

GOVERNMENT OF MADRAS.

REVENUE DEPARTMENT.

Read—again the following G.O., dated 11th May 1886, Mis. No. 2791, Revenue:—

Read—again the following G.O., dated 8th June 1885, Mis. No. 2883, Revenue:—

Read—the following Proceedings of the Board of Revenue, dated 28th April 1885, Mis. No. 3865:—

Read—the following letter from W. S. FOSTER, Esq., Collector of Godáviri, to the Secretary to the Board of Revenue, dated Kondamodalu, 14th March 1885, No. 116:—

In reference to paragraph 3 of Board's Proceedings, No. 498, dated 13th February 1885, I have the honor to inform you that the Mattalapalem ferry which I proposed to replace by a bridge leads to two important ferries at Coringa and Injeram, to which the Canal and Ferry Fund Act has been extended.

2. Even supposing that it stands by itself, I think that Government should have power to appropriate the money realized by a ferry in replacing it with a more permanent advantageous and easy means of crossing.

3. The Act seems to me to contemplate making the passage across the rivers, &c., as easy as possible, and to provide funds for that purpose; a bridge certainly is the easiest way for people to cross the river, and if it is absolutely necessary to provide funds at each ferry, we can charge tolls for crossing, or we can endow the bridge with a sum from the present fund to go towards the ordinary repairs of the bridge.

Read—also the following letter from W. S. FOSTER, Esq., Collector of Godáviri, to the Secretary to the Board of Revenue, dated Cocanada, 27th March 1885, No. 140.

In continuation of my letter No. 116, dated 14th instant, I have the honor to retransmit herewith the plan and the estimate of the iron girder bridge proposed to be constructed over the Mattalapalem salt creek, which were returned with Board's Proceedings, No. 498, dated 13th ultimo.

Resolution—dated 28th April 1885, Mis. No. 3865.

Submitted to Government in continuation of paragraph 3 of Board's Proceedings, dated 13th February 1885, No. 498.

2. As the proposed bridge will be on the road leading to two other ferries, the Board recommend its construction from the Canal and Ferry Fund and submit the estimate for sanction in the Public Works Department. If the construction of the bridge from this fund is sanctioned, there can be no objection to its repairs being also carried out from the same source, or to funds being provided for the purpose by levying tolls at the bridge as proposed by the Collector.

(True Copies and Extract.)

(Signed) C. F. MACCARTIE,
Acting Sub-Secretary.

To the Secretary to Government, Revenue Department,
with letter in original to be returned and estimate and plan.
„ the Collector of Godáviri.

Order—dated 8th June 1885, Mis. No. 2883, Revenue.

Transferred to the Public Works Department.

(True Extract.)

(Signed) W. WILSON,
Ag. Secretary to Government.

Read—also the following G.O., dated 16th November 1885, Mis. No. 6341, Revenue:—

Read—Memorandum from the Public Works Department, dated Madras, 9th November 1885, No. 1798-C.

With reference to Revenue Department endorsement No. 2883, dated 8th June 1885, the Chief Engineer, Public Works Department, has the honor to return the papers received therewith, together with a revised estimate which has been prepared in the Dowlaishweram Workshops.

2. The road-way over the bridge appears to be inconveniently narrow, $10\frac{1}{2}$ feet only have been allowed between the guard-stones, which would be sufficient for traffic in one direction only. It is suggested that a road-way with 12 or 15 feet of clear width would be more convenient.

(By Order.)

(Signed) D. McN. CAMPBELL, Captain, R.E.,
Dy. Chief Eng., P.W.D.

To the Revenue Department, with ten enclosures.

ENCLOSURES.

From the Superintending Engineer, I Circle, to the Chief Engineer, Public Works Department, dated Dowlaishweram, 30th September 1885, No. 1402-G.D. :—

In returning to you G.O., No. 1067-C, dated 17th June 1885, with its accompaniments, I have the honor to submit a revised estimate, amounting to Rs. 29,750, for the lattice girder bridge over Mattalapalem creek prepared in the Dowlaishweram Government Workshops, together with a copy of the Executive Engineer's letter* giving cover to the same.

* No 160, dated 19th August 1885.

2. The proposed bridge seems suitable for the purpose for which it is designed. You will observe that the Public Works Department Workshops' estimate is Rs. 553 less than that prepared by the Local Fund Engineer, and that the total estimate after adding for the proper height of wings omitted by the Local Fund Engineer will amount to Rs. 30,850.

