the Referencer.

1-3-85

P. W. C. No. 1490

Govt. of {188 } Madras.

No. 619 Wd/ 10th March 82

B

Communicated to the Superintending Engineer 6th Circle.

8.3.82

Dated 8 } Mar 1882, No.
Recd.

Nos.

B. No. 619 Wd/ 10th March 82

Placing at the disposal of the Malabar & Nilgiri Local Fund Boards for certain Road repairs in Wynaad.

Entd. in Receipt Regr.

15/3

S. E. 6th Circle

Desptd. 10-3-82.

Financial Department.

PROCEEDINGS of the MADRAS GOVERNMENT.

READ the following letter from the Supg. Engr. 4th Circle to the Chief Engr. P.W.D. dd 14th February/82 No. 73 by Endorsement dd 23d February/82 No. 480 C.

Order thereon 4 March/82. No 382 Fin

The sums mentioned will be placed at the disposal of the Malabar and Nilgiri L. F. Boards who will be advised by telegraph.

2. It is presumed that nothing has been spent by the Supg. Engr. in collecting materials but precise information should be given on this point.

3. The original proposal was that this special grant when allotted, should be

spent by the Public Works Department not by the Local Fund Engr; the loss of time is to be regretted.

(True Extract)

C. D. Maclean

Under Secretary.

To

The Public Works Department

" President L. F. Boards Malabar

" Do Do Nilgiris

" Accountant General.

P.S.W.

1-3-95

P.W.D. No 1490

Govt. of {1882} Madras.

B/ No 619 W d/ 10th March/82

Communicated to the Superintending Engineer 6th Circle

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10/3

S.E. 6th Circle
despd 10-3-82

With orders

1-3-95

D.W.

C.S. Office Note 1286 d/22nd March/82.

I would frame "instructions" to the Examiner if I knew exactly what he wanted. The G.O in the Financial Dept. of which he sends us a copy shows what the Govt. intend?

R.S.
23/3.

C.A.W.

Please submit to W. for Orders.

24.3.82

1-3-85

No 619 Wd/ 10th March 82

B/

Communicated to the Superintending Engineer 6th Circle

8.3.82

10/3

S.E. 6th Circle
despatched 10-3-82

P W C No 1490

Govt. of {188 } Madras.

Dated } 8 } Mar 1882, No.
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Placing at the dis-
posal of the Mala
& Nilgiri Local Fu
Boards for certa
Road repairs i
Wynaad.

Entd. in Receipt Regr

With order

CAW

The Govt may have intended ~~but~~ the Dept was to spend the money but at present informed the SE not having any suitable Estabt. at his disposal in this part of the W Coast Division was unable to expend it ~~through~~ his own agency & transfer got the L F B. to undertake the work the amount must be [illegible] a good [illegible]

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of {1882} Madras.

PUBLIC WORKS.

To

THE FINANCIAL DEPARTMENT,
&c., &c., &c.

Dated March, 6th.

Issued

Recd. Encl.

G.O., 6th March 1882, No. 568 W.

MARCH.
Nos. 36-37

Tour through the Southern Districts.—Orders passed on various subjects relating to the Public Works Department noticed by the Right Honorable the Governor during his recent —.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

6th March 1882, No. 568 W.

Buildings and Roads.
Civil Works.

Read the following paper:—

No. 36. Proceedings of the Madras Government in the Public Department, dated 17th February 1882, No. 164 (Mis.).

Minute by the Right Honorable the Governor, dated 26th January 1882.

Communicated to the Departments concerned, where the necessary action will be taken on the several matters noticed in His Excellency's Minute.

(True Extract.)

(Signed) R. DAVIDSON,
Chief Secretary.

No. 37. Order thereon, 6th March 1882, No. 568 W.

The following are the subjects appertaining to the Public Works Department which have been noticed by His Excellency:—

(1.) Improvements to Ootacamund.

Nilgiri Planting and Mining Association.

(2.) Construction and maintenance of Provincial Roads between Ootacamund, Wynaad and Calicut.
(3.) Eventual extension to Ootacamund of the Conoor Railway.
(4.) Extension to Vayitri, viâ Pundalur and Cherambády, of the Devála Telegraph line.

Pundalur Inhabitants.

