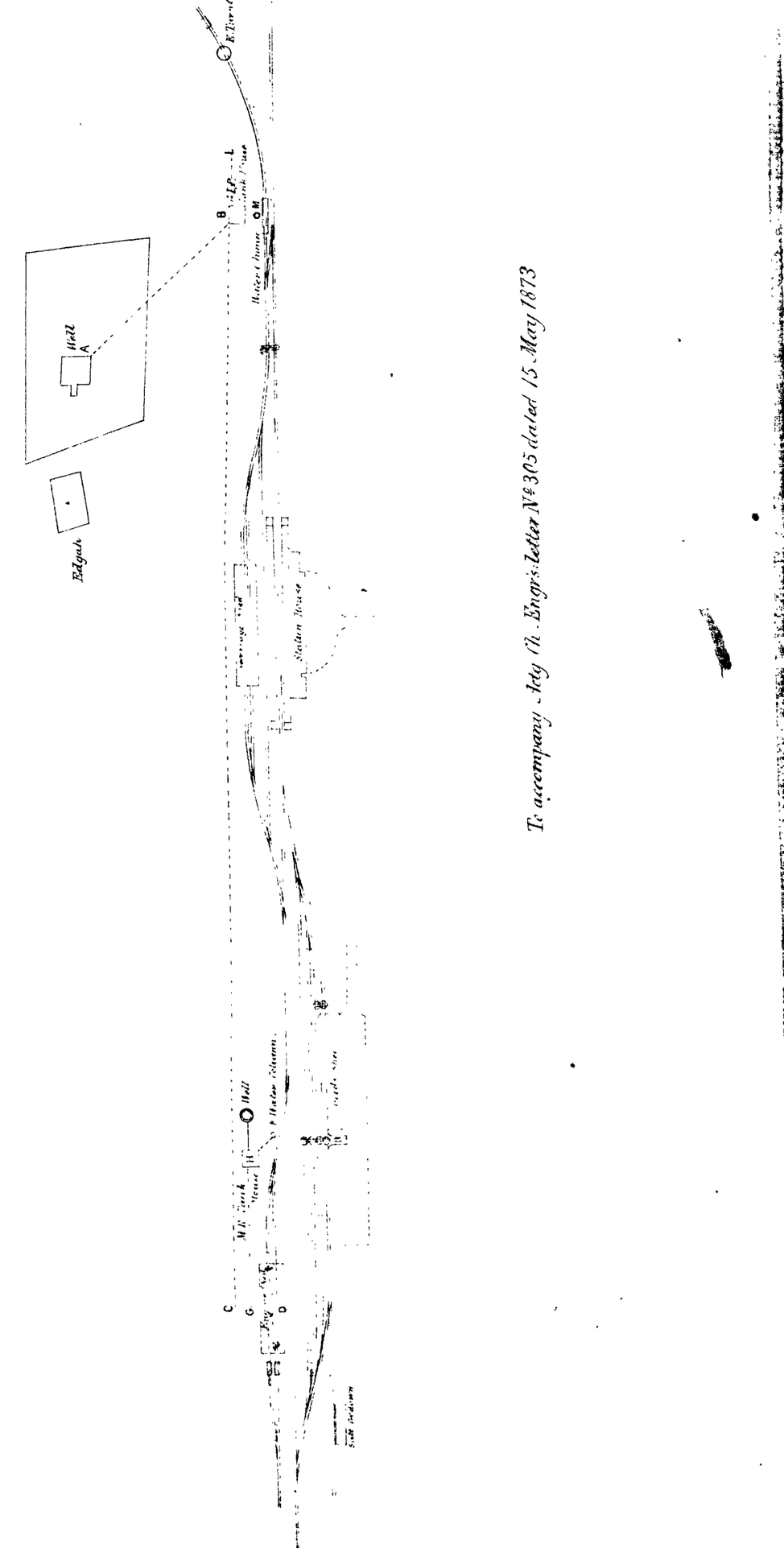
3. After this separate watering arrangements for the two Companies were proposed, and an estimate sent forward containing Rupees 19,728 for tank-house, etc., in addition to the following pieces of piping :—

BL + AB + M + EF + DG + GH + HK

credit being given for Rupees 5,450, which was the value allowed for piping BC + CG which would not be required if the proposals then made were carried out.

