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TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

REVENUE DEPARTMENT

G.O. No. / B.P. No.	777	Press. / Mis.
Dated	25-3-1878.	19~~7~~.

Not to be folded or roughly handled

777
1

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

28th February 1878, No. 160 I.

Irrigation.

Account.

Read the following papers :—

No. 68. From J. H. LATHAM, Esq., Chief Engineer and Manager, Madras Irrigation and Canal Company, to the Chief Engineer for Irrigation, dated Kurnool, 16th January 1878, No. 9.

Regular Estimates for Navigation—Capital.

In compliance with G.O., No. 619 I, of 18th ultimo, I have the honor to submit Regular Estimates for opening the canal for navigation, with one necessary and one important omission. These are—

(1.)—The Cuddapah terminus, the site and character of which will depend upon whether the junction of the present canal with the railway be made by a branch canal or a branch railway.

(2.)—The first year's working expenses. If the Government repay the Company the cost of the surveys now going through a post-audit in Madras ; this repayment, taking the account audited in Kurnool by the Government Auditor here as approximately correct, will amount to a total of 8 lakhs ; so that an amount sufficient to commence the working may be hereafter submitted for sanction without trenching on the 6 lakhs at present available.

I need not again go over the subject so exhaustively treated in G.O., No. 1,320, of 8th May 1875, and in your memorandum prefixed thereto. Only the modifications of that scheme seem to require remark.

In consideration of the sum available, I postpone the building of a goods station at Kurnool of the first-class, *i.e.*, one in which boats may be loaded and unloaded *under cover* at Kurnool. I give up all third-class stations, because by arranging the post-houses on the average 5 miles apart, instead of 7 miles, and keeping them close to the nearest village (where there is one, and there are only two or three exceptions) they will serve all the purposes of a station for passengers. Each contains a lock-up godown. These post-houses are adapted for haulage by coolies, by whom it will be at first conducted, or for horses, if traffic justify the horsing of any portion of the canal.

It is proposed to commence haulage by coolies, not horses, and to have in reserve two passenger steamers. One of these steamers may run weekly. In any case it seems necessary to have some means of conveying temporary accessions to the regular traffic, whether passenger traffic due to festivals or goods traffic. This could be done by one of these steamers towing several passenger or goods barges.

I propose that two passenger boats, out of the twelve entered in the indent herewith submitted, be fitted up in a way suited for English passengers, including Canal Engineers. Perhaps these may be smaller than the others ; but I will not speak positively till I have seen the boats on use on the Godavery Canals.

Instead of repairing the Ayaloor station, the site of which is unfitted for a station, since it is liable to be completely flooded owing to recent alterations in the old Governmental works above it, and which is now thrown out of the course of local

traffic by the completion of new roads, I propose to move the Engineers' quarters to Dibanguntla on the crossing of the Kurnool and Cuddapah road with that between Cumbum and Piyapully (and Gooty). The site is far more convenient for the conservancy of the canal, being half way on the canal having its head at Jutur and its termination at Rajoli; a canal which should have an Assistant or Sub-assistant Engineer in separate charge of it, since it is the canal irrigating a larger area than any other distinct portion of the Main Canal. I propose to build there, as at Dhoor, a couple of houses suitable for the residence of a Dresser and a Head-writer. The accommodation such officers can get in a village, at least in a small one like Dibanguntla or Dhoor, is very unsuitable, and the importance of securing a healthy residence has been amply proved by experience.

I have estimated for a telegraph on the Governmental pattern. This is rather expensive in amount, though not so if its quality be considered. It will be convenient to the Company to be able to supplement deficiencies on emergency from Government stores, and it will be convenient to Government if the canal should become Government property. The course of the telegraph line has been carefully modified, so as to avoid making short cuts *across* the canal except along a track continually traversed by Canal Officers. It will thus be under constant supervision and can be attended to, or inspected, by an Overseer without leaving the scene of his work. Generally it is kept close to the canal, so as to be available for any new stations which it may prove desirable to open.

Lastly, the rates for masonry have been raised by *one-seventh* and under, and other rates also, since it cannot be expected that labor will be found as cheap as it was before the famine. I may add that residences for lock-lascars are inserted for every lock at which there is no post-house.