(5.) Provision of proper roads for traffic and passengers.

Wynaad Planting and Mining Association.

(6.) Railway from Malabar to Mysore.
(7.) Better construction of roads and bridges, and their better conservation.
(8.) Provision of a line of telegraph.

North Wynaad Address.

(9.) The wants of the North Wynaad to be kept in view in any scheme devised for improved communications.
(10.) Railway through Wynaad to connect Mysore with the Western Coast.
(11.) Extension of the line of Telegraph from Vayitri to Teriote and Manantody instead of from Vayitri to Calicut.

1-3-95

RAILWAY.

Govt. of (1882) Madras.

PUBLIC WORKS.

To

The CONSULTING ENGINEER
for RAILWAYS,
&c., &c., &c.

Dated January, 31st.

Issued

Recd. *Encl.*

G.O., 31st January 1882, No. 69 R.

JANUARY.

Nos. 59-60.

Concessions asked for by Messrs. Burchell for the construction of a railway from Beypore to Gúdalúr with the right of extension to Mysore.—Copy of despatch from the Government of India to the Secretary of State on the subject of certain —, communicated to the Consulting Engineer for Railways.

1-3-95

BUILDINGS AND ROADS.
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1-3-95

RAILWAY.

Govt. of (1882) Madras.

PUBLIC WORKS.

To

THE CONSULTING ENGINEER
FOR RAILWAYS,
&c., &c., &c.

Dated January, 31st.

Issued

Recd. *Encl.*

G.O., 31st January 1882, No. 69 R.

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Nos. 59-60.

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GOVERNMENT OF MADRAS.

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GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

31st January 1882, No. 69 R.

Railway.

Read the following paper:—

No. 59. Endorsement of the Deputy Secretary to the Government of India, Public Works Department, (Railway Construction), dated Fort William, 14th December 1881, No. 930 R.C.

Despatch from the Government of India, Public Works Department, (Railway Construction,) to the Secretary of State for India, dated Simla, 12th November 1881, No. 140 R.

WE have the honor of acknowledging the receipt of your Lordship's Railway despatches No. 90 of 7th July and No. 118 of the 31st August, on the subject of certain concessions asked for by Messrs. Burchell for the construction of a railway from Beypore to Gúdalúr, with the right of extension to Mysore.

2. The delay in replying to these despatches has been caused by the necessity for making references on the subject to the Governments of Madras and Mysore.

3. Early in 1880 a memorial was submitted to the Viceroy by certain associations connected with the Wynaad praying for a protected harbour at Beypore, and railway communication thence to the Wynaad; but as from enquiries then made it appeared impracticable to improve the harbour at Beypore, and the Government was not in a position to find the funds for a railway, the reply to the memorial was that for reasons stated the Government of India regretted that it was not practicable for the present either to construct a protected harbour at Beypore or a line of railway through the Wynaad to that place. A copy of the connected papers is forwarded with this despatch for your Lordship's information.

4. Messrs. Burchell's proposals differ from those above described in that nothing is asked with reference to improvement of the harbour, and the railway is proposed to be constructed by private enterprise, assisted by a limited guarantee.

5. These proposals were on receipt forwarded for opinions to the Governments of Madras and Mysore. The Madras Government does not look favorably on the project; but looking to the advantages of such a railway from a famine-protection point of view, and to the moderate concessions asked for, we are not disposed to discourage the proposal, and we are prepared with your Lordship's approval to concede the following terms as regards the railway from Beypore to Gúdalúr, provided your Lordship is satisfied that Messrs. Burchell's firm is one of sufficient weight and credit to render it probable that they will be able to undertake successfully a financial operation of the nature proposed:—

Terms of Government concession.

1. The necessary land for the line and works to be granted to the Company by Government with tenure limited to 99 years.
2. The gauge of line to be one metre.
3. The Government will pay interest at 4 per cent. on a capital strictly limited to £750,000, and for a period limited to five years from date of contract, interest to accrue from date of payment to Secretary of State of such instalments as he may authorize.

