

nos 1440 42 8. 6. 86
1441
no 670 1. 5. 86
no 642 13. 1. 79.

J.W.C. No. 5807 ✓

No. 1916 W. dated 30th July 1886.

(1)

Copy of the Pros: in
the Financial Dept. alone
recorded will be forwarded
to the Government of
Bombay, in continuation
of No. 1441 W. d/ 8/6/86

Recd: 27. 7. 86

H.E. No. 1917 W. d/ 30th July 1886
H.E. No. 1917 W. d/ 30th July 1886
B. Nos. 1916 W. dated 30th July 1886
1917

Forwarded
Forwarded

27/7/86

24. 7. 86

To The Secy. to the
Govt of Bombay

Dep. W. D.
30/7. 86

cutdun RR
10/8
to in front

GOVERNMENT OF MADRAS.
PUBLIC WORKS DEPARTMENT.

13th January 1879, No. 42 R.

Railway.

Read the following paper :—

No. 64. Proceedings of the Government of India in the Public Works Department, (Railway), dated Fort William, 13th December 1878, Nos. 5,169—86 R.

RIGHT of Guaranteed Railway Companies and of the State to levy tolls on the traffic passing over the roadways and footways of railway bridges, and the position of Local Governments in respect to such bridges.

Read again—

Act VIII of 1851 and Act XV of 1864.

{ To enable Government to levy tolls on roads and bridges.

Public Works Department Despatch to the Secretary of State, No. 146 R, of 5th October 1868.

{ Relative to the construction by the Oudh and Rohilkhund Railway of a bridge over the Ganges at Cawnpore, and the addition of a roadway thereto.

Letter No. 1,254 W, of the 6th July 1875, from the Director of State Railways, and enclosures.

Public Works Department, No. 1,777 R, of the 17th July 1875, to the Director of State Railways.

Letter No. 1,654 W, of the 24th August 1875, from the Director of State Railways, and enclosures.

Public Works Department No. 2,309 R, of the 16th September 1875, to the Director of State Railways.

{ Containing a schedule of tolls authorised by the North-Western Provinces Government to be levied temporarily on the traffic passing over the roadway of the Jumna bridge of the Rajputana State Railway at Agra until the question of the right of Government to levy such tolls is determined.

Letter No. 3,169, of the 6th October 1876, from the Agent to the Governor-General for Central India.

Public Works Department No. 369 C, of the 4th November 1876, to the Director of State Railways.

Letter No. 00248 E, of the 23rd February 1877, from the Director of State Railways, and enclosures.

Letter No. 00294 E, of the 5th March 1877, from the Director of State Railways, and enclosure.

Public Works Department No. 272 C, of the 3rd October 1877, to the Agent to the Governor-General for Central India.

{ On the subject of the maintenance of a dispensary at Mortukka from the profits derived from the levy of tolls on traffic passing over the roadway of the Nerbudda bridge on the Holkar State Railway.

Read also—

Letter No. 944, of 11th May 1876, from the Consulting Engineer to the Government of India for Guaranteed Railways at Lucknow, and enclosures.

Letter No. 1,873, of the 11th August 1877, from do. do. do.

{ Relative to the right of the Oudh and Rohilkhund Railway Company to levy tolls on the traffic passing over the roadway of the Ganges bridge at Cawnpore, and the disposal of the profits derived therefrom.

Letter No. 1,881, of the 30th May 1877, from the Agent to the Governor-General for Central India, and enclosures.

Public Works Department telegram, dated 7th June 1877, to the Agent to the Governor-General for Central India.

Letter No. 3,499, of the 11th October 1877, from the Agent to the Governor-General for Central India.

Letter No. 1,734 W, of the 19th September 1876, from the Director of State Railways.

Public Works Department No. 2,981 R, of the 27th October 1876, to the Director of State Railways.

Letter No. 1,176 W, of the 9th August 1877, from the Director of State Railways, Western System, and enclosures.

Letter No. 4,414 W, of the 5th August 1878, from the Director of State Railways, Western System, and enclosures.

On the subject of the scale of tolls to be levied on the traffic using the roadway of the Nerbudda bridge, Holkar State Railway, and the disposal of the profits derived therefrom.