From Captain C. C. RAWSON, R.E., Executive Engineer, the officer in charge of Government Workshops, to the Superintending Engineer, I Circle, dated Dowlaishweram, 19th August 1885, No. 100.

I have the honor to return herewith the papers received with your endorsement No. 708 G. D., dated 4th July 1885, relating to the construction of a lattice girder bridge over Mattalapalem creek on the road from Cocanada to Neelapalli.

2. In course of examination as certain discrepancies are observed in the estimate, it has been recast and a fresh estimate, amounting to Rs. 29,750, has been prepared and submitted herewith for approval.

3. Such of the items as are not made in shops have not been altered, but merely added to the value of iron and wood-work (including centage) done in shops.

4. The estimate, now prepared, is less by Rs. 553 than that prepared by the Local Fund Engineer, and the work will be undertaken for the reduced amount.

Order—dated 16th November 1885, Mis. No. 6341, Revenue.

Referred to the Board of Revenue for remarks.

(True Extract.)

(Signed) J. F. PRICE,
Ag. Secretary to Government.

Read—also the following G.O., dated 6th April 1886, No. 2202, Revenue:—

Read—also the following Proceedings of the Board of Revenue, dated 30th March 1886, Mis. No. 2441 :—

Read—the following endorsement of the Acting Secretary to Government, Revenue Department, dated 16th November 1885, Mis. No. 6341, on Memorandum of the Deputy Chief Engineer of the Public Works Department, dated 9th November 1885, No. 1798-C, and also the following reference thereon, dated 5th January 1886 :—

“ Referred to the Board of Revenue for remarks.”

Referred to the Collector for remarks on the Chief Engineer's proposal to widen the proposed bridge.

2. In the specification received with the Collector's letter of the 27th March 1885, No. 140, it is stated that the road-way of the bridge is “ to be 13 feet clear,” but from the plan submitted by the Local Fund Engineer (section A.B.) it appears that a width of $1\frac{1}{4}$ feet on either side is left for guard-stones. It should be stated whether it is intended to fix guard-stones along the whole length of the bridge or only at intervals, and whether in the latter case it would be necessary to widen the bridge so as to leave a clear width of 12 feet between the guard-stones. The increased cost of the extension should also be reported.

3. In his budget estimate for 1886-87, the Collector provided Rs. 26,000 for the construction of the Kovur-Munjair junction canal, and estimated the balance at the end of the year at Rs. 21,510. From the papers communicated with G.O., dated 9th December 1885, No. 6833, it would seem that a sum of Rs. 17,664 will suffice for the canal referred to. The probable surplus at the end of 1886-87 will therefore amount to over Rs. 31,000.

Read—the following letter from the Local Fund Engineer, Godavari Circle, to the Acting Collector of Godavari, dated 29th January 1886, No. 3302; and also the following endorsement of the latter officer thereon, dated 20th February 1886, No. 62 :—

In reply to your No. 28, dated 13th January 1886, I would state that the guard-beam is intended to run all along the bridge, but there would be no objection to placing it close to the girders and thus securing a clear 12 feet by doing this. No further expense would be entailed.

2. Regarding paragraph 2 of the Chief Engineer's notes, I would remark that the less width 12 feet as recommended by him would seem sufficient more especially as the Public Works Department ruling is that no road should have a greater metalled surface than 12 feet.

3. The Public Works Department estimate is only Rs. 573 more than mine, but I am of opinion that if we ordered the work from England, we should get it ready to be put up at a much cheaper rate.

Submitted with reference to Board's Proceedings of 5th January 1886, on reference on Government Register No. 5195 of 1885.

2. The guard is a beam running along the length of the bridge, not stones, and to increase the breadth of the road-way the Local Fund Engineer proposes to put it close to the girders. The bolts shown in the plan could be sunk into it.

3. There would be the further expense of gravelling the 18 inches of road-way along the length, but gravelling does not seem to be provided for at all in the estimate.

4. A width of 12 or nearly 12 feet will be sufficient.

Resolution—dated 30th March 1886, Mis. No. 2441.

Submitted to Government with reference to their endorsement, dated 16th November 1885, Mis. No. 6341, on the Memorandum from the Chief Engineer, Public Works Department, dated 9th November 1885, No. 1798-C.