4. The Government advances on account of interest to be repaid by *half surplus profits over* 4 *per cent.* or *by surplus profits over* 5 *per cent.*
5. The plans, drawings and specifications of the line, and the description of rolling stock to be approved by Government.
6. The maximum rates and fares chargeable to be fixed by Government.
7. Clauses similar to those in the Rothschild agreement regarding the carriage of mails, troops and Government stores to be introduced.
8. Clauses similar to those in the Rothschild agreement regarding Government powers of purchase to be introduced, except that on surrender at the expiration of 99 years the works can be taken over at a valuation.
9. Generally in respect to such points to which no specific reference has been made, the terms of the Rothschild agreement should be followed.
10. The provisions of the Railway Act, No. 4 of 1879, to be in force.

6. In regard to the extension to Mysore, we shall be prepared to concede similar terms to the above for such portion of the extension as passes through British territory, but for the portion in the Mysore territory we can only say that we should favor the proposal for the work, if undertaken, being made over to the same Company, but looking to the present condition of the finances of that State, we are not prepared to sanction any proposal which may result in further pecuniary burdens being laid upon it.

7. We may suggest, however, that it might be feasible to arrange for the extension to Mysore (subject of course to further negotiations with that Government) on the basis of the purchase by the Company of the line from Mysore to Bangalore recently constructed by the Mysore Government.

8. We are of opinion that it should be stipulated in the contract with Messrs. Burchell that a subscription list should be opened in India, either at Madras or Bombay, simultaneously with the opening of a list in London. A portion of the capital, say £250,000, out of the £750,000 might be allotted locally.

FORWARDED to the Secretary to the Government of Madras, Public Works Department, for information with reference to correspondence ending with his No. 571 R., dated 11th September 1881.

(By Order.)

(Signed) M. W. BEACHENBURY, Captain, R.E.,
for Deputy Secretary to the Government of India.

No. 60. ORDER THEREON, 31st January 1882, No. 69 R.

COMMUNICATED to the Consulting Engineer for Railways, with reference to Proceedings No. 570 R., dated 1st September 1881.

(True Extract.)

(Signed) J. SHAW-STEWART, Colonel, R.E.,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

To the Consulting Engineer for Railways.
" Revenue Department, } with copy of Proceedings quoted.
" Examiner of Railway Accounts, }

Exd. S. T. Austin.
Spare Copies

1-3-95

RAILWAY.

Govt. of {1882} Madras.
PUBLIC WORKS.

To

THE CONSULTING ENGINEER
FOR RAILWAYS,
&c., &c., &c.

Dated January, 31st.

Issued

Recd. *Encl.*

G.O., 31st January 1882, No. 69 R.

JANUARY.
Nos. 59-60.

Concessions asked for by Messrs. Burchell for the construction of a railway from Beypore to Gúdalúr with the right of extension to Mysore.—Copy of despatch from the Government of India to the Secretary of State on the subject of certain —, communicated to the Consulting Engineer for Railways.

1-3-95

RAILWAY.

Govt. of {1881} Madras.
PUBLIC WORKS.

To

THE CONSULTING ENGINEER
FOR RAILWAYS.

Dated September, 1st.

Issued

Recd. *Encl.*

G. O., 1st September 1881, No. 570 R.

SEPTEMBER.
Nos. 2-E—2-G.

Railway from Beypore and Calicut to Gúdalúr, and possibly on to Mysore.—Note from the Consulting Engineer for Railways regarding the scheme submitted by Messrs. Burchell for constructing a —, forwarded with remarks to the Government of India.

1-3-95

RAILWAY.

Govt. of (1882) Madras.

PUBLIC WORKS.

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&c., &c., &c.

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GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

1st September 1881, No. 570 R.

Railway.

Read the following papers:—

No. 2-E. From Colonel W. S. TREVOR, R.E., Deputy Secretary to the Government of India, Public Works Department, (Railway Establishment,) to the Secretary to the Government of Madras, Public Works Department, dated Simla, 19th August 1881, No. 642 R.C.

I AM directed to forward, for the information of the Government of Madras, the accompanying copy of a despatch and its enclosure from the Secretary of State on the subject of the formation of a Company for the construction of a line of railway from Beypore and Calicut to Gúdalúr, and possibly on to Mysore.

