① பக்கங்களின் எண்ணிக்கை 62
② புதுக்கித் தீட்டிய நாள் 7/
③ ஆதாரந்தெரிப்பவர் கையொப்பம் 6

தமிழ்நாடு ஆவணக்காப்பகம்

தமிழ்நாடு அரசு

பொதுப்பணித் துறை

அரசாணை எண்: 2828A W

நாள்: 11.9.1888

அ.பெ.

1/2828A

11TH SEPTEMBER 1888, NO. $\frac{2828}{A}$ W., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

General.
Account.

READ—the following telegram from the Right Honorable the Secretary of State for India, to His Excellency the Right Honorable the Governor of Madras, dated 29th August 1888 :—

My telegram of 18th June. Periyár steamer contract cancelled in consequence of inability contractors. Price if ordered about 860 pounds delivered Tuticorin. Please let me know your wishes by telegraph.

ORDER—dated 11th September 1888, No. $\frac{2828}{A}$ W., Public Works.

Ordered that the following reply be sent by telegraph :—

"Your telegram 29th August. Periyár steamer. I accept 860 pounds. Expedite delivery and intimate probable date.

(True Extract.)

Captain, R.E.,
Under-Secy. to Govt., P.W.D.

To the Superintending Engineer, Periyár Project.
" Chief Engineer for Irrigation.

Exd. J. Henricus.
Spare Copies.

GENERAL.
ACCOUNT.

Govt. of | 1888 | Madras.

PUBLIC WORKS.

Dated September, 11th.

Read.

Reco

G.O., 11th Sept. 1888, No. $\frac{2828}{A}$ W

SEPTEMBER.

Periyar Steamer

Telegram to the Secretary of State for India accepting cost of the — and requesting that its despatch may be expedited.

Form No. 2A (*Railways*). *Delivery free on board Vessels.*

2/2828A

INDIA OFFICE.

Conditions of Contract.

1. (*a*) The whole Contract is to be executed in the most approved, substantial, and workmanlike manner to the entire satisfaction of the Consulting Engineer appointed by the Secretary of State for India in Council, who, both personally and by his deputies, shall have full power, at every stage of progress, to inspect the manufacture of the work, or any part of it, and also to inspect the preparation of packing cases, and the operation of packing, at such times as he may deem fit, and to reject any of the work, or cases, or packing, of which he may disapprove; and his decision thereon, and on any question of the true intent and meaning of the Specification and drawings, or of the work necessary for the proper completion of the Contract, shall be final and conclusive.

(*b*) It is to be understood that the word "work," in these Conditions and the annexed Tender and Specification, includes materials of every kind in every stage of their preparation.

(*c*) Before proceeding to execute any work, the Contractor shall obtain from the Consulting Engineer his approval of the manner in which the Contractor proposes to execute each portion of the work, and shall set out at full size any portion of the work that the Consulting Engineer may require.

(*d*) If any dimensions figured upon a drawing differ from those obtained by scaling the drawing, the figured dimensions are to be taken as correct.

(*e*) The Contractor shall provide, without extra charge, all materials, tools, labour, and assistance of every kind which the Consulting Engineer or his deputies may consider necessary for any tests and examinations which they shall require to be made on the Contractor's premises, and shall pay all costs attendant thereon.

The Contractor shall also provide and deliver, free of charge, at such place as the Consulting Engineer may direct, such materials as he may require for test by chemical analysis or independent testing machine. The cost of these tests will be defrayed by the Secretary of State in Council, unless it be stated in the Specification that it is to be paid by the Contractor.

(*f*) The Contractor will be held responsible for the work being sufficiently and properly packed, so as to ensure its being free from injury on arrival in India.

(*g*) Subject to the approval of the Secretary of State in Council, the Consulting Engineer may require such alterations to be made in the work, during its progress, as he may deem necessary; and after due consideration of the relation which such alterations bear to the work and prices provided under the Contract, the Secretary of State in Council will determine the amount, if any, that shall on that account be added to or deducted from the Contract price; and his decision thereon shall be final.

(*h*) No work will be considered ready for delivery until the Consulting Engineer shall have given a written certificate that it has been inspected and approved by him.

2. Unless specially permitted by the Director General of Stores, Tenders can be entertained only from actual manufacturers of work of the description required; and none of the work shall be assigned or sublet, nor shall the Contractor allow any part of it to be done otherwise than by and in his own establishments, without the consent of the Consulting Engineer, whose approval in writing shall be obtained as to any persons whom the Contractor proposes to employ to supply the work on his behalf.