Relative to the position of the Local Government in respect to the levy of tolls on the traffic passing over the roadways of the Ravi and Jhelum Bridges, Punjab Northern State Railway.

OBSERVATIONS.—*Oudh and Rohilkhund Railway—Ganges Bridge at Cawnpore.*
—In 1868 when the construction of this bridge was under consideration, the Government of India advocated the addition to it of a roadway, and requested, in addressing Her Majesty's Secretary of State, that "you will urge the Directors to lose no time in getting this important work in hand, and we particularly desire that no design may be sanctioned which shall not provide a roadway for ordinary cart and foot passenger traffic. We consider this of very great importance, and shall be prepared to concede to the Company the right to levy tolls on the bridge."

2. The Company who had previously been disinclined to do so now agreed to construct the bridge with a roadway, and on the opening of the latter on 1st February 1876, the Government of the North-Western Provinces authorised the Company to levy temporarily the same tolls as had previously been levied on traffic passing over the Pontoon bridge, viz., those specified in the schedule attached to Act XV of 1864, the accounts of the receipts and disbursements connected with this road traffic to be kept separate in order to show whether any, and if so, what, surplus profits might be earned. The question of the disposal of the surplus profits was, in the meantime, to be postponed.

3. The Agent, Oudh and Rohilkhund Railway Company, at an official meeting held in February 1876, said that the Company wished to levy permanently the same tolls as had been authorised to be collected as a temporary arrangement. He contended that the concession to levy tolls above referred to meant the same tolls as were levied elsewhere in the Province, full tolls were, he believed, collected by the East Indian Railway Company on the road bridges they had constructed, and he failed to see why the Oudh and Rohilkhund Railway Company should be expected to forego such profits as might accrue from the arrangement made by it at Cawnpore for the convenience of the public and of Government, such arrangement having added considerably to the cost of the bridge and to the risk to which the Company was exposed. He further stated that it was reasonable to suppose that the road traffic would by degrees decrease, and though at first some profit might be realised from the tolls, it was possible that hereafter they may not pay for the extra outlay on and maintenance of the bridge.

4. Colonel Fraser pointed out that it was the custom of Government to remove all tolls wherever a temporary bridge had been replaced* by a permanent one. He

* The Pontoon bridge was subsequently removed.
said that the Lieutenant-Governor was inclined to think that the principle on which tolls are levied, as a permanent arrangement, was that only so much be taken as would cover the extra outlay and maintenance on the bridge to adapt it to road traffic.

It was resolved at this meeting to refer the question to the Government of India for decision, and this was accordingly done in the letters from the Consulting Engineer to the Government of India for Guaranteed Railways at Lucknow now read.

5. *Rajpootana State Railway—Jumna Bridge at Agra.*—On the traffic passing over the roadway of this bridge, the North-Western Provinces Government sanctioned in August 1875, as a temporary measure, the levy of the same tolls as were levied on the Pontoon bridge, but it reserved for further consideration the question of the right of railways to levy tolls on traffic using roadways of railway bridges.

6. *Holkar State Railway—Nerbudda Bridge.*—The Government of India in June 1877 sanctioned the levy of the same tolls on traffic using the roadway of this bridge as were in force for the ferry. The Agent to the Governor-General for Central India had previously represented that the administration had derived a considerable income from the ferry, which it had expended in the improvement of roads and the maintenance of a dispensary at Mortukka, and requested that the railway should contribute Rupees 800 per annum to the latter object from the profits it derived from the tolls levied on traffic using the roadway of this bridge.

7. The late Director of State Railways contended that there would be a great reduction in the road traffic as soon as the railway was opened through to Mhow, and doubted whether a dispensary at Mortukka would be needed. He was also of opinion that the net earnings from the tolls would not more than suffice to pay the cost of maintenance and interest on the outlay on the roadway (estimated by the Manager at Rupees 2,00,000), and that the railway should not therefore be required to bear any part of the cost of the dispensary.

8. *Punjab Northern State Railway—Ravi and Jhelum Bridges.*—The levy of tolls on traffic using the sub-ways of these bridges has been held over pending a decision on the general question of the position of Local Governments in respect to imperial bridges.