2. Before addressing the Secretary of State in reply to the reference made, His Excellency the Governor-General in Council desires to be favored with an expression of the views of His Excellency the Governor in Council on the project generally, and more particularly with reference to its bearing on the line proposed to be constructed last year, by the Wynaad Planter's Association, between Beypore and Mysore, *vide* Madras Government letter No. 1,558 W. of the 3rd July 1880.

3. Considering the nature of the country to be passed through, the difficulties to be encountered, and the improbability of the traffic supporting, for some time to come, two lines of railway, it seems desirable that if a railway is to be made through that district it should follow the route which is likely to be most beneficial in the development of its local resources.

From the Secretary of State for India, to His Excellency the Most Honorable the Governor-General of India in Council, dated India Office, London, 7th July 1881, No. 90, Railway.

I FORWARD herewith copy of a letter* which has been addressed to me, on behalf of parties who are prepared to form a Company for the purpose of undertaking a line of railway from Beypore and Calicut to Gúdalúr, and possibly on to Mysore, and who propose to incur a preliminary expenditure of 5,000*l.* on condition that certain specified terms are granted to them, should the construction of the line be conceded to them.

2. I have informed Messrs. Burchell, in reply, that, before considering the proposals submitted by them, I must consult your Government on the subject. I request, therefore, your early consideration to the scheme* in question, and that I may be favored as soon as possible with your opinion upon it, as well as upon the terms which have been proposed for carrying it out.

* Dated 22nd June 1881.

5, Broad Sanctuary, Westminster,
22nd June 1881.

SIR,—We are instructed to apply to you, on behalf of gentlemen largely interested in the property and industries of the Wynaad District of the Madras Presidency, for the requisite authority to construct a line of railway from or near Calicut or Beypore, on the Western Coast, through Devála to Gúdalúr, with the right of extension to form a junction with the State Railway at Mysore.

This district has hitherto suffered much from want of easy access to the sea, and even with the facilities which the Government have afforded the cost of transport is still about 1*s.* 2*d.* per ton per mile for goods in bulk.

As there is little or no indigenous labor or food-supply in the district, the construction of a railway is almost imperative, to provide for the requirements of the increase of trade, and to afford cheap facilities for transport.

The coffee industry in the district has suffered much from the exhaustion of the soil, the crops of late years bearing no comparison with those of 10 or 20 years ago. The want of specific manure, chiefly lime, of which there is none in the district, threatens the welfare of an industry on which a considerable amount of capital has been expended, and which has created a very large European settlement.

The cultivation of the cinchona tree has lately made great progress in this district, and in a few years there will probably be a very large export of bark; but, unless a cheap means of getting it to the market exists, a serious check will be given to an industry which the Government have done so much themselves, at a very considerable expense, to initiate and encourage.

Within the last few years the discovery of gold has attracted, and from results achieved, is still attracting a very large amount of English capital. The mining requirements of the district, both in labor and material, will therefore have to be met.

Now that English capital has been so directly and largely interested in the district, it cannot but happen that much attention will be directed to the development of other industries for which it has been proved that the district is suitable.

Much of the timber of the district is of a very valuable kind, but at present, owing to the cost of transport to the coast, is used for the commonest purposes and often as fuel. But if cheap transport to the coast were afforded, a large market would be brought into existence, and a considerable trade arise.

From the preliminary estimates made, it appears that a railway, together with the necessary rolling stock, would require a capital of about 750,000*l.*, and the gentlemen on whose behalf we are directed to apply to you are prepared to form a Company with this capital.

The first step which they propose to take is to verify the preliminary studies which have been made, and for this purpose to expend about 5,000*l.*, so as to furnish the Government with detailed plans and other information for the construction and working of the line previous to the settlement of a final agreement. Before, however, taking these steps they wish to be informed whether the Government are prepared to grant them the necessary authority on the following terms:—

(1.) The necessary land for the line and works to be granted to the proposed Company by the Government.

(2.) The gauge of the Railway to be one metre.

(3.) The Government to pay interest during the construction at the rate of 4*l.* per cent. per annum on the capital deposited with the Secretary of State, and withdrawn in the usual manner.

(4.) The Government to be repaid their advances out of the surplus profits over 6 per cent.

(5.) The plans, drawings, and specifications of the line, and the description of the rolling stock to be approved by the Government.

(6.) The maximum rates charged to be also fixed by the Government.