4 As explained in my letter No 570, above referred to, the Government of India, overlooking the source of the saving, reduced the original sanction for "station yard" from Rupees 1,25,882 to Rupees 1,20,462, at the same time declining to sanction the estimate of Rupees 19,728 for tank-house, etc. Under these circumstances, I was obliged to apply for a re-sanction of the sum of Rupees 5,450 for piping BC + CG, which piping will be required until the tank-house, well, etc., proposed for the separate use of this Company, are built. Even then I consider that the piping BC + CG should be left undisturbed, unless specially required for use elsewhere, as provision will thus be made for the contingency of the failure of the water supply of either Company.

5 In the event of the pipes being taken up the amount to be credited will be Rupees 2,424, which is the sum given as the cost of stores in my letter No. 124 of 26th February.



To accompany Actg Ch. Engrs. letter No 305 dated 15 May 1873

Proceedings of the Madras Government, Public Works Department,
27th June 1873.

No. 425. ORDER THEREON, 27th June 1873, No. 1,680.

RAILWAY, No. 58.

ORDERED that these papers be forwarded to the Government of India, and, under the circumstances explained, that sanction be requested to the proposed expenditure on separate watering arrangements for the Madras Railway at Raichore, an estimate of Rupees 19,728 for which was laid before the Government of India with letter No. 2,678, dated 21st October 1871.

2. It is observed that the saving of Rupees 5,450, for which credit was taken in the letter recorded with G. O., No. 960, dated 12th April 1872, and to which supplemental sanction was accorded in letter No. 231 G. R., dated 13th February* 1873, will not be available; but that Rupees 2,424 of the amount will be credited hereafter if it be found necessary to utilize elsewhere the piping shown as BC +CG on the diagram which accompanies Mr. Going's letter printed above.

* G. O., No. 674, dated 3rd March 1873.

(Here enter No. 1,681, dated 27th June 1873.)

(True Extract.)

Colonel, R.E.,
Secretary to Government.

To the Consulting Engineer for Railways.

Exd. S. T. Austin.

Spare Copies.

PUBLIC WORKS DEPARTMENT,
OOTACAMUND, 27*th June* 1873.

No. 426.

No. 1,681.

FROM

COLONEL G. W. WALKER, R. E.,
Secretary to the Government of Madras,
Public Works Department.

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,
Public Works Department.

RAILWAY, No. 59.

To Government of India, No. 2,678, dated 21st October 1871.
From Government of India, No. 441 G. R., dated 21st March 1872.
To Government of India, No. 53, dated 6th August 1872.
From Government of India, No. 1,344 G. R., dated 20th August 1872.
To Government of India, No. 238, dated 24th January 1873.
From Government of India, No. 231 G. R., dated 13th February 1873.

SIR,—Adverting to the letters noted in the margin, I am directed by His Excellency the Governor in Council to forward the accompanying papers which explain the necessity for separate watering arrangements for the Madras Railway at Raichore; and, under the circumstances, to request the sanction of the Government of India to the estimate of Rupees 19,728 which was forwarded with Colonel Carpendale's letter No. 2,678, dated 21st October 1871.

2. It will be observed that no portion of the sum of Rupees 5,450, sanctioned in letter No. 231 G. R., dated 13th February 1873, will be immediately available.

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

Colonel, R.E.,
Secretary to Government.

Exd. S. T. Austin.

Spare Copies.

Railway Department

Consulting Engineer's Office

No. 298

11

From

Lt.Col. J. H. M. Shaw Stewart R.E.

Consulting Engineer for Railways

To

Col G. W. Walker

Secretary to Government

Public Works Department

Fort Saint George.

Sir,

Enclosures 6.

Rec. of Govt. No 237 24 Jany/73.

In my letter No. 709 dated 20th December 1872 I explained to Government that the Madras Railway authorities had agreed to carry out the original proposals in connection with the watering arrangements at Raichore, and that the supplemental estimate amounting to Rs 19,728, forwarded with this office endorsement

endowment No 425 dated 3rd October 1871, was to be considered cancelled.

Pro. of Govt No 2677 26 Oct 71

2 I have the honour now to lay before Government a letter from the Agent of the Madras Railway resubmitting the proposal for a separate source of water supply for the exclusive use of the Madras Railway Company.