3. The Contractor is to state in the annexed form of Tender, (which must not be detached from the Conditions of Contract and the Specification), his prices for the work delivered free on board vessels* in the port of London, or Liverpool, or in any other port in the United Kingdom which he may desire to propose, and such prices are to include all cost of stamping, painting, marking, protection, or preservation, patent right (if any), drawings, templates, models, and gauges, and any claim whatsoever that may arise from the construction, or packing, or delivery of the work, in accordance with these Conditions and the Specification, and also all such work as the Consulting Engineer may deem necessary for the proper completion of the Contract, though special mention thereof may not be made in the Specification or drawings. And the Contractor shall indemnify the Secretary of State in Council against all claims at any time under any patent right, and shall take all risk of accident or damage to, or failure of the work, from whatever cause arising, until the completion of the Contract, and the entire responsibility of the sufficiency of all the means used by him for the fulfilment of the Contract.

4. The Tender is to be filled in with a lump sum for the whole of the work and its delivery free on board vessels* at the port of shipment, which will be the maximum sum to be paid to the Contractor, no payment being made for any excess over the specified weight or quantity; but it must also be filled in with the respective prices per ton, or otherwise as the case may be, for the various articles delivered as above, and at these rates deductions will be made, from the lump sum named in the Tender, for any deficiencies in the quantities or weights as actually certified by the Consulting Engineer.

Messrs Alley & MacLellan

5. The Contractor shall, if required by the Consulting Engineer or his deputies weigh the whole, or any part of the work, in his or their presence; and the Contractor shall only be paid, subject to the provisions of Clause 3 of these Conditions, for the net quantities or weights of the articles delivered, no allowance being made for wrappers, bags, tie rods, battens, binders, &c., required for safe packing, notwithstanding any custom of trade, if such there be.

6. The work shall be delivered by the Contractor free on board vessels in such port or ports named in the Tender as the Director General of Stores may require.

Such number of inspection certificates, advice notes, packing accounts, and invoices, as may be required by the Director General of Stores, shall be furnished by and at the cost of the Contractor.

Freight for the conveyance of the work, or any part thereof, to India, will be engaged by the Director General of Stores and due notice will be given to the Contractor, by the Superintendent of the India Store Depôt, (Belvedere Road, Lambeth, S.E.), when and on board what vessel it is to be delivered. Should the work not be delivered within six days of the sending of such notice, the Contractor will be liable for all payments and expenses that the Secretary of State in Council may incur, or be put to, by reason of such non-delivery, including dead and extra freight, demurrage of vessels, &c.

If the work, or any part of it, fail to be delivered on board as directed, the Contractor is at once to send to the Superintendent of the India Store Depôt full particulars of the quantities not shipped, in order that other freight may be engaged.

7. In the event of any of the work not being ready for delivery by the time or times respectively agreed upon, and if such delay shall appear to the Secretary of State in Council to have been due to faults or omissions on the part of the Contractor, the Secretary of State in Council may deduct, or recover from the Contractor, as liquidated damages, and not by way of penalty, the sum of three per cent. on the Contract price of such portion of the work as was not so ready for delivery, for each and every month, or part of a month, during which it may have remained undelivered.

But if the Contractor shall have been delayed in the execution of any part of the work by alteration in design, or by failure of the Secretary of State in Council to perform at the appointed time any act by him to be performed, or by any other cause which the Secretary of State in Council shall consider to have been beyond the Contractor's control, or may admit as reasonable cause for extra time, the Secretary of State in Council will allow such addition to the time for delivery thereof, as he may consider to have been required by the circumstances of the case.

8. Should the Contractor's preparations for commencement of the work, or any part of it, or his subsequent rate of progress, be so slow, from any cause whatever, that, in the opinion of the Consulting Engineer, which shall be conclusive thereof, he will be unable to deliver the work, or any portion thereof, as agreed upon, or should he not have work ready for delivery in conformity with the Contract, or should he neglect to comply with the directions given him by the Consulting Engineer, or in any other respect act contrary to the terms of the Contract, or should he be adjudged bankrupt, or become insolvent, or suspend payment, or make a proposal for a composition of the debts due by him, or for a scheme of arrangement of his affairs (or, if a Company, should a winding-up order be obtained against it), the Secretary of State in Council shall have power, under the hand of the Director General of Stores, to declare the Contract at an end; in which case the Contractor shall be held liable for any liquidated damages as above provided, and for any expense, loss, or damage which the Secretary of State in Council may be put to, incur, or sustain by reason of, or in connection with, the Contractor's default.