Time is the essence of success in this undertaking, and from the liberal policy recently initiated by the Government of India of encouraging the construction of works of public utility by independent agency and capital, we are instructed respectfully to express a hope that the earliest possible answer will be accorded to this application.

We have, &c.,
(Signed) BURCHELLS.

The Secretary of State for India.

Referred to the Consulting Engineer for Railways, for report.

(Signed) J. SHAW-STEWART, Col., R.E.,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

27th August 1881.

No. 2-F.

No. 203 C.

NOTE.

In letter from the Government of India No. 642 R.C., dated 19th August 1881, and its enclosures, the matter dealt with is a proposal on the part of Messrs. Burchell to undertake the construction of a railway, on certain specified terms, "from or near Calicut or Beypore, through Devála to Gúdalúr, with the right of extension to form a junction with the State Railway at Mysore.

2. The proposal brought forward last year by the Wynaad Planters' Association was for the construction of a railway from Beypore to Mysore *viâ* the Wynaad.

3. In each case, the general route to be ultimately followed by the projected railway is apparently the same; the only difference being that the Planters' Association contemplated the construction of the line by the Government; while Messrs. Burchell solicit assistance from Government to enable a Company to undertake the work.

4. The proposal now under consideration would involve a large and an uncertain expenditure; and for years to come the traffic would probably yield only a small return on the outlay. In every item the cost of the project would be abnormally high. For the greater part of its course the line would run through valuable private property, both in the Malabar plains and on the Wynaad plateau; and there can be little doubt that a heavy price will have to be paid for the land. From the nature of the country to be traversed the cost of the necessary works would be far above the average.

5. Another consideration in dealing with the proposal is that the railway, if carried through from Beypore to Mysore, must compete at very great advantage with the Madras Railway, a line guaranteed by the State, which has never yet earned its dividend. There can be little doubt that, if a line of railway were once constructed, at great cost, over the difficult country between the coast and Gúdalúr, the comparatively inexpensive extension to Mysore would soon follow; and in that case the Madras Railway would certainly be deprived of a considerable amount of traffic. Such an argument is of course not conclusive, but due weight must be attached to it.

6. I venture to suggest, for the consideration of Government, that the proper way to deal with the existing requirements of Wynaad is to encourage the extension of the Mysore Railway to some large traffic centre in Wynaad, whether Ganipativatam, Gúdalúr, or other place; and to leave it to private enterprise to carry the line on to the Western Coast. In all probability the Mysore Government would be willing to construct the extension as far as their own frontier, and in this manner Wynaad would obtain all the advantages of railway communication at a minimum of cost.

7. The British Government have constructed a harbour at Madras at great cost; and have guaranteed the construction of an expensive line of railway thence to Bangalore; from which point the Mysore Government have nearly completed their line to Mysore. I submit that, if the two Governments were to extend the existing line to some central point in Wynaad, they would do all which could in fairness be demanded; and that the most liberal construction which can be placed on the claims of Wynaad could not require the British Government to incur great expense in encouraging and guaranteeing the construction of a railway between Wynaad and the West Coast, a line which must inevitably divert traffic from the existing guaranteed railways and from the Madras harbour.

8. If however the Government decide upon encouraging the scheme which has been submitted by Messrs. Burchell, the terms suggested by those gentlemen must be carefully considered, and I beg to suggest the following modifications:—

(1.)—That only such part of the land required for the way and works as is Government waste be granted to the proposed Company by the State.

(2.)—No remarks.

1-3-95

RAILWAY.

Govt. of {1881} Madras.

PUBLIC WORKS.

To

THE CONSULTING ENGINEER
FOR RAILWAYS.

Dated September, 1st.

Issued

Recd. *Encl.*

G. O., 1st September 1881, No. 570 R.

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[Ref. / 4]
15,000—13-2-06.

P. W DEPARTMENT.

Paper taken out of the Records from the charge of the Referencer.

~~Press~~ Miscellaneous ~~Routine~~ No. 520, dated 6-3-82 ~~190~~ .