3 With reference to it the Secretariat Superintendent writes.

"I am however still of opinion "that the watering arrangements for "the Company should be quite distinct "from those of the Great Indian "Peninsula Railway Company, and "I fear unless separate wells and tank "houses are provided as proposed by "me that sooner or later we shall find

"find ourselves in difficulties as "regards our water supply"

The Chief Engineer

adds no further

"I have always agreed "with the Secretariat Superintendent "that it would be desirable "in having an independent water service "for our Carriage at Raichore. "No inconvenience has as yet resulted "from the present arrangement but "the water supply is always a source "of anxiety in so dry a climate as "Raichore, and any unusual influx "of traffic in the dry season would "probably entail a greater demand "upon the existing well than it "could meet."

Under the circumstances

4

I

should feel disposed to suggest

I request that the Government of India may be moved to sanction the supplemental estimate amounting to Rs 19,728 for additional watering arrangements submitted with this office endorsement No 2 dated 3d October 1871. G.O. 2677 21 Oct/71

5. On reply to an inquiry from this office as to whether, in the event of the estimate of Rs 19,728 being sanctioned, the sum of Rs 5,450 would be carried to credit as previously proposed, the Agent submitted letter No 362 dated 22d May 1872, which with its enclosures I beg to lay before Government.

6. I agree with the Acting Chief Engineer that, as the piping has been already laid, it should be left undisturbed, unless absolutely required for use elsewhere.

7. The expenditure can be met from the amount entered in item 14 "watering arrangements at "Raichore" in Schedule B of the Budget estimate for 1873-74.

I have the honour to be
Sir
Your most obedient servant
Mundlemont Lt.Col R.E.
Con. Engineer for Railways

Madras
26 May 1873

Sd
Lindsay

No. 152.

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 27th February 1873.

From

Robt. B. Elwin Esqr
Agent and Manager. of the M.R.P.

To

Lieut. Colonel J. F. Mahon Royal E.
Consulting Engineer for Railways.

Sir,

According to your letter of the 11th of September 1872 and to the order of Government which accompanied it, I have the honour to solicit your attention to the enclosed copies of letters received from the Chief Engineer and Locomotive Superintendent on the subject of the watering arrangements at Vaniambadi.

2. As Burton Wright you will observe state. "I am however still of opinion that the watering arrangements for this Company should be quite distinct from those of the G. I. P. Railway Company, and I fear that unless separate Wells and Tank Houses are provided as proposed by me, that Owners or Salesmen should find ourselves in difficulty

Chief Engineer's No 115-3102 Dated 18th Sept 1872. Locomotive Superintendent's No 169-17 Dated 18th Sept 1872.

P.D. 1873 Department Progress Sheet No. 3102.
Mr. Consulting Engineer for Railways.
Lieut. Colonel
Secretary to Govt
P. W. Department
Fort St. George

Dated 26th March 1873
Rec'd 27th do
Encl. C. No 288.

Subject Letter from the Agent M.R.P. Co "Applying sanction to an extended expenditure of Rs 19,928 for watering arrangements at Vaniambadi"

Answered Rs 80-1881-27 May 73

"as regards our water supply" -
and a Mr. Beresford Anderson
remarks: "I have always agreed
"with the Locomotive Superintendent
"in thinking that it would be desirable
"to have an independent water service
"for our Company at Raiabozio - As
"you are aware I prepared plans and
"Estimates for separate Wells and
"Tank Houses, but they were with-
"held in deference to the opinion of
"the Agent of the S. S. A. Railway,
"who suggested that a trial should
"first be made of the joint service -
"a to which time has as yet
"resulted from the present arrangement
"but the water supply is always a
"source of anxiety in so dry a District
"as Raiabozio, and any increase
"influx of traffic in the dry season
"would probably entail a greater
"demand upon the existing well than
"it could meet."