2. The Board agree with the local officers in considering that it would be sufficient to widen the bridge so as to give a road-way 12 feet broad, and as pointed out by the Local Fund Engineer, this can be done without much additional cost by putting the guard-beam close to the girders.

(True Copies and Extract.)

(Signed) C. F. MACCARTIE,
Acting Secretary.

To the Secretary to Government, Revenue Department,
with ten enclosures returned.
„ the Collector of Godáviri.

Order—dated 6th April 1886, No. 2202, Revenue.

Referred to the Public Works Department for favor of opinion as to the sufficiency of the width of road-way proposed.

(True Extract.)

(Signed) J. F. PRICE,
Ag. Secretary to Government.

To the Public Works Department,
with ten enclosures to be returned.
„ the Board of Revenue.

Read—Endorsement of the Public Works Department, dated 15th April 1886, No. 7-D.

Returned to the Revenue Department with remark that, as it is understood that the traffic on the road is not heavy, a width of 12 feet between the wheel-guards will be sufficient.

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

Order—dated 11th May 1886, No. 2791, Revenue.

As the estimated cost of the proposed bridge will practically absorb the balance to the credit of the Canal and Ferry Fund of the district, the Government are of opinion that it is desirable to postpone the construction of the work for a year or two so as to allow of there being a balance sufficiently great to safely bear the charge.

(True Extract.)

(Signed) J. F. PRICE,
Ag. Secretary to Government.

To the Board of Revenue.
„ the Public Works Department.

Read—also the following Proceedings of the Board of Revenue, dated 12th February 1887, Mis. No. 1087:—

Read—the following letter from W. A. HAPPELL, Esq., Collector of Godáviri, to the Secretary to the Board of Revenue, dated Cocanada, 31st December 1886, No. 544:—

In reference to paragraph 9 of Board's Proceedings, No. 2510, dated the 18th ultimo, calling for a report as to the utilization of the large balance (Rs. 43,480) of Canal and Ferry Fund at the end of 1887-88, I have the honor to refer the Board to their Proceedings, Mis. No. 3907, dated the 25th May 1886, wherein a proposal made to construct an iron girder bridge at Mattalapalem, at a cost of Rs. 30,203, was ordered to lie over for a year or two so as to allow of there being a balance sufficiently large to safely bear the charge.

2. The work may, I think, be now undertaken, and I request that it may be sanctioned.

Resolution—dated 12th February 1887, Mis. No. 1087.

Submitted for the orders of Government.

2. The Godáviri Canal and Ferry Fund shows, in G.O., 11th January 1887, No. 22, a balance at the end of 1886-87 of Rs. 1,63,217, and at the end of 1887-88 of Rs. 1,07,457.

3. The Board recommend that out of this balance, Rs. 30,203, the estimated cost of the Mattalapalem iron girder bridge, the construction of which, in G.O., 11th May 1886, No. 2791, was ordered to be postponed to allow of the accumulation of funds, be sanctioned for expenditure in the ensuing year.

(True Copies and Extract.)

(Signed) H. A. SIM,
Acting Sub-Secretary.

To the Secretary to Government, Revenue Department,
with letter in original to be returned.

Copy to the Collector of Godáviri.

ORDER—dated 18th April 1887, No. 375, Revenue.

Miscellaneous.

As funds are now available, the construction of the proposed bridge is sanctioned. The cost of the work as estimated by the Public Works Department is Rs. 30,850 and not Rs. 30,203 as stated by the Board of Revenue. The plan and estimate for the work, which have already been approved by the Public Works Department, will now be transferred to that department for necessary action.

(True Extract.)

(Signed) J. F. PRICE,
Ag. Secretary to Government.

To the Commissioners of Land Revenue,
with letter returned.
„ the Public Works Department,
with plan and revised estimate.
„ the Accountant-General.

Exd. W. H. French.

75 Copies.

Govt. of (1887) Madras.

REVENUE.

Issued

Recd.

Encl.

G.O., 18th April 1887, No. 375.

APRIL.

Iron Girder Bridge at Mattalapalem.

The construction of an — in the Godavari district, sanctioned with remarks.

With order

18TH APRIL 1887, No. 375, REVENUE.

GOVERNMENT OF MADRAS.

REVENUE DEPARTMENT.