9. Payment for each delivery of work will be made to the Contractor, on the certificate of the Consulting Engineer, (subject to the deduction of any amount to which the Contractor is liable under this or any other Contract with the Secretary of State in Council), within twenty-one days after delivery, and production by the Contractor of the dock company's or mate's receipt, and of the other documents provided in Clause 6.

10. By Act 22 Geo. III., cap. 45, no person who is a member of the House of Commons is competent either alone or jointly with any other person, to enter into the Contract, which is made upon the condition that no such member is to be admitted to any part or share thereof, or to any benefit or advantage to arise therefrom. This will not, however, extend to any incorporated trading company tendering in its corporate capacity for the benefit of such company.

11. The Secretary of State in Council reserves to himself the power of rejecting any Tender, without assigning a reason, and does not bind himself to accept the lowest or any Tender.

12. Tenders, addressed to the Secretary of State for India in Council, with the words "*Tender for a Steamer*" on the envelope, must be delivered at the India Office, Whitehall, S.W., ~~before 2 p.m. on Tuesday the~~ ~~188~~. ~~If delivered by hand, they are to be placed in a Box provided for that purpose in the Store Department.~~

A. Abercrombie Jopp,
Director General of Stores.

India Office,
19 July 1888.

Order dated 14 Sept. 1888

3/28228A

Form No. 2A.

G. 31-83

TENDER.

To the Secretary of State for India in Council.

Sir,

We hereby offer to supply the Stores described in the annexed Schedule, in strict accordance with the annexed Conditions of Contract, and Specification, for the following sums, delivered free on board vessels in the Ports specified:—

	£	s.	d.
If delivered in the Port of London			
" " " Liverpool or Birkenhead			
" " " Glasgow	759	4	

The above sums, which are to be in full satisfaction of all claims, are made up from the rates stated by us in the Schedule.

The Stores will be ready for delivery within Twelve weeks of the date of acceptance of this Tender.

To be filled in by the Tenderer, who should state, when practicable, undertake delivery by instalments.

We agree to abide by this Tender for the period of fourteen days from the date fixed for receiving the same; and, in default of our so doing, we will pay the sum of 5*l.* per cent. on the aggregate amount of this Tender to the Secretary of State for India in Council, as and by way of liquidated damages.

Address, Sentinel Works
Glasgow

We are,
Sir,
Your obedient Servants,
(sd) Alley & MacLellan

Dated this 23 July 1888.

SCHEDULE.

Indent No. of Item.	Description of Stores.	Quantity required.	Rate per delivered free on board in the Port of London £ s. d.	Port of Liverpool or Birkenhead £ s. d.	Port of Glasgow £ s. d.
		Remittance	Provincial	Funds –	Public W
					759 - 4 - 0
	Including extras as per letter of 15/8/88				

N.B. This steamer was ordered in the first instance from Clark & Co but they were unable to carry out the order satisfactorily, & it was subsequently ordered from Alley & MacLellan (see telegrams to Madras dated 29/8/88 and reply from Madras [illegible] of 11/9/88).

6/28284

Sentinel Works,
Polmadie Road,
Glasgow 27th July 18

5/28284

Specification of Packing and Marking, &c.

After inspection and approval, the work is to be packed in strong cases, made of 1¼-inch thick well seasoned deal boarding, with 1½-inch thick elm ends, the whole nailed together with wire nails 3½ inches long; they are to be strengthened by battens pitched at a proper distance along the sides, tops, and bottoms, each set of which is to be entirely surrounded with one strap of hoop iron. The cases are to have elm corner posts, and the ends are to be tied with hoop irons, each stretching across the end and along the sides to meet the first side battens. The hoop iron is to be 1½-inch wide, No. 18 S.W.G. thick. The joints of all cases are to be tongued and grooved.

No case when full must weigh more than 7 cwt. Every case must have clearly stencilled upon it, in such colours as may be directed, such descriptive and shipping marks as may be required by the Officers of the Department.

16355. I. 840.

named in our Tender dated 23rd instant
viz £645.

We are &c,

pp Alley & MacLellan
(Sd) J. McHewitt

6
2828A

Copy

Sentinel Works,
Polmadie Road,
Glasgow 29th July 18[illegible]

The
Director General of Stores,
India Office,
Whitehall
S. W.