3. Under the circumstances and having to the probability of an increase of traffic in connection with the carriage of Materials for the Victoria Dock & Railway, and

to the post that was reserved under
Plan for Brisbane in progress, a
distance of 36 1/2 miles, I deem it
prudent to bring the question of
the provision of Reserve for working
arrangements at Brisbane, for the
Company again under the consideration
of the Executive. The Governor in
Council, and will only express the
hope that the Plan and Estimate
submitted for approval under any
Order of the 27th December 1859,
may now be abandoned -

I have the honour to be
Sir
Your most obedient Servant
[illegible]
Agents and Managers

MADRAS RAILWAY

From

The Agent and Manager.

To

The Consulting Engineer

for Railways

Dated 27th February 1873

Recd.

No. 57

Forwarding copies of letters from the Chief Engineer & Secy. Supt. regarding the working arrangements at Arcot.

F.W. 3102/73.

No 10 Secunderabad, 16th January 1873

To

The Locomotive Superintendent
Perambore Works

Sir,

In the Great Indian Peninsula Railway Service we are wanting Iron Boilers and here I beg to ask if we are to supply Iron pipe for that purpose.

No 4 G I P Driver on the 14th instant blew his Boiler off as he had no means of filling up had we not lent him our pipe. I cautioned the man against this in future, but no notice is taken of it; last night at 9 o'clock the same man blew his boiler off again and had no means of filling up. We had again to supply the pipe for filling the boiler.

We being so very hard-pressed for room at the Water Columns it is not at all necessary for the G I P Engines to wash out here; the Engines are at the Kistna Loco: Station 4 or 5 nights in the week, and could wash out there. I learn that it is in consequence of its being expensive to them to pump the water at Kistna that they throw all the work they can on Parchore.

Yours faithfully
/sd/ W. Barefoot
Loco: Foreman

/True Copy/
/sd/ C. E. Phipps
for Loco. Superintendent

/True Copies/

Wm. Agent and Manager

P. Dr. 31st/73.

No 115.

Madras Railway Company
Locomotive Office
Madras 21st January 1873

To the Agent and Engineer,

Dear Sir,

I am directed to refer to the 18th instant forwarding copy of Locomotive Superintendent's letter of the 17th idem.

Should it be impossible the washing arrangements be at Parchore as originally designed it will be necessary that the

The Agency has been instructed to remind the Contractor with the Locomotive Superintendent in charge that it would be desirable to have a sufficient water supply for our Engines at Parchore as you are aware, for which purpose a Contract for separate Wells and Tanks House, but they were still held in reserve pending the opening of the G I P Railway, when ground that a tank should first be made of the Junction.

The arrangement has as yet resulted from the present arrangement, but the water supply is also of an excellent quality at Parchore and any inconvenience of the present will be very soon remedied.

a greater demand be upon the existing wells than it would meet. Our usual working rules to Engineers in charge, & Inclosure of 2d[illegible] under

Yours faithfully,
(Sd) Benford Stevenson
Chief Engineer.

P.W. 3102/73.

From Genl Staff

Walter Scott Chester
Agent & Valuer

No. 362.

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE

Madras, 22nd May 1873

From

To

The Genl. Agent and Manager of the M. R. Co.

Lt Col. J. Hill &c &c &c

Consulting Engineer for Railways.

Sir,

With reference to your letter No. 230 of the 6th of March 1873, I have the honour to enclose you a copy of the Acting Chief Engineer's letter No. 305 dated the 15th inst. together with the 2 diagrams thereunto referred to, and I trust that with these documents before you, you will be able to see clearly how the somewhat complicated question of the various sanctions for watering arrangements at Perambore really stands.

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

J. N. Mellis.

for the Genl. Agent & Manager

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer
for Railways.

Dated 22nd May 1873.
Rec'd 23rd " "

No. 362

Forwarding a Copy of the Rs. Engineers letter No. 305 of 15th instant with Diagram & Estimate & requesting to be furnished with your remarks & suggestions at your earliest convenience.

P. W. 31 Vol. 1.

Madras Railway Company
Chief Engineer's Office
Madras 15th May 1873.

No. 305.

The Agent & Manager,

Dear Sir,

Consulting Engineer's letter No. 238 of 6th March 1873.

In my letter No. 570 of 9th December 1872 I gave an account of the various Estimates which had from time to time been forwarded in connexion with Karaikoil station, but as the question is rather a complicated one I shall endeavour by aid of an illustrative diagram to make more plain the portions of piping which were included in the different schemes for watering arrangements.