I have, then, the honor to submit for the consideration of Government estimates and plans, and to ask sanction for the expenditure of Rupees 5,12,730 for carrying out the latter. I also submit an indent for £21,561-16-0 for stores to be purchased in England. For the completion of navigation the sum required will be approximately as follows:—

		Rs.
1.	Now submitted	5,12,730
2.	Extension of canal to railway	40,000
3.	First-class goods station at railway	60,000
4.	One year's working	75,000

leaving a margin of Rupees 1,12,270, out of which may be built the temporary sheds required for putting hulls together at Cuddapah, and additional stations and boats as traffic shows their necessity.

The extension of canal I hope to submit in a week or ten days. The estimates are nearly complete. The Cuddapah station will follow so soon as Government determine whether the junction with the railway will be made by the canal or railway, and the other items must wait until the particulars of the requirements are learnt. The sum allowed for them seems ample.

I may add, in reference to the boats, that I hope arrangements may be made to grant me a short leave—two months' privilege leave are now due to me. I have informed the Secretary that any service I can render in getting out drawings in England are at his service. I believe *one-eighth* inch steel will be found the best material for hulls if proper wales be added. Such boats are built in the Isle of Dogs and elsewhere for similar navigation.

No. 68-A. From the same Officer, dated Camp at Dowlaishweram, 30th January 1878, No. 11.

Budget Allotment required for Navigation, 1877-78.

IN reference to my letter No. 9 of 16th instant, in which I applied for sanction for an expenditure of Rupees 5,12,730 on a Regular Estimate of part of the expense of completing navigation, I have the honor to say that a sum of 3 lakhs of rupees

may be required for expenditure this year, if the estimates above mentioned be sanctioned, viz.—

	Rs.
For the Home indent £21,561, say	2,40,000
For expenses in this country	60,000
Total ...	3,00,000

I have the honor to ask you to do me the favor of submitting my application for this allotment to the Madras Government, in order to ascertain their wishes and to obtain the allotment if they approve the application.

Index to Documents accompanying Chief Engineer and Manager's No. 9 of 16th January 1878.

A. Abstract Estimate showing total expense of starting navigation.
B. Detailed Estimates.
C. List of Lock Weirs.
D. Abstract showing each building in one form.
E. List of Navigation Buildings proposed.
F. List of Plans.

(Signed) J. H. LATHAM,
Chief Engineer and Manager.

A.

Abstract Estimate showing Total Expense of starting Navigation.

Items.	Amount including 10 per cent. contingencies.	Reference to Detailed Estimates.	Reference to Figures of Plans.
	Rs.		
I.—Telegraph	75,600	Detailed estimate No. 1.	.....
II.—Extra works such as weirs and bridges.	27,430	Detailed estimates Nos. 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13 and 14 and the List C appended.	Plan figures 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12 and 13.
III.—Wharves and bollards ...	11,495	Detailed estimates Nos. 15, 16, 17 and 18.	Plan figures 14 and 17, 24, 15 and 18, and 16 and 19.
IV.—Buildings for navigation including lock-lascar huts.	54,296	Detailed estimates Nos. 19, 20, 21, 22, 23, 24, 25 and 26.	Plan figures 23, 20, 21 and 22.
V.—Completion of locks in order to fit them for navigation.	5,760	Detailed estimate No. 27.	.....
VI.—Planking locks	9,967	Detailed estimate No. 28.	.....
VII.—Floating plant	2,00,000	.....	.....
	3,84,548		
Supervision and General Management at 33 per cent.	1,28,182		
Total ...	5,12,730		

(Signed) J. H. LATHAM,
Chief Engineer and Manager.

C.

List of Lock Weirs in the 6th, 8th and 9th Sections.