Date taken out.	For what purpose.			Initials of clerk taking the paper or of attender.	Date returned.	Initials of attender.
	Department.	C. No.	Year.			
27/11/86	establishment Committee				29.8.07	

Date taken out.	For what purpose.			Initials of clerk taking the paper or of attender.	Date returned.	Initials of attender.
	Department.	C. No.	Year.			

29-11-0-65

Budget of 1882-83.

3. The additional re-muneration proposed for the Reference Sifter is inadmissible, vide paras 413 & 414 of the P.W. Code.

4. This sanction has been registered as Provincial No. 55 of 1881.82 and classified as Establishment.

R.S.

RHt

7/3/82

B. No. 620 W. of 10 March 82

Chief Engr. for Irrign.

Exr. P.W. Accts.

Despatd. 10.3.82.

B

No. 620 W

tials of
ender.

PUBLIC WORKS DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 10th March/82

Read ~~the following~~ again :—

G.O. No. 150 I. d/ 21st Feby 1882.

Read also

Office Note from the C.E. for Irrign. (A.E. No. 64 d/ 6th March/82)

The following temporary Establishment is sanctioned for a period of three months for the purpose of collecting and copying papers in the Office of the Chief Engineer for Irrigation.—

1 Clerk III class 3d gr. Rs 50.

1 Draftsman —— " 30.

2. An appropriation of Rs 240 will, in due course be made from the grant for Temporary Establishment in the

---

E. I. From No. 34-F.

KEEP WITH.

No. dated 188

G.O. 150 I. 21.2.82.

GOVT. OF MADRAS. } 1882. { P. W. D. DEPT.

CHIEF ENGINEER FOR IRRIGATION.

Madras, 6 March 1882. No.

OFFICE NOTE. No. 64

Papers Ch 7/3

Circulation Register.

To	From	Despatch Date.	Receipt Date.
W.	D. E. I.	7. 3. 82	

The following Establishment will be required for the purpose of collecting and copying papers &c, vide G.O. No. 150-I dated 21st Feby 1882.—

1 Clerk III class 3d grade	Rs 50
1 Draftsman	" 30
Remuneration for the Reference picker of the Office of Chief Engineer for Irrigation ——	" 3
Total per mensem	83
Total for 3 months	249

The clerk has been
=te

entertained from the 1st Inst., and the Draftsman will be required as soon as the Plans to be copied are got ready.

Please arrange for the necessary provision of funds, as under the new arrangements all special charges for Establishments should be debited to Provincial funds.

ASR
6.3.82
D. E. I.

BM
6.3.82

Be No. 626 W d/ 11th March/82

[illegible]
16/3/82

Noted
13/3

Entd in Receipt Regr.

№ 626 W.

PUBLIC WORKS DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 11th March/82

Read the following :—

From
The Supdg. Engr. 5th Circle H.E. No 1227 of 8th March/82

The sum of Rs. 216/- applied for by the Supdg. Engineer 5th Circle to meet the cost of the estimate sanctioned in G.O. No. 663W of 12th March/81 for the Cooum river conservancy, will be met from the Provincial balance of the Provincial Reserve with Govt.

9.3.82

Supdg. Engr. 5th Circle
Secy. P.W. Accts.

Despd. 13-3-82-

9/3

From P. W. C. No. 1534

The Superintending Engineer,
5th ~~1st~~ Circle,

To
The Chief Engineer
P. W. Deptt.
Madras.

Dated 8th } March 1882.
Recd. 9 }

ENCLOSURES.

G.O. 663 W. 12.3.81.

No. 1227

Additional Allotment of Rs. 216, under Provincial for the Presidency Divn.

Applies for — to meet charges for clearing dirt from the Cooum river —

No. 626 W.

PUBLIC WORKS DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 11th March/82

Read the following :—

From
The Supdg Engr 5th Circle H.E. No 1227 d/ 8th March/82

The sum of Rs 216/- applied for by the Supdg Engineer 5th Circle to meet the cost of the estimate sanctioned in G.O. No 663 W d/12th March/81 for the Cooum river conservancy will be met from the balance of the Provincial Reserve with Govt.

9.3.82

Supdg Engr 5th Circle ✓
Secy P.W. Accts ✓

Despd 13-3-82-

9/3

SUPERINTENDING ENGINEER'S OFFICE,
MADRAS,
5th Circle
Chepauk, 8th March 1882.