RESOLUTION.—*Oudh and Rohilkhund Railway—Ganges Bridge at Cawnpore.*—The existing law as regards the levy of tolls is contained in the Acts VIII of 1851 and XV of 1864, which empower the Local Government to cause certain rates of toll within a maximum schedule to be levied upon any road or bridge made or repaired at the expense of Government, the tolls so levied to be deemed public revenue, and the net proceeds thereof to be applied wholly to the construction, repair, and maintenance of roads and bridges within the Presidency in which they are levied.

2. It is quite clear that these Acts do not apply in the case of the Oudh and Rohilkhund Railway Company's bridge over the Ganges at Cawnpore, as that bridge was not made or repaired at the expense of Government. It belongs wholly to the Railway Company, and no one can claim to pass over it without paying the tolls authorised by Government to be levied on it.

3. As to what those tolls should be, the President in Council is not prepared, to maintain the ground taken up by Colonel Fraser, viz., that the rates should be so fixed as merely to cover the working expenses and interest on capital outlay without allowing the Company any profit, but on the contrary, it appears to him that the possibility of the Company making some profit from the roadway of the bridge was contemplated throughout, and he will not therefore object to rates that in other respects appear under present circumstances to be reasonable, merely because they seem likely to yield a balance of profit. There is therefore no necessity for the Lieutenant-Governor to make his sanction temporary or experimental, and the rates already authorised as a temporary measure should now be sanctioned simply with the observation that while the Lieutenant-Governor cannot pledge the Government to maintain them in perpetuity, there is no present intention of proposing any alteration in them.

State Railway Bridges.—As regards these there is no doubt that Acts VIII of 1851 and XV of 1864 can be applied to the cartways and footways attached to them, but there is no occasion to resort to these Acts. All that is needed is to prevent persons entering upon the bridges till they have paid the toll.

5. Next as regards the right of a State Railway to levy tolls for ordinary traffic passing over its railway bridges with or without the assent of the Local Government within the jurisdiction of which the railway is situated. Such lines having been made with imperial funds, and being directly under the control of the Government of India, it follows that the Local Government have nothing from a railway point of view to do with the tolls or their scale. Hitherto the Local Governments have been referred to and tolls have been levied with their permission and on such scale as they have approved, *e.g.*, Jumna Bridge at Agra on the Rajpootana State Railway, and the Nerbudda Bridge on the Holkar State Railway, and there is no objection to such course being followed in future. In the case of the Agra Bridge it was arranged, and properly so, in communication with the Local Government that the Railway bridge should not compete with the pre-existing and still maintained pontoon bridge in close proximity by levying a lower scale of tolls.

6. It has, however, been represented on the part of the Local Governments that the railway bridges by accommodating ordinary traffic have interfered with a source of local revenue, but it is manifest that any profits arising from such tolls reduce *pro tanto* the demands of the State in the form of taxation. Moreover, the benefit conferred by the imperial railway may fairly be considered as a set-off against any such local or provincial loss.

7. The President in Council therefore considers that, in the case of State Railways, the Local Governments should, if the rates proposed are considered reasonable, sanction them unconditionally.

ORDER.—Ordered, that this Resolution be communicated to the Governments of the North-Western Provinces and Oudh and the Punjab, the Agent to the Governor-General for Central India, the Consulting Engineer to the Government of India for Guaranteed Railways at Lucknow, and the Directors of State Railways, Central and Western Systems, for information and guidance.

Ordered also, that this Resolution be communicated to the Governments, Administrations, and Officers marginally noted, for information.

The Governments of Madras, Bombay, and Bengal.
 The Chief Commissioners, Central Provinces, Mysore, Assam, and British Burmah.
 The Resident at Hyderabad.
 The Agent to the Governor-General for Rajpootana.
 The Consulting Engineers to the Government of India for Guaranteed Railways at Calcutta and Lahore.
 The Director of State Railways, North-Eastern System.

(Signed) J. S. TREVOR, *for* Major-General, R.E.,
 Secretary to the Government of India.

To the Secretary to the Government of Madras, Public Works Department, (Railway).

No. 65. ORDER THEREON, 13th January 1879, No. 42 R.

COMMUNICATED to the Consulting Engineer for Railways for information.

(True Extract.)

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

To the Consulting Engineer for Railways.

Exd. T. D. Ryan.
 Spare Copies

RAILWAY.

Govt. of (1879) Madras.

PUBLIC WORKS.