Work.	Nature of Ground.	Number of Drawing Figures.	Carrying what.	Number of openings.	Amount.
6th Section.					Rs.
Weir above L. No. 2, part waste	Rock, bare				
Road bridge to outlet of	Do. do. (without planks)	1	Tow-path.	5	645
Do. to inlet and bank	Do. do.	2	Road.	4	420
Waste weir above L. 2 A.	Rock 2' below W.L.	2 A.	,,	2	340
Do. do.	Do. do.	5	Nil.	3	90
Channel inlet do. L. 3 78 35	Rock at G. S. 2'9 below W.L.	5	,,	3	90
Weir do. L. 4 78 73	Do. do.	5 A.	,,	3	120
Inlet above L. 4 79 21		5 A.	,,	3	120
Weir and sluice above L. 5 80 16					
Inlet above L. 6 (a mere bridge)		3	,,	3	125
Weir above L. 6	On natural rock	13	Tow-path.	1	750
Subsidiary weir across vagoo 31 0	Rock 2' below W.L.	4	,,	3	280
Do. flood bank	Rock below crest	5	Nil.	3	100
Inlet above L. 7		6	,,	,,	154
Waste weir above L. 7	Rock	7	,,	3	300
Channel inlet do. L. 8	Rock 2' below W.L.	NB	Nil.	,,	,,
Weir above L. 8	Rock 3' do. do.	5	,,	3	100
	Rock above B.L., G. S. 3' above B.L.	5 A.	,,	3	140
Road bridge at L. 8	Probably on soil	1 A.	Tow-path.	3	420
Inlet above L. 9	Kunker above B.L., G. S. 5'0 below	2 A.	Road.	2	340
Weir and sluice above L. 9	Gravel above B.L., G. S. 5'0 below	9	Tow-path.	3	660
Inlet above L. 9 A	G. S. 5'0 below B.L., soft clay	12	Nil.	1	1,100
Waste weir at L. 9 A (appte.)	Kunker above B.L., G. S. 3'6 below	8	,,	3	450
Channel inlet at L. No. 10	Do. do.				
Weir above L. 10	Gravel above B.L., G. S. 3' below	11	Tow-path.	3	415
Inlet do. L. 11	Do. do.	8	Nil.	3	450
Weir do. L. 11	Black cotton soil above B.L.	10	Tow-path.	3	500
Road bridge L. 11	Do. do. do.	9	,,	3	660
Inlet above L. 12	Black cotton do. do.	10	,,	3	500
Waste weir above L. 12	Silt 8 feet above B.L.	2 A.	,,	2	340
	Silt 5 feet below B.L.	8	,,	3	450
8th Section.		12	,,	1	1,100
Lock 10 A and bridge					
,, 11 and do.		11-8 and 2	,,	,,	1,206
,, 12		11-8 ,, 2	,,	,,	1,206
,, 13		11 ,, 8	,,	,,	865
,, 14 and bridge		11 ,, 8	,,	,,	865
,, 15		11-8 ,, 2	,,	,,	1,206
,, 16		11 ,, 8	,,	,,	865
		11 ,, 8	,,	,,	865
Total of L. No. 8					7,078
9th Section.					
Lock No. 1 and bridge		11-8 and 2	,,	,,	1,206
,, 2		11 ,, 8	,,	,,	865
,, 3		11 ,, 8	,,	,,	865
,, 4 and bridge		11-8 ,, 2	,,	,,	1,206
,, 5		11 ,, 8	,,	,,	865
,, 6 and bridge		11-8 ,, 2	,,	,,	1,206
,, 7		11 ,, 8	,,	,,	865
,, 8		11-8 ,, 2	,,	,,	1,206
,, 9 and bridge		11 ,, 8	,,	,,	865
		11 ,, 8	,,	,,	865
Total of L. No. 9		11-8 ,, 2	,,	,,	1,430
Grand Total of Lock Weirs					9,873
					27,430

N.B.—In the above the weir is taken as

					Rs.	Rs.	Rs.
Inlet	..	..	..	..	415	865	1,209
and each road bridge over stream as	..	..	..	..	450		
except No. 9.	..	..	..	..		340	

(Signed) J. H. LATHAM,
Chief Engineer and Manager.

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D.

ABSTRACT showing each Building in one Item.

No.	Particulars.	Reference to Detailed Estimates.	Amount including 10 per cent. Contingencies.	Total.
			Rs.	Rs.
3	First-class Passenger and Parcels Stations at—	Detailed Estimate No. 20.		
	Kurnool	,,	1,630	
	Yerragudur	...	1,903	
	Nundial	...	2,034	
				5,567
1	Third-class Passenger and Parcels Station at—	Detailed Estimate No. 21.		
	Kadrabagh	...	490	
				490
4	Second-class Goods Station at—	Detailed Estimate No. 22.		
	Kurnool	...	2,328	
	Nundial	...	2,534	
	Dibanguntla	...	2,534	
	Maidkur	...	2,534	
				9,930
34	Post-houses at—	Detailed Estimate No. 23.		
7	Joharapooram, Sadrawn, Pujur bridge, Allur, Mullyalla, Nagatur, and Muclamarri, each at Rupees 478.	...	3,346	
8	Ranganathapooram, Jupad station, Jutur, Pamalpaud, Mittacondalla bridge, Wonalla, Velapanoor and Bojanna, each at Rupees 569.	...	4,552	
16	Bandyatmakur, Byapagudur, Nunpally road, Dibanaguntla, Yallur, Sukjarajamla, Chintacunta, Pattacundukur, Jangalapally, Vellevella, Iddimadaka, Jillella, Dhoor station, Chintacunta Ramp, Maikur, and Midutur, each at Rupees 632.	...	10,112	
3	Adimyapally station, Dugnapally bridge, and Cuddapah, each at Rupees 676.	...	2,028	
				20,038
29	Lock Lascars' huts (for three families) at Rupees 333 each.	Detailed Fstimate No. 19.	9,657	9,657
1	Dibanguntla bungalow	Do. Nos 24.	3,500	3,500
1	Do. Station boundary wall	Do. No. 25.	1,930	1,930
2	Do. do. Apothecary's and Clerk's houses.	Do. No. 26.	1,592	1,592
2	Dhoor Station Apothecary's and Clerk's houses.	Do. No. 26.	1,592	1,592
	Grand Total ...	...	...	54,296