Sir,

In reply to your letters dated 19th and 26th instant, we beg to state that we are agreeable to build and deliver the small screw steamer in three or four pieces as your Consulting Engineer may direct for the sum named in our Tender dated 23rd instant viz. £645.

We are &c,

pp Alley & MacLellan
(sd) J. H. [illegible]

7/2828A

Sentinel Works,
Polmadie Road,
Glasgow. 15th August 1888.

Sir Alex: M. Rendel,
8 Great George Street,
Westminster,
S.W.

Dear Sir,

Replying to your esteemed favor dated 13th instant enclosing additional specification for Small Tug Boat. Our price for the extra work including towing rail, hand rail and Stanchions Locomotive Boiler with Lowmoor firebox and firebox stays, lagging Boiler with sheet steel and fitting Machinery on board and trying it under steam in our yard will be £59:10:0 net.

Our price for the spare gear and outfit as specified will be £54:17:0

We beg to enclose tracings of what we now propose and trust you will find these satisfactory.

Yours faithfully,
pp. Alley & MacLellan.
(sd) J. McIlraith.

S.12345. 8/2828A

India Office,
Whitehall, S.W.
12th September 1888.

Gentlemen,

With reference to previous correspondence I forward herewith a formal order for the tug boat required for the Periyar irrigation project.

The amount of the order is made up as follows.

	£
Price of the boat as tendered for on 23rd July 1888	645-0-0
Extra work as per revised specification referred to in your letter of 15th August 1888 to Sir A. Rendel	59-10-0
Spare gear and outfit referred to in letter of 15th August 1888.	54-17-0
Total	£759-7-0

The period fixed in the contract for carrying out the work is 12 weeks from this date, but as the boat is urgently required, I shall be glad if you can expedite delivery as much as possible.

I request that you will acknowledge the receipt of this letter.

I am &c,
(Sd) Chas G. Shaw
for Director General of Stores

Messrs Alley MacLellan,
Sentinel Works,
Polmadie Road,
Glasgow

Specification of Steel Screw Tug

Dimensions	Length (over all) 45 feet. Beam (moulded) 9 " Depth " 4 " 6 inches
Material.	To be built of Mild Steel (Siemens Martins) throughout, except when otherwise specified. Quality to be to the satisfaction of inspecting engineers.
Stem	of bar iron $2\frac{1}{2} \times \frac{3}{8}$, to be double rivetted.
Stern Post.	of bar iron $2\frac{1}{2} \times \frac{1}{2}$, to be double rivetted
Keel	of steel plate 24" × $\frac{3}{16}$" thick
Frames	Angle Steel $1\frac{3}{4} \times 1\frac{3}{4} \times \frac{1}{8}$, spaced 20" apart. At junction of sections to be $2\frac{1}{4} \times 2\frac{1}{4} \times \frac{5}{16}$, double rivetted to skin plating and having $\frac{5}{8}$ bolts pitched about 3 to 4 inches apart for connecting the sections.
Floors.	to be of steel plates 5" deep × $\frac{1}{8}$" thick. Limber holes to be cut through floors
Reverse Frames	On every floor of angle steel $1\frac{1}{2} \times 1\frac{1}{2} \times \frac{1}{8}$" and carried up sufficiently high over floors to make a secure attachment to frames
Beams.	to be $1\frac{3}{4} \times 1\frac{3}{4} \times \frac{1}{8}$ secured with gusset $\frac{1}{4}$" thick. To be suitably punched for deck planks.

Stringer

^{3}Stringer.	of $\frac{1}{8}$ steel plate, 18" wide amidships and tapering to 12" fore and aft.
Gunwale Angles.	of steel $1\frac{3}{4} \times 1\frac{3}{4} \times \frac{1}{8}$ securely rivetted to sheer strake and stringer plate.
Centre Keelson.	of Tee Steel $2 \times 2 \times \frac{3}{16}$ securely rivetted to reverse frames and small lug pieces on floors.
Hatchcoaming.	of $\frac{1}{8}$ steel plate about 7" high having a cope iron rivetted on top edge and secured to stringer plate by a steel angle $1\frac{1}{2} \times 1\frac{1}{2} \times \frac{1}{8}$.
Bulkheads.	2 in number, to be of $\frac{1}{8}$ plate with a $1\frac{3}{4} \times 1\frac{3}{4} \times \frac{1}{8}$ angle on top edge.
Bunkers.	to run on each side of boiler constructed of steel plates $\frac{1}{8}$.
Plating.	Steel Plate $\frac{3}{16}$ thick Remainder of plating $\frac{1}{8}$.
Rivetting.	all laps to be single rivetted and all butts to be double chain rivetted.
Rudder.	To have a forged iron frame covered with steel plates $\frac{1}{8}$ thick. To steer forward by a small wheel. A spare tiller to be provided.
Bollards & Fairleads.	To be provided with all the necessary bollards, fairleads &c. of cast iron to the satisfaction of inspecting engineer.
Deck Bolts.	A sufficient number of deck bolts (galvanized) and

and bolts for connecting the sections to be provided with 10 W screws.