To

THE CONSULTING ENGINEER
FOR RAILWAYS.

Dated January 13th.

Issued

Recd.

Encl.

G. O., 13th January 1879, No. 42 R.

JANUARY.

Nos. 64-65.

Roadways and Footways of Railway Bridges.
—Resolution of the Government of India
regarding the right of Guaranteed Railway
Companies and of the State to levy tolls on
the traffic passing over the — and the
position of Local Governments in respect to
such bridges, communicated to the Consult-
ing Engineer for Railways for information.

N^o 538 of 1886

Public Works Department
Bombay Castle, 9th March 1886

To The Secretary to Government
Public Works Department,
Madras.

Sir,

I am directed to request that with
the permission of His Excellency the
Right Hon^{ble} the Governor in Council,
you will inform me as to the arrange-
ments made in the Madras Presidency
for approach roads to Railway bridges
on the Southern Maratha Railway
Company's line which have been adapted
for cart traffic.

2. A case in point is the Tungabudra.
It is understood that the Railway bridge
across that river has been adapted
for cart traffic by the Railway Company,
who are to have the right to levy
tolls for the use of the cartways.
This Government would be glad to
know the terms of the agreement
with the Railway Company whether

Yours

your Government undertook to make
the approach roads or whether
the Company contemplated having
to make them, in consideration of
the tolls to be levied.

I have the honor to be,

Sir,

Your most obt. servt.

Wm. D. Hoar, Major Genl. R. E.

Secretary to Government.

Shaw

Chepall
13th March/86
No. 1035C

Referred to
the Financial
(L.F.) Department,
for favor of the infor-
-ation required by
the Govt of Bombay

Mundhram
Colonel R.S.
Secretary to Govt
P.W.D.

12.3.6
hml

Referred

Recd. 1907
2007/86



No. 99R of 1886.

Public Works Department,
Bombay Castle 20th April 1886.

To
The Secretary to Government,
Public Works Department,
Madras,
Ootacamund

Sir, I am directed to invite
your attention to my letter No.
53 R., dated 9th March 1886, enquir-
ing what arrangements have
been made in the Madras Presi-
dency for approach roads to Railways,
bridges on the Southern Maratha
Railway Company's Line, which
have been adapted for cart traffic,
and to request the favor of an early
reply. I have the honor to be, Sir,

Your most obedient servant,
Walter H. H. H.
Mr. Majors, R.E.
Secretary to Government

Ootacamund, May 1st 1886.
N^o 67 D.

Referred to the
Financial (Local Fund)

Department for favour
of early reply to N^o 1035c

13th March 1886.

Manthmont

Col RE

Secretary to Govt of M.D.

Recd: 28/4/86.



3 MAY 86

Referred.

Financial Department.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

READ the following letter

from the President, District Board, Bellary, dated
23rd November 1885 N^o 850.

I have the honor to submit for the
sanction of Government an estimate amounting
to Rs 2553 with Plan and Section for constructing
Road approaches to the Tungabhadra bridge East
(right) bank near Hospet.

2. The execution of the work was recommended
by the Board of Revenue in their Proceedings N^o 3767
dated 5th November 1884 communicating G.O. No.
N^o 2451. Financial, dated 17th October 1884, and
the District Board have, in their Resolution
N^o 7 of the 17th Instant (Copy enclosed), sanc-
tioned the estimate and resolved to have
the work carried out by the Railway Company.
3. As the estimate has been framed by the
Chief Engineer of the S. M. R. Co. and the
Plan and Section have been approved by
the Consulting Engineer for Railways,

Bombay, they are not now forwarded through the Superintending Engineer.

4. Copies of letters received from the Agent S. M. R. Co on the subject and an application for allotment of funds required are enclosed.

Enclosures.

Letter from the Agent Southern Maharashtra Railway Company, Dharmwar, to the President District Board, Bellary, dated 22^d October 1885 No. 100/7773.
1885

With reference to your No 1987 dated 24th March, I have the honor to forward plan and section of the road approach to Jungabhadra Bridge (East (right) bank). These have been approved by the Consulting Engineer for Railways, Bombay.