Read—again the following G.O., dated 11th May 1886, Mis. No. 2791, Revenue:—

Read—again the following G.O., dated 8th June 1885, Mis. No. 2883, Revenue:—

Read—the following Proceedings of the Board of Revenue, dated 28th April 1885, Mis. No. 3865:—

Read—the following letter from W. S. FOSTER, Esq., Collector of Godavari, to the Secretary to the Board of Revenue, dated Kondamodalu, 14th March 1885, No. 116:—

In reference to paragraph 3 of Board's Proceedings, No. 498, dated 13th February 1885, I have the honor to inform you that the Mattalapalem ferry which I proposed to replace by a bridge leads to two important ferries at Coringa and Injeram, to which the Canal and Ferry Fund Act has been extended.

2. Even supposing that it stands by itself, I think that Government should have power to appropriate the money realized by a ferry in replacing it with a more permanent advantageous and easy means of crossing.

3. The Act seems to me to contemplate making the passage across the rivers, &c., as easy as possible, and to provide funds for that purpose; a bridge certainly is the easiest way for people to cross the river, and if it is absolutely necessary to provide funds at each ferry, we can charge tolls for crossing, or we can endow the bridge with a sum from the present fund to go towards the ordinary repairs of the bridge.

Read—also the following letter from W. S. FOSTER, Esq., Collector of Godavari, to the Secretary to the Board of Revenue, dated Cocanada, 27th March 1885, No. 140.

In continuation of my letter No. 116, dated 14th instant, I have the honor to retransmit herewith the plan and the estimate of the iron girder bridge proposed to be constructed over the Mattalapalem salt creek, which were returned with Board's Proceedings, No. 498, dated 13th ultimo.

Resolution—dated 28th April 1885, Mis. No. 3865.

Submitted to Government in continuation of paragraph 3 of Board's Proceedings, dated 13th February 1885, No. 498.

2. As the proposed bridge will be on the road leading to two other ferries, the Board recommend its construction from the Canal and Ferry Fund and submit the estimate for sanction in the Public Works Department. If the construction of the bridge from this fund is sanctioned, there can be no objection to its repairs being also carried out from the same source, or to funds being provided for the purpose by levying tolls at the bridge as proposed by the Collector.

(True Copies and Extract.)

(Signed) C. F. MACCARTIE,
Acting Sub-Secretary.

To the Secretary to Government, Revenue Department,
with letter in original to be returned and estimate and plan.
,, the Collector of Godavari.

mate amounting to
50 for constructing an
iron bridge over the
Mattalapalem salt creek
the Godavari District,
sanctioned.

2. The Suptg. Engineer I
Circle will report what sum
will be required for expenditure
during the current financial
year, so that the Revenue
Department may be requested
to place the required funds
at the disposal of the
Department.

3. The sanction accorded
in para 1 of the proceedings
has been registered as
Incorporated Local B.
7 W of 1887-88, and classi-
fied as Communications
Original Works.

1807 J. O. H.
W.

S.E. I Circle
Ex. P.W. Secy.
Rev. Deptt.

Order—dated 8th June 1885, Mis. No. 2883, Revenue.

Transferred to the Public Works Department.

(True Extract.)

(Signed) W. WILSON,
Ag. Secretary to Government.

Read—also the following G.O., dated 16th November 1885, Mis. No. 6341, Revenue:—

Read—Memorandum from the Public Works Department, dated Madras, 9th November 1885, No. 1798-C.

With reference to Revenue Department endorsement No. 2883, dated 8th June 1885, the Chief Engineer, Public Works Department, has the honor to return the papers received therewith, together with a revised estimate which has been prepared in the Dowlaishweram Workshops.

2. The road-way over the bridge appears to be inconveniently narrow, 10½ feet only have been allowed between the guard-stones, which would be sufficient for traffic in one direction only. It is suggested that a road-way with 12 or 15 feet of clear width would be more convenient.

(By Order.)

(Signed) D. McN. CAMPBELL, Captain, R.E.,
Dy. Chief Eng., P.W.D.

To the Revenue Department, with ten enclosures.

ENCLOSURES.

From the Superintending Engineer, I Circle, to the Chief Engineer, Public Works Department, dated Dowlaishweram, 30th September 1885, No. 1402-G.D.:—

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* No 160, dated 19th August 1885.

2. The proposed bridge seems suitable for the purpose for which it is designed. You will observe that the Public Works Department Workshops' estimate is Rs. 553 less than that prepared by the Local Fund Engineer, and that the total estimate after adding for the proper height of wings omitted by the Local Fund Engineer will amount to Rs. 30,850.