Awning. Awning stanchions to be of galvanized iron, securely fastened to deck and having a wire rope for attaching awning. Canvas for awning not to be supplied.

Woodwork. No woodwork will be supplied, but all the necessary fittings &c will be furnished to the satisfaction of Inspecting Engineer.

Completion. The vessel to be erected up complete and the sections bolted together, before taking down for shipment.

Engines & Boiler.

Description. To be fitted with double cylinder engines with cylinders 5" diar × 8" stroke, exhausting into the funnel. The cylinders will be supported by cast iron columns at back and wrought iron columns in front and having the usual double eccentric reversing gear. Boiler will be of the ordinary return tube marine type, and made as accessible as possible for cleaning. The working pressure to be 80 lbs per sq. inch and the boiler to be built in every way equal to [illegible] requirements.

Cylinders. To be cast of good hard metal truly bored and fitted. Drain cocks to be fitted to bottom of cylinders and also to valve chests. To be well lagged and afterwards covered with planished

Steel

2828

and after coupling to be cast at thrust shaft
on. The Thrust shaft to have collars forged on
solid, surface to be extra large. The stern shaft
to be cased with gun metal in way of stern tube

Valve Gear To be of the double bar link type. Eccentric sheaves to be of cast iron, well secured to shaft. Straps to be of gun metal with oil boxes cast on. Eccentric rods to be of wrought iron with adjustable ends and gun metal bushes. Links to be of steel with the pins screwed in and rivetted over. ~~Valve spindles to be of steel with~~ steel head and gun metal rubbing blocks. To have a cone and collar at bottom of valve and double brass nuts on top. Drag links to be of wrought iron with brass bush at valve spindle end. The whole of this gear to be finished bright.

Reversing Gear. To reverse by means of a lever which is to be [illegible] by a sliding rod with collars and pinching screw. Weigh shaft reversing lever and hand lever to be of wrought iron and finished bright.

Feed Pump. To be fitted with a brass feed pump bolted on to end of bedplate and driven by a pin off end of crank shaft.

Ejector. A small ejector for clearing bilge to be fitted.

Donkey. A small donkey to be fitted to pump from bilge or sea and discharge overboard and into boiler.

Propeller

Propeller. to be of cast iron, securely fastened to shaft by cone and feather, with a nut at end of shaft. Diameter and pitch to be determined hereafter.

Stern Tube. to be of wrought iron with cast iron gland in board. The outer end to be fitted with lignum vitae strips. To be well secured to stern post.

Thrust block to be fitted with cast iron horse shoe rings faced with white metal and securely bolted down.

Pipes. all pipes except bilge to be of copper of ample strength. Bilge pipes to be of lead.

Boiler.

To be constructed of steel, scantlings to be equal to B. of T. requirements for a working pressure of 80 lbs per sq. inch. To be 5 ft diar. × 6 ft long & fitted with a furnace 2'3" diar. × 4 ft. long. Heating surface to be not less than 225 sq. ft. Tubes to be of brass 1¾" external diar and 4 ft. long 13 B. W. G. thick. To be fitted with one spring safety valve, stop valve for main engine and stop valve for donkey, blow off cock, water gauge and test cocks, steam whistle and steam pressure gauge. To have funnel and smoke box of steel plate and fitted where necessary with baffle plates. Furnace doors, bars bearers &c. to be supplied complete.

Spanners & A complete set of spanners and rack to be supplied.

supplied, also a complete set of firing tools, an oil tank and two hand feeders.

Completion The whole of the workmanship and material of the very best of their respective kinds. The work to be finished to the satisfaction of the inspecting engineer. All the necessary working drawings and model for re-erection to be supplied. The engines to be packed in strong deal cases 1½" thick with elm ends and well strengthened with battens and tied with hoop iron.

(Signed) Alley & MacLellan

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Additional Specification.

Periyar Project

Towing Steamer.