The Road should be constructed up to the abutments of the Bridge at the expense of Government or Local Funds. It would be desirable for the Company to carry out at cost of the Local Funds the work from the Bridge to the point marked A, this being all on the side of our bank, but as the remaining

portion to be done is small probably the Local Fund would prefer that we should complete the work to the point B at their (Local Fund) expense. The gate lodge, gates, signals and metalling on our line will be constructed and maintained by the Company.

An estimate for the whole work framed by the Company's Chief Engineer is forwarded herewith amounting to Rs 2,553.

Proceedings of the District Board, Bellary dated 17th November 1885 No 7.

Read letters Nos 100/7773 and 100/8046 dated 22^d and 31st October 1885 from the Agent S. M. R. Company forwarding a plan with estimate of Rs 2,553 for constructing the road approach to the Jungabhadra bridge near Hospet and stating that the entire sum is debitable to Local Funds.

The Board sanction the estimate and approve the suggestion that the work be carried out by the Railway Company.

(Sd), C. A. Galton
President.

Letter from the Agent, Southern Mahratta
Railway Company, ^{to the President of District Board, Bellary} Dharwar, dated
31st October 1885 No. 100/8046.

With reference to your letter No. 769
dated 28th Instant, I have the honor
to state that this Company is not pre-
pared to expend anything further in
providing for road traffic over the Railway
Bridge across the Tungabhadra near Hospet
and that the entire estimate for road
approaches amounting to Rs. 2553 would
be debitable to Local Funds.

The Company cannot alienate any of
their land, and all work required within
our boundaries should be done by us
at the cost of the Local Funds. Subsequent
maintenance within those limits being a first
charge against the Tolls which may be
sanctioned.

Order thereon of 3rd December 1885 No. 1152 L.F. (no.)

The estimate amounting to Rs.
2553 for constructing the road ap-

proach to the Tungabhadra bridge near Hospet
and the allotment of this sum from the Road
Fund Balance are sanctioned.

(True Extract)

(Sd.) W. Wilson

As Chief Secretary

To

The President, District Board, Bellary
Accountant General.

(True Copy)

J. W. Samuels Major R.E.
for As Under Secretary.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

READ the following papers:-

endorsements of the Secretary to Govt. P.W.D. Madras, dated 13th March & 1st May 1886 Nos 1035 C & 67 D on letters from the Secretary to Govt. P.W.D. Bombay dated 9th March & 20th April 1886 Nos 53 R & 99 R respectively, regarding the approach roads to Railway bridges on the Southern Maharashtra Railway Company's line which have been adapted for cart traffic.

Letter from the President, District Board, Bellary dated 13th May 1886 No 176.

In reply to endorsement No 168 dated 27th March 1886, I have the honor to state that the reference has rendered further correspondence on the subject with the Southern Maharashtra Railway Company necessary, as on looking into the matter I found that the arrangement arrived at was of a most indefinite nature as explained below.

2. So far as I can ascertain, the last order

Av ^{Jan 1} 4007/86

regarding the right to levy toll is that embodied
in ^{Board's Resolution} G.O. dated 5th July 1884 N^o 2297, Financial, from
which it would appear that the only way in which
the Company can make any charge for the use of the
bridge is as a fee for admission to it as private
property, and that the legality of even this was
thought very questionable. The District Board,
however, agreed to construct the approach to the
bridge on this side at a cost of Rs. 2553. I presume
the work was regarded as one of such public
utility as to justify the expenditure notwith-
standing the risk of its proving abortive owing
to legal difficulties arising in the collection of
fees for admission. On looking over the papers
on receipt of your endorsement, I found that
no understanding existed between the District
Board and the Railway Company as to the
admission fees to be charged. This seemed
to me to be a serious oversight as it would
allow of variations in the rates being made
according to the state of the river or for other
considerations in a manner inconsistent, in my
opinion, with the expenditure of public funds

on a necessary adjunct to the work. I therefore
wrote to the Agent regarding some understanding
being arrived at on the subject. He now refers me to
Government of India, Public Works Department, letter
N^o 5469/86 P. dated 13th December 1878, as settling the
question. I have not got a copy of the letter in my
office and now request that I may be furnished
with one. On receipt I shall take such further action
as may seem necessary. I observe however, that
the Advocate General Madras has expressed to
himself as very decidedly of the opinion that the levy
of tolls would be illegal in the G.O. quoted above
and believe that the Agent must be under
some misapprehension as to the law on the subject.
3. The estimate for the construction of the approaches
was sanctioned in G.O. N^o 1152, Local Fund, Miscella-
neous, dated 3rd December 1885, but the work has not
yet been commenced.