2. In the original Estimate (Rs 4,06,126) forwarded with my letter No. 475 of 6th September 1870 provision was made for the following pieces of piping as shewn in the diagram:

A B + B C + C D + E F + M

3. After this separate watering arrangements for the two Companies were proposed and an estimate sent forward containing Rs. 19,728 for Tank House &c in addition to the following pieces of piping.

B L + A B + M + E F + D C + G H + H K

credit being given for Rs. 5450 which was

the values allowed for piping BC+CC which would not be required, if the proposals then made were carried out.

4. As explained in my letter No. 570 above referred to the Government of India overlooking the source of the saving reduced the original sanction for Station Yard from Rs. 125,882 to Rs. 120,432 at the same time declining to sanction the Estimate of Rs. 19,728 for Cumbo houses &c. Under these circumstances I was obliged to apply for re-sanction of the sum of Rs. 6,450 for piping BC+CC which piping will be required until the Lands houses &c, well &c proposed for the separate use of the Company are built. Even then I consider that the piping BC+CC should be left undisturbed unless specially required for use elsewhere as provision will thus be made for the contingency of the failure of the water supply of either Company.

5. In the event of the pipes being taken up the amount to be credited will be Rs 2,424 which is the sum given as the cost of stores in my letter No. 124 of 26th February.

Yours faithfully
(Sd) J. K. Spain
Dy. Chief Engineer

(True Copy)

J. K. Mellis.
for the Dy. Agent & Mang. Gr.

P. W. D. 3102 / 93.
Rep. 27 Jan. / 93 3 Bh:
524.

1680
A: ~~1561~~

P. W. D.

Proceedings of the Madras Government,

Under date the 187 .

Read the following :—

From the Secy. Secy for Engs. to G. No. 288 Dy. 26 May/93.

Ordered that
these papers be forwarded
to the Government of
India, and, under the
circumstances explained,
that sanction be request-
ed to the proposed ex-
penditure on separate
watering arrangements
for

for the Madras Railway at Kaichore, an Estimate of Rupees 19,728 for which was laid before the Government of India with letter No 2678 dated 21st October 1871.

It is observed that the saving of Rupees 5,450 for which credit was taken in the letter recorded with G.O. No 960 of 12th April 1872 and to which supplemental sanction was accorded in letter No 231 G.R. dated 13th February 1873. will not be available, but that Rupees 2,424 of the amount will be credited hereafter if it be found necessary to retain elsewhere the saving shown as P.W. C. + G. on the diagram which accompanied Mr Going's letter quoted above.

G.O. 674 of 3rd March 1873

To

The Consg Engineer for Railways.

D.-f. 5/7/73

No 1681 — A.E. No 7

To

The Secretary to the Government of India.

Sir,

Adverting to the letters* noted in the margin* I am directed by His Excellency

* To Govt of India No 2678 of 21 October 1871.
From — do — do 461 G.R. of 21 March 1872
To — do — do 53 — of 6 Aug. 1872
From — do — do 1364 G.R. of 26 — — —
To — do — do 238 — of 24 Jany 1873
From — do — do 231 G.R. of 13 Feby 1873.

His Excellency the
Governor in Council
to forward the accom-
-panying papers which
explain the necessity
for separate Watering
arrangements for the
Madras Railway at
Pulicherry, and, under
the circumstances, to
request the sanction
of the Government of
India to the Estimate
of Rupees 19,728 which
was forwarded with
Colonel Carpendales'
letter No 2678 of 21st
October 1871.

It will be ob-
served that no portion
of

of the sum of Rupees
5,450 sanctioned in
letter No 251 G. P.
dated 13th February
1873 will be immedi-
-diately available.

Genl

Entd 3/7/73 in Dft Regr
No 1680

C/2310/2

Govt. of India

PUBLIC WORKS

To the Consulting Engineer
for Railways
and
to the Secretary to the
Govt of India

27th June 1880-1881

No. 424-425 & 426

Watering arrangements
at Raichore, Madras Railway.

Passing orders on letter from
the Engr. forwarding an
Estimate for watering
arrangements for the
Madras Railway at
Raichore.

Forwarded with
remarks Estimate for
watering arrangements
for the Madras Rail-
way at Raichore.