From Captain C. G. RAWSON, R.E., Executive Engineer, the officer in charge of Government Workshops, to the Superintending Engineer, I Circle, dated Dowlaishweram, 19th August 1885, No. 160.

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2. In course of examination as certain discrepancies are observed in the estimate, it has been recast and a fresh estimate, amounting to Rs. 29,750, has been prepared and submitted herewith for approval.

3. Such of the items as are not made in shops have not been altered, but merely added to the value of iron and wood-work (including centage) done in shops.

4. The estimate, now prepared, is less by Rs. 553 than that prepared by the Local Fund Engineer, and the work will be undertaken for the reduced amount.

Order—dated 16th November 1885, Mis. No. 6341, Revenue.

Referred to the Board of Revenue for remarks.

(True Extract.)

(Signed) J. F. PRICE,
Ag. Secretary to Government.

Read—also the following G.O., dated 6th April 1886, No. 2202, Revenue:—

Read—also the following Proceedings of the Board of Revenue, dated 30th March 1886, Mis. No. 2441:—

Read—the following endorsement of the Acting Secretary to Government, Revenue Department, dated 16th November 1885, Mis. No. 6341, on Memorandum of the Deputy Chief Engineer of the Public Works Department, dated 9th November 1885, No. 1798-C, and also the following reference thereon, dated 5th January 1886:—

“ Referred to the Board of Revenue for remarks.”

Referred to the Collector for remarks on the Chief Engineer's proposal to widen the proposed bridge.

2. In the specification received with the Collector's letter of the 27th March 1885, No. 140, it is stated that the road-way of the bridge is “ to be 13 feet clear,” but from the plan submitted by the Local Fund Engineer (section A.B.) it appears that a width of 1¼ feet on either side is left for guard-stones. It should be stated whether it is intended to fix guard-stones along the whole length of the bridge or only at intervals, and whether in the latter case it would be necessary to widen the bridge so as to leave a clear width of 12 feet between the guard-stones. The increased cost of the extension should also be reported.

3. In his budget estimate for 1886-87, the Collector provided Rs. 26,000 for the construction of the Kovur-Munjair junction canal, and estimated the balance at the end of the year at Rs. 21,510. From the papers communicated with G.O., dated 9th December 1885, No. 6833, it would seem that a sum of Rs. 17,664 will suffice for the canal referred to. The probable surplus at the end of 1886-87 will therefore amount to over Rs. 31,000.

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In reply to your No. 28, dated 13th January 1886; I would state that the guard-beam is intended to run all along the bridge, but there would be no objection to placing it close to the girders and thus securing a clear 12 feet by doing this. No further expense would be entailed.

2. Regarding paragraph 2 of the Chief Engineer's notes, I would remark that the less width 12 feet as recommended by him would seem sufficient more especially as the Public Works Department ruling is that no road should have a greater metalled surface than 12 feet.

3. The Public Works Department estimate is only Rs. 573 more than mine, but I am of opinion that if we ordered the work from England, we should get it ready to be put up at a much cheaper rate.

Submitted with reference to Board's Proceedings of 5th January 1886, on reference on Government Register No. 5195 of 1885.

2. The guard is a beam running along the length of the bridge, not stones, and to increase the breadth of the road-way the Local Fund Engineer proposes to put it close to the girders. The bolts shown in the plan could be sunk into it.

3. There would be the further expense of gravelling the 18 inches of road-way along the length, but gravelling does not seem to be provided for at all in the estimate.

4. A width of 12 or nearly 12 feet will be sufficient.

Resolution—dated 30th March 1886, Mis. No. 2441.

Submitted to Government with reference to their endorsement, dated 16th November 1885, Mis. No. 6341, on the Memorandum from the Chief Engineer, Public Works Department, dated 9th November 1885, No. 1798-C.

2. The Board agree with the local officers in considering that it would be sufficient to widen the bridge so as to give a road-way 12 feet broad, and as pointed out by the Local Fund Engineer, this can be done without much additional cost by putting the guard-beam close to the girders.

(True Copies and Extract.)

(Signed) C. F. MACCARTIE,
Acting Secretary.

To the Secretary to Government, Revenue Department,
„ the Collector of Godáviri. with ten enclosures returned.

Order—dated 6th April 1886, No. 2202, Revenue.

Referred to the Public Works Department for favor of opinion as to the sufficiency of the width of road-way proposed.

(True Extract.)