(Signed) J. H. LATHAM,
Chief Engineer and Manager.

E.

List of Navigation Buildings proposed.

Position.	Stage.	Building.	Names of Stations.	General Remarks.
MS. CHS.	MS. CHS.			
L 17 0	...	First-class passengers.	Kurnool	First three miles to be done by wharf coolies.
...	...	Second-class goods wharf.	Do. goods.	
L 20 0	3 0	Post-house wharf.	Joharapooram Mt. I. ...	Short road by Hindri ford to south part of Kurnool town.
R 23 32	...	Third-class passengers.	Kadrabagh	To take traffic from Gardimadugu and the Nundicotacur road.
L 25 40	5 40	Post-house ...	Sadrawn	At point nearest village by the track.
L 30 40	5 0	Do. ...	Pudur bridge	In angle between approach and bank.
R 36 35	5 75	Do. ...	Atkur	One chain back from edge of cutting and about half chain from road. Station from Nundicotacur to Kurnool.
L 42 5	5 50	Do.		
R 47 0	4 70	Do. ...	Mullyall	
L 52 10	5 10	Do. ...	Nagatur	On the old road below culvert.
			Muchumarri	A second-class goods station is proposed at 51-20 so soon as the traffic justifies it.
L 57 20	5 10	Do.		
R 61 70	4 50	Do. ...	Rungasamuthpooram ...	For Pathacotta, &c.
L 67 40	5 50	Do. ...	Japee station	On Kurnool and Atkur road.
		Do. ...	Jutur	A bridge over outlet of 8 feet culvert (68 miles 7 chains) may be needed for access from the bridge (68-42).
L 72 0	4 40	Do. ...	Pannalpad	Just above outlet of Irrigation sluice at 72 miles 2 chains.
73 20	...	First-class passengers.	Yerragudur.	
L 77 25	5 25	Post-house ...	Mittecondal bridge.	
L 82 50	5 25	Do. ...	Wonalla	Just below No. 4 Lock.
L 87 20	4 50	Post-house and road bridge.	Velapanoor.	
L 92 5	4 65	Post-house ...	Bojanum	Below No. 11 Lock. A little further down would be better.
L 97 15	5 10	Do. ...	Bandyatkur calingulah.	
R 102 0	4 65	Do. ...	Eyapagudur.	
R 106 48	...	Second-class goods & wharf.	Nundial goods ...	The basement for these buildings will be carried out of the aqueduct outlets and will be safest put at 8½ cubic yards the rupee.
51				
R 106 57	...	First-class passengers.	Nundial	For Nundial.
R 108 0	6 0	Post-house ...	Nunipally road ...	Close to the crossing of the roads between Kurnool and Cuddapah, and Gooty and Cumbum, and the centre of the canal supplied by Jutur sluice.
L 113 60	5 60	Second-class goods and wharf, post-house, bungalow, Dresser's house & Clerk's house.	Dibanguntla	

List of Nacigation Buildings proposed—(Continued).