Hull

Stringer	To be ¼in. Steel between Engine room bulkheads and to extend in width from Skin plating to coaming.
Boiler bearers	Bearers to be extended to side of Bunkers and secured to same by angles 1½" × 1½" × ⅛".
Rivetting.	The rivets to be in steel.
Towing post.	To be shifted to after engine room bulkhead and to be carried high enough for towing rope to run on T iron rail faced with wood (African Oak) this to be found and fitted here, to be secured to sides of Vessel by two Wt iron tie bars.
Steering gear.	To be altered to above deck, the rudder spindle to be fitted with trunk made water tight and brass gland on deck upper end of spindle to be turned and tiller bored.
Hand rail & Stanchions	Galvanized iron stanchions to be placed for two hand rails in steel rope, or tubing, suitable gangways to be formed fore and aft.
Painting	The hull of Vessel inside and outside to receive three coats of Paint, the bottom to have an approved composition coating.
Bunker Rings.	with covers to be in cast iron galvanized turned and fitted
Boiler and Engines	Boiler to be of the Locomotive form. Shell in steel. Firebox and staying in Lowmoor fitted with Brass tubes solid drawn, the furnace to be fitted with brick bridge, the firedoor to be extra large and kept

17
28282

kept as high as possible from bars. Heating surface to be 255 square feet. Grate surface effective for fuel 11½ square feet, the tubes to be ferruled at the firebox end, with turned ferrules. Tubes to be 1¾ ins. external diamr. about 4 ft. 6 in. long No 13 B.W.G. Gauge to be thicker at firebox end. Funnel to be doubled, to be fitted with variable blast nozzle capable of adjustment whilst engines are running. Boiler to be fitted with two spring safety valves loaded to 50 lbs per square inch working pressure and all the usual mountings in Gun metal. Furnace bars to be in Wt. iron. To be fitted with baffle plates and shields in smoke box as required. Steam cock and perforated pipe to be fitted at back of bridge for blowing out ashes, similar arrangement to be fitted in smoke box. Lugs to be fitted for lifting boiler. Two glass water gauges to be fitted

The boiler to be clothed with an approved material and afterwards covered with sheet steel

The boiler with all fittings to be tested to twice the working pressure.

Crankshaft. Crank shaft coupling to have driving pins instead of bolts so that all fore and aft strain may be taken off engine bearings, the engines to be erected with ⅛ of an inch clearance between couplings.

Copper pipes. All copper pipes to be solid drawn. All pipes to be proved to double the working pressure.

Painting. The machinery where usual to have two coats of paint after proving, the paint to be best oxide.

Fitting on board. Boiler and Engines to be fitted on board the vessel and tried under steam.

Drawings. Before any work is put in hand, drawings are

to

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to be submitted for approval and when the vessel is finished three complete sets of working drawings and modes to be supplied for the purposes of re erection

List of Spare gear &c

2 Spare Screw Propellers
2 Sets of Piston Rings
20 Spare Boiler Tubes
100 „ Turned Steel Ferrules for Boiler Tubes
1 „ Set of Firebars (in Railway section)
[illegible] „ Springs for Safety Valves
2 complete sets of Feed pump valves turned and finished in Gun Metal
[illegible] complete sets of Donkey Pump valves
1 Set of Stoking Tools
12 Tube brushes (wire)
2 Spare handles for do
1 „ Set of rocking brasses for Valve spindle
1 „ Valve rod, with bolts nuts and collar complete
1 „ Fire shovel
1 set of Boiler cleaning tools
1 Hand hammer
1 Copper do
2 Shifting spanners large and small
2 Files and handles
3 Chisels
1 Pair of round nosed pliers
1 „ Flat do
50 Washers assorted
24 Bolts and Nuts assorted

19/2828A

40	[illegible] assorted
2	Galvanised water buckets
2	Small ash buckets.
2	Spare Lamps fitted in place for Water Gauge
1	Hand Lamp.
[illegible]	Oil cans long spouted (copper [illegible])
2	Ash bags
[illegible]	Gauge glasses packed in box.
2	India Rubber rings for do
1	Axe
1	Hand Saw.
1	Tool Chest of suitable size
4	Half coils of Half round wire for [illegible] in [illegible]
2	[illegible] copper
1	Coil of small copper wire
1	Brick bridge and bearers
1	Cwt. of White metal
10	square feet of Gauze wire for joints.
½	Cwt. each of Red and White Lead
1	Anchor and 10 fathoms of Chain
1	Ensign and staff fitted in place
1	Jack staff and Jack fitted.
2	Boat hooks with staves
2	Cork fender
2	Teak Buckets stropped
1	Mop
15	Fathoms of Manilla Rope fine
15	do [illegible] line
1	Canvas Awning fitted in place.