No. 1227.

From
Colt H. L. Prendergast. R.E.
T SUPERINTENDING ENGINEER,
5th CIRCLE,

To
THE Chief Engineer
P.W.D.

Enclosures.

SIR,

I have the honor to request that an additional allotment of Rupees 216 may be sanctioned under "Provincial "Harbours & Navigation", "Miscellaneous Public Improvement for the employment of 3 additional carts for clearing dirt from the Coum River, from 1st April to 30th June 1881, in the Presidency Division

2. An Estimate of Rs 216 was sanctioned in G. O. No 663 dated 12th March 1881: but funds

funds have not been granted
and the Budget allotment
of Rs. 2000 (Page 15) for the Conservancy
of the Cooum is not able to
bear the additional charge.

I have the honor to be
Sir
Your most Obedt. servt.

Hew L Prendergast Coll. R.E.
Superintg. Engineer
5th Circle.

From P. W. C. No 1434

The Superintending Engineer,

5th ~~1st~~ Circle,

To

The Chief Engineer
P. W. Deptt
Madras.

Dated 8th } March 1882
Recd. 9 }

ENCLOSURES.

GO 663 W. 12.3.81.

No. 1227

Additional Allotment of Rs 216, under Provincial for the Presidency Divn

Applies for — to meet charges for clearing dirt from the Cooum river

B C

---

large sum so late in the year is not satisfactory, for it is now too late to utilize the amount on urgent works which have been standing over for want of funds.

Cy

9. 3. 82

Ott

9/3/82

B No 627 W d/ 11th March/82

S. E. 5th Circle with copy of reappropriation statement

Exr PWD with ditto

Wrtn

despd 14-3-82

Entd in Receipt Regr.

B/P

No 627 W.

PUBLIC WORKS DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 11th March 82

Read the following :—

From the S.E. 5th Circle R.S. No 1108 d/25th Feby 82.
" " Exr P.W.A. " " 96 d/6 March 82.

The reappropriations of budget grants to the Buckingham Canal proposed by the Supdg Engr in the foregoing application, are sanctioned, & the balance of the amount surrendered, Rs 24,164, is credited to the Provincial reserve.

2. Without fuller explanation, the surrender of this large

REFERENCE TO MADRAS P. W. CODE.
CHAPTER IX.—PARA. 1137.

Endorsement No 96 dated 6th March 1882.

The net Surrender may be added to the Reserve with Government under Provincial Original Works Civil Buildings.

D. C. Gordon

K. 6.3

Examiner P.W. Accounts

7/3

P. W. C. No 151[illegible]

W. D. MADRAS.
FORM No. M 46.

BRANCH Buildings & Roads
CLASS OF DIVISION Provincial
DIVISION Buckingham Canal
FUND Provincial (Irrigation & Navigation)

In triplicate

Application for a Re-appropriation of Budget Grants.

Recd: 8 Mar: 82

No. 1108 dated 25th February 1882.

Forwarded to the Secrety to Govt P.W.D. thro' the Examiner for sanction if approved.

[illegible] Col. R.E.
Superintg Engr 5 Circle

No. dated

Sanctioned and Registered in this Office as

No. dated

B.C.

B/1

No. 627 W.

PUBLIC WORKS DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 11th March /82

Read the following :—

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" " Exr P.W.A. " " 96 d/ 6th March 82.

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2. Without fuller explanation, the surrender of this large

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421 ES
28 FEB 82
EXAMINER P.W. ACCOUNTS

Reasons for proposed Increase.

1. Rupees 1500 Required to pay for Teakwood.
2. The diversion of the Canal at the Mannore South entrance is urgently Required & the work is in progress in anticipation of Sanction to the Estimate ⊕ submitted with my letter No. 971 dated 8 February 1882.
3. Rupees 600 are Required for payment of compensation for land.
4. The diversion of the Canal along the east border of Pulicat has been commenced by the Executive Engineer on waste land & Rs 5000 can be spent to make up in part for Surrenders on other items.

⊕ since sanctioned in G.O. No. 408W d/ 15-2-82

Camp Shatia Tope
25th February /82
Desp. 28th

Alexr Prendergast Coll R.E.
Superintending Engineer
5th Circle.

K.S.