Position.	Stage.	Building.	Names of Stations.	General Remarks.
MS. CHS.	MS. CHS.			
R 119 20	5 40	Post-house ...	Yaloor.	
R 124 75	5 55	Do. ...	Sakkurjamia.	
R 130 45	5 50	Do. ...	Chintacoonta.	
R 135 50	5 5	Do. ...	Patacundacur.	
R 141 65	6 15	Do. ...	Jangullapally.	
L 147 60	5 75	Do. ...	Vellella.	
L 153 0	5 20	Do. ...	Iddimudaka	For Chagulmarri.
L 157 45	4 45	Do. ...	Jillella.	
L 161 50	4 5	Do. ...	Dhoor station.	
L 166 50	5 0	Do. ...	Chintacoonta Ramp.	
L 171 50	5 0	Post-house, second-class goods and wharf.	Maidkur	For Badwail and Prodatur road.
52				
176 70	5 20	Post house ...	No. 6 C. Midutur.	
L 181 30	4 40	Do. ...	Adimyapally station.	
186 25	4 75	Do. ...	Dumapally bridge.	
190 0	3 35	Do., &c. ...	Cuddapah branch terminus.	

(Signed) J. H. LATHAM,
Chief Engineer and Manager.

F.

List of Plans.

Figures.	Description.
1	Waste weir above Lock No. 2.
2	Road bridge over inlet.
3	Inlet above Lock No. 5.
4	" " "
5	" " "
6	Weir across vagoo for inlet at Lock No. 6.
7	" " " "
8	Inlet, if on bad ground above Lock No. 9-A, 10, and 12, three bays.
9	" " " " on kunker at B. L.
10	Weir at bed level without tow-path.
11	" on soil at bed level with tow-path.
12	Waste weir at Lock No. 3, 6 S.
13	" " "
14	Wharf wall at Kurnool
15	" at Joharapooram.
16	" at Nundial.
17	Kurnool station.
18	Joharapooram goods.
19	Nundial cross section through export shed.
20	Engineer's office at Dibanguntla.
21	Dibanguntla station.
22	Apothecary's and Clerk's houses at Dabanguntla or Dhoor Station.
23	Lock-keepers' huts (for three men).
24	Wharf bollard.
25	Lock bollard.
...	Four sheets of maps of proposed telegraph line from Soonkesala to railway.

(Signed) J. H. LATHAM,
Chief Engineer and Manager.

Indent on Board of Directors for Stores required for Navigation.

Description of the Articles required.	Stock on hand on the last day of the month previous to that in which this Indent is drawn.								Present Requirement.		For what purpose or work the articles indented for are required.	From what funds the present Indent is proposed to be met.	Remarks.
	With the Chief Engineer.		With the Executive officer.		With the Agent at Madras.		Indent on the Board for supplies not yet received.		Quantity.	Value.			
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.		£. s. d.			
		Rs.		Rs.		Rs.		Rs.					Government patent.
Poles, telegraph A, B, galvanized iron ... No.	...	...	...	...	...	...	...	...	2,400	3,600 0 0			Abstract Estimate I.
Do B, C, galvanized iron ... No.	...	...	...	...	...	...	...	...	200	380 0 0			
Insulators with galvanized iron caps ... No.	...	...	...	...	...	...	...	...	2,840	355 0 0			
Brackets, malleable iron ... No.	...	...	...	...	...	...	...	...	100	12 12 0			
Winch, stretching, straps and claws ... No.	...	...	...	...	...	...	...	...	3	0 15 0			
Levers for twisting joints, "	...	...	...	...	...	...	...	...	3				
										4,361 16 0	Telegraph Estimate		
Boats, cargo, 67 × 9 feet No.	...	...	...	...	...	...	...	...	20	4,000 0 0			Do VII.
Boats, passenger, do.	...	...	...	...	...	...	...	...	12	9,000 0 0			
Boats, steam passenger, 20 P sstn wheel ... No.	...	...	...	...	...	...	...	...	2	4,000 0 0			
										17,000 0 0	Floating Plant Estimate.		
Cloths, badges and uniforms, English	...	...	...	...	...	...	...	...	..	200 0 0	Working Expenses.		
Total ...	...	...	...	...	...	...	...	...	..	21,561 16 0	..		

(Signed) J. H. LATHAM,
Chief Engineer and Manager.

KURNOOL,
[illegible] January 1878.

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No. 31 I.

No. 68-B. *Note by the Chief Engineer for Irrigation.*

THE Chief Engineer and Manager, Madras Irrigation and Canal Company, has submitted for sanction with reference to G.O., No. 619 I, of the 18th December 1877, estimates for the several works required for opening the Company's Canal for navigation.