Order thereon 20th May 1886 N^o 5492 P. (Dis.)

The foregoing letter from the President
of the District Board, Bellary, will be com-
municated to the Public Works Department

together with copy of G.O. Financial 3rd December 1885 No 1152 L.F. Mis: with reference to its endorsement read above, which are herewith returned. P.N. 4007

2. The Public Works Department will be requested to furnish this Department and the President with copies of the letter from the Government of India referred to by him and the President will report in due course the further action taken in the matter. It would seem from the papers read in G.O. 3rd December 1885 No 1152 that while the District Board propose to defray the entire cost of the approach roads, they have not stipulated as yet for any share of the fees to be levied on traffic passing over the bridges. 23 MAY 86
P.W. DEPARTMENT
JUN 27 1886
JUN 3 1886
JUN 7 1886

(True Extract)

J. Campbell Major R.E.
for Jy Under Secretary

G.O. No 42 R. 13.1.79
No 1035 C. 13.3.86.
" 67 D. 1.5.86.

To The Public Works Department with P.W.D. endorsement 213rd March & 1st May/86 No 1035 C & 67 D. & copy of G.O. 3rd December 1885 No 1152 L.F. Mis:

President, District Board, Bellary.
11/3/5.

No 131 R of 1886.

Public Works Department.

Bombay Castle 29th May 1886.

To

The Secretary to Government,

Public Works Department.

Madras.

Sir

I am directed to invite your attention to my letters Nos 53 B, and 99 B dated respectively the 9th March and 20th April 1886, enquiring what arrangements have been made in the Madras Presidency for approach roads to Railway bridges on the Southern Mahratta Railway Company's Line, which have been adapted for cart traffic; and to request the favor of an early reply.

I have the honor to be,

Sir
Your most obedient servant,

M. Vallabhai

Major General
for Secretary to Government.

Packet 4392

No. 1440 W.

PUBLIC WORKS DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 8th June 1886

READ the following

Letter from the Govt. of Bombay. H.E. No 53 R. dt 9. 3. 86.

- Do - do - " No 99 R dt 21. 4. 86.

Proo: in the Financial Dept. No 1152 L. 7. (mis) dated 3-12-85.

- Do. - do - No 549 L. 7. (mis) dt 20. 5. 86.

From the Govt. of Bombay by 131 R & 29 May 1886.

Copies of the
Proceedings in the
Financial Department
above recorded, will be
forwarded to the Government
of Bombay with advertisement
to their letter No 53 R,
dated 9th March 1886.

2 Spare copies of
G.O., dated 13 January 1879,
No 42 R, in which is

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following

letter from the President, District Board, Bellary, dated 15th July 1886 No. 557:-

In continuation of this office letter No. 176 dated 12th May 1886, I have the honor to state for the information of Government, that the District Board, Bellary, on further consideration have resolved that the Company who alone are to reap the profits of the traffic over the Bridge over the Tungabhadra must bear the cost of the approaches to the Bridge on which the tolls will be levied. The Board have accordingly abandoned any intention of executing the work.

A copy of this Resolution is herewith submitted

Order thereon dated 1st July 1886 No. 834, L. J. is communicated to the Public Works Department in continuation of G. O. dated 20th May 1886 No. 5492 L. J.

(True Extract)

[Signature]

The Public Works Department.

Muders Secretary

is embodied Govt. of India Resolution - No. 569-86R, dated 13th December 1878, will be furnished to the Financial Department.

2. The Financial (L. J.) Dept. with 2 spare copies of R.O. No. 42R. of 1879.

Note Spare copies to be sent from Madras office.

B. Nos. $\frac{1440}{1441}$ W. d/8th June 1886

A.R. No. 1441 W. d/8th June 1886

Copy of the above forwarded to the Govt. of Bombay.

[Signature]
3/5/86

6/6/86

Depto
9/8/86

2. The Secy. to the Govt. of Bombay
P.W.D.
Secy
9/6/86

[Signature]

W. 10/6/86

Entd in R.R.
22/6