2

22/2828A

P. W. D

21/2828A

INDIAN TELEGRAPH

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2 8̶3

From

SECRETARY TO GOVERNMENT MADRAS

20/2828A

2828/A W 11-10-88

These papers
could be put
up with the
draft G.O. regard-
purchase of a
steam launch
for the Periyar
[illegible]
[illegible]

madras
works-

ires

ngland

te

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portance

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and ascertain probable

date ×

FROM	L. N.	SENT TO	L. N.
Hrs.	Min. By N.D	A 8-9 Hrs. 38 Min.	By [illegible]

Telegraph Muslin.

ry of State for India

London

legram of 29th

Periyar steamer

~~cepted~~ cept 860 pounds

delivery and

probable date

Jn
11/9/88

th date of intended departure of

despd 11.IX.88

22/2828A

P.W.D

21/2828A

F C[1]

INDIAN TELEGRAPH.

SECRETARY TO GOVERNMENT P.W. DEPARTMENT MADRAS

Official Instruction.

Class Sl			Card No. 23/3	
To Station Ootacamund			From (Station) Triplicane	
Word	Day.	Hour.	Minute.	
28	8	13	30	urgent
To (Person)			From (Person) Dy Madras	

Madrasworks - / works -

Penny = cuick wires Steamer from England preferred in spite of increased price please urge importance of Early delivery and ascertain probable date x

Recd. from At Hrs. Min., By L.N. NO

Sent to At 8 - 9 Hrs. 38 Min., By [illegible] L.N.

Telegraph Muslin.

y of State for Ind

London

legram of 29th

Serripar steamer

~~pted~~ pt 860 pounds

delivery and

probable date.

11/4/88

h date of intended departure of

despd. 11.4.88

RATES OF CHARGE FOR INLAND TELEGRAMS.

The address (including name of Sender, and name and residence of Addressee) is transmitted free.

		Each additional word.
Deferred Message	... 8 Annas	... 1 Anna.
Ordinary	... [illegible] Rupee	... 2 Annas.
Urgent	... [illegible] Rupees	... 4 Annas.

A group of 5, or less figures, is reckoned as one word.

No charge for delivery within a distance of 5 miles.

670-1/xx 27.7.88
187/xx 23.6.88
615 D 5.9.88
605 D 1.9.88

22/2828A

P.W.D

Telegram

To

Secretary of State for India
London

Vacivior

From Govt of Madras to Secy of State for India
London.

~~Sir~~

~~[illegible]~~

Seponunt

Your telegram of ....

Exalbare

29th August

Serijar steamer

Abolerem

I accept

860 pounds

Feretrum

Please expedite despatch of

Farfarum

Telegraph date of intended departure of

Your telegram of 29th August. Serijar steamer I accept ~~[illegible] accepted~~ 860 pounds

Expedite delivery and intimate probable date.

Jn
11/9/88

desp'd 11.IX.88

L.M.
8.IX.88

23/28228A

CAW

Before fairing letter to Under Secy of State &c. please say whether the literal translation of the telegram can be altered as follows —

For Price accepted
Read I accept.

11.IX.88

Yes. This is all right

September 1, 18

P.W.D.

Telegram — Ordinary

From Chief Assistant
To Madras Works

—

Secretary of State wires Serujar steamer contract cancelled as price will be about 860 pounds delivered Tuticorin. Reply by wire to London requested ×

vide G.O. 1871 W 23rd June

(Sd.) R.P.

CAW

No. 605 D of September 1, 188 P.W.D.

24/2028A

Telegram - Ordinary

From Chief Assistant

To Madras Works

Secretary of State wires Serrajur steamer contract cancelled as price will be about 860 pounds delivered Tuticorin. Reply by wire to London requested vide G.O. 1871 W 23rd June.

despatched 1.IX.88

(Sd.) R.P.

AW

2828
A

No. 605 Dated Septr 6th

W

Submitted for information. It will be seen from the Deputy Secretary's letter on the original telegram that "H.E. wishes to know".

R.S.
6.9.88

CAW

25/2828A

Your telegram to W ~~[illegible]~~ repeating the Secy of State's message about Periyar steamer contract, reached D.W. yesterday too late for W who left Madras on Saturday evening - going Ooty via Cuddalore -

D.W. has therefore repeated the message to Col. Pennycuick asking him to wire reply — on receipt of which, we shall send all the papers to Ooty.