(Signed) J. F. PRICE,
Ag. Secretary to Government.

To the Public Works Department,
„ the Board of Revenue. with ten enclosures to be returned.

Read—Endorsement of the Public Works Department, dated 15th April 1886, No. 7-D.

Returned to the Revenue Department with remark that, as it is understood that the traffic on the road is not heavy, a width of 12 feet between the wheel-guards will be sufficient.

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

Order—dated 11th May 1886, No. 2791, Revenue.

As the estimated cost of the proposed bridge will practically absorb the balance to the credit of the Canal and Ferry Fund of the district, the Government are of opinion that it is desirable to postpone the construction of the work for a year or two so as to allow of there being a balance sufficiently great to safely bear the charge.

(True Extract.)

(Signed) J. F. PRICE,
Ag. Secretary to Government.

To the Board of Revenue.
„ the Public Works Department.

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Read—the following letter from W. A. HAPPELL, Esq., Collector of Godáviri, to the Secretary to the Board of Revenue, dated Cocanada, 31st December 1886, No. 544:—

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2. The work may, I think, be now undertaken, and I request that it may be sanctioned.

Resolution—dated 12th February 1887, Mis. No. 1087.

Submitted for the orders of Government.

2. The Godáviri Canal and Ferry Fund shows, in G.O., 11th January 1887, No. 22, a balance at the end of 1886-87 of Rs. 1,63,217, and at the end of 1887-88 of Rs. 1,07,457.

3. The Board recommend that out of this balance, Rs. 30,203, the estimated cost of the Mattalapalem iron girder bridge, the construction of which, in G.O., 11th May 1886, No. 2791, was ordered to be postponed to allow of the accumulation of funds, be sanctioned for expenditure in the ensuing year.

(True Copies and Extract.)

(Signed) H. A. SIM,
Acting Sub-Secretary.

To the Secretary to Government, Revenue Department,
„ the Collector of Godáviri. with letter in original to be returned.

Copy to the Collector of Godáviri.

ORDER—dated 18th April 1887, No. 375, Revenue.

Miscellaneous.

As funds are now available, the construction of the proposed bridge is sanctioned. The cost of the work as estimated by the Public Works Department is Rs. 30,850 and not Rs. 30,203 as stated by the Board of Revenue. The plan and estimate for the work, which have already been approved by the Public Works Department, will now be transferred to that department for necessary action.

(True Extract.)

Hedrick

Ag. Secretary to Government.

To the Commissioners of Land Revenue,
„ the Public Works Department, with letter returned.
„ the Accountant-General. with plan and revised estimate

Exd. W. H. French.

75 Copies.

A. No 12564 of 18-5-86
 in 1798e " 9-11-85
 in 7D " 15-4-86
 " 1067e " 17-6-83

P.W.C. No 3527
 Govt. of 1887 Madras
 REVENUE.

S.C. 24.

Issued

Recd. 9.5.87.

Encl.

G.O., 18th April 1887, No. 375.

No 1405 wa of 23 May 1887

APRIL.

Iron Girder Bridge at Mattalapalem.
 The construction of an — in the Godavari
 district, sanctioned with remarks.

PUBLIC WORKS DEPARTMENT.
 17 MAY 27.
 REVENUE DEPARTMENT.

No 1405
 PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 23rd May 1887

READ the following

Proceedings of Govt. Revenue Department. H. E. No. 375 of 18th April 1887

The estimate amounting to
 Rs. 30,850, for constructing an iron girder
 bridge over the ~~Mattalapalem~~ ^{Mattalapalem} salt creek
 in the Godavari District, is sanctioned

2. The Suptg. Engineer I Circle
 will report what sum will be required
 for expenditure during the current official
 year, so that the Revenue Department
 may be requested to place the required
 funds at the disposal of this Department.

3. The sanction accorded in
 para 1 of these proceedings has been
 registered as Incorporated Local No.
 7 W of 1887-88, and classified as commun-
 ications, Original Works.

25/5/87

To The Suptg. Engr. I Circle with 5 encls.
 " Examiner of P.W. Accts with copy of the
 abstract estimate.
 " Revenue Department.

Retd. to
 25/5/87

13.5.87

17/5
 16/5/87



(2)

J. L. May
23-5-87
1887

No 1405 W of 23^d May 1887

Revenue Secy
for favor of
Constitutionals

Ad. 91
13-5-87
18-5-87
27/5
27/5
27/5

27/5