One or two private covers for W have also been sent down

26/2828A

P. W. D.

No. 615 D the 5 Septr 1888

State - Ordinary

To

Deputy Madras Works.
Chepâk.

Wire Colonel Pennycuick's reply about Periyar steamer

Sd/ J.O.H.
W.

in the [illegible] packet —

[illegible] I have [illegible]

[illegible] in [illegible]

the cover [illegible]

[illegible]

Submitted for

[illegible]

5. IX. 88

26/2828A

P. W. D

No. 615 D 5th Septr 1888

Telegram — State — Ordinary

To

Deputy Madras Works.

Chepauk.

Wire Colonel Pennycuick's reply about Periyar steamer

Sd, J. O. H.

W.

Tel: despd. 5. IX. 88

[illegible] of P.W.
[illegible]
[illegible]

No 1512 8th Sept 188

P. W. D. No. 2282

28/

(188) DEPARTMENT.

F C 27/

INDIAN TELEGRAPH 911

[illegible]

Ootacamund [illegible]

29 3 29 6 35 pm Via Teh[illegible]

Recd of Madras Ry [illegible] only

[illegible]

Ootacamund

[illegible] escarium
perujar steamer
contract cancelled
× Justicia's "Contractors"
price if recorded
about 860 pounds
delivered Tuticorin
Kalamos

P.W. S.S. 6/9

× Justicia

Recd. from L. N. Sent to L. N.
At Hrs. Mts., By At Hrs. Mts., By
Date

Telegraph Master

OOTACAMUND 30-8-88

30/8

...CRETARY
...IGHT HON. THE GOVERNOR,
...TO GOVERNMENT,
Works DEPARTMENT.

August 1888.

9.88

...CLOSURE. 1

Subject.

~~...on from~~ Telegram ... Secretary of State for India.

1183 - of 1.9.88
1271 W - 13.2.88
1770 - 27.3.88

RATES OF CHARGE FOR INLAND TELEGRAMS.

The address (including name of Sender, and name and residence of Addressee) is transmitted free.

	First 8 words.	Each additional word.	
Deferred Message	... 8 Annas	... 1 Anna.	A group of 3, or less figures, is reckoned as one word.
Ordinary	... 1 Rupee	... 2 Annas.	
Urgent	... 2 Rupees	... 4 Annas.	

No charge for delivery within a distance of 5 miles.

P.W. C. No 9262

28
28284

(188) DEPARTMENT.

From

THE PRIVATE SECRETARY
TO THE RIGHT HON. THE GOVERNOR,

To

THE SECRETARY TO GOVERNMENT,
Public Works DEPARTMENT.

Dated 31st } August 1888.
Recd. }

R/ 13.9.88

ENCLOSURE. 1

Subject.

Transfers a ~~petition from~~ Telegram from the Secretary of State for India.

Cd/11x

A Telegram
~~Petition~~ from The Secretary of State
for India

Dated 29th Augt 1888.

TRANSFERRED to the Secretary to Government Public Works Department for disposal.

(By Order.)

Jones

Private Secretary.

GOVERNMENT HOUSE,
31st August 1888.

Translation 29/28288

Telegram dated 29.VIII.88.

Vacillet …	From Secy of State to Governor of Madras.
Sentiens …	My telegram of
Escarium …	18th June
	Periyar steamer contract cancelled.
Justicia …	In consequence of ~~his~~ (~~their~~) inability ~~to~~
	contractors price if
ordered? …	recorded about 860
	pounds delivered
	Tuticorin.
Thalamos …	Please let me know
	your wishes by telegraph
	~~regarding~~ —

1.IX.88

30/28284

Genl.

Public Works Department

[illegible]

Read telegram from the Rt. Hon. the Secretary of State for India, dated 29 August 1888.

Ordered that the following reply be sent by telegraph.

Your telegram 29 August. Punjab Steamer. Accept ~~Price~~ accepted. 860 pounds. Expedite delivery and intimate probable date.

Joll
8/9/88

V 25/9

To The Secty. Engr. Punjab Govt.
– Chief Engr. Punjab.

31
28

[illegible]

Govt. of (1889) Madras.

PUBLIC WORKS.

Draft

Urgent

14/9

Dat.

Recd.

Encl.

G.O. 11 Septr 1889 No. 2828/A W

Periyar Scheme

=

Tel. to the Secy of State for India accepting costs of the — & requesting that its despatch may be expedited

~~60~~ 60/4