2. The abstract estimate marked A gives the particulars as follow:—

	Rs.
I.—Telegraph	75,600
II.—Extra works (on canal) such as weirs and bridges	27,430
III.—Wharves and bollards	11,495
IV.—Buildings including lock lascars' huts	54,296
V.—Completion of locks	5,760
VI.—Planking locks (gates)	9,367
VII.—Floating plant	2,00,000
Total for works and plant ...	3,84,543
Supervision and general management at 33 per cent.	1,28,182
	5,12,730

3. It is further shown in the letter that a probable further capital outlay will be needed, for—

	Rs.
Extension of canal to railway	40,000
First-class goods station at railway	60,000
And provision will have to be made for one year's working expenses	75,000
General management, &c., will at 33 per cent. amount to ...	58,333
	2,33,333
Making a total of ...	7,46,063

for the present, however, sanction is asked for Rupees 5,12,730, and the only estimate that will shortly follow will be that for the extension of the canal to the railway, which with 33 per cent. added will be about 54,000. In an indent No. 1, however, which has been transmitted by Mr. Latham to be passed against the sanctioned estimates, there is an item for "cloths, badges, and uniforms (English) £200," which apparently cannot be taken as part of any of the seven items of the above estimates, and which should, it is thought, be treated as working expenses; sanction for Rupees 2,500 may be allowed on this account. The whole expenditure will therefore be covered by the 6 lakhs made available by G.O., No. 619 I, of the 18th December 1877.

4. The list of lock weirs will be found in the enclosure marked C
That of navigation buildings in ... ... D
And an abstract for buildings is given in ... ... E

5. The designs for lock weirs have not been examined by the undersigned with reference to the work to be performed by them, the necessary data not being available in camp; and the Chief Engineer of the Company has had ample opportunity of ascertaining the requirements of the canal and the way in which the materials available can best be utilized. It is desirable that the estimates should be sanctioned without delay in order that the present working season may be made the most of.

6. In his letter of the 30th instant, the Chief Engineer and Manager, with reference to the latter part of paragraph 2 of the order above referred to asks that Rupees 3 lakhs may be made available for expenditure before the 31st March next or during the current year.

CAMP DOWLAISHWERAM,
30th January 1878.

(Signed) JOHN MULLINS, Colonel, R.E.,
Chief Engineer for Irrigation.

No. 60. ORDER THEREON, 28th February 1878, No. 160 I.

HIS GRACE the Governor in Council sanctions the following estimates in connection with the opening of the Madras Irrigation and Canal Company's Canal for navigation :—

	Rs.
1. Works and Plant	3,84,548
2. Establishment (proportion of cost debitable to Capital) ...	1,28,182
3. Working expenses (English Stores)	2,500

2. Application will be made to the Government of India for a further grant under Capital to the extent of 3 lakhs for expenditure during the current official year, and in the mean time the Chief Engineer will pass indents for money not exceeding that amount to place the Chief Engineer and Manager of the Company in funds.

3. Ordered that the following letter be sent :—

(Here enter No. 161 I, dated 28th February 1878.)

(True Extract.)

(Signed) JOHN MULLINS, Lieut.-Col., R.E.,
Joint Secy. to Govt., P.W.D.,
Irrigation Branch.

To the Chief Engineer for Irrigation.
" " and Manager, Irrigation and Canal Company.
" Examiner, Irrigation Company's Accounts.
" Accountant-General.
" Financial Department.

Order in the Financial Department dated 19 March 1878 No 525

Communicated to the Revenue Department.

(True Extract)

W. L. Lee
Asst. Under Secretary

Exd. E. C. Shunker.
Spare Copies
To
The Revl. Department.

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IRRIGATION
ACCOUNT.

Govt. of [illegible] Works.

PUBLIC WORKS.

For CHIEF ENGINEER for IRRIGATION,
Nos. 66, 67, 68.

Dated January 1878.

Received

Read

Entered

C. S. 1600. Typemp. 1878. No. 1601.

FEBRUARY.

Nos. 68-69.

Dholera Irrigation and Canal Company's Petition.—For reference in connection with the opening for irrigation at the —, above mentioned, and application made to the Government of India for a further grant under Capital to the extent of 5 Lakhs.

Revenue 878 Deptt
No 1245

Prot. Financial Deptt

Dated 19th
Rec.d 19th March
20525

Communicating
Prot. P.W.D sanctioning
estimates in connection
with opening for Navigation
of the Madras Irrigation
and Canal Company's
Canal and application
made to the Govt of India
for a further grant under
Capital to the extent of 3
Lakhs.

No 777
Comm.r to the
Board of Revenue

25 Mar 78

2 Ddl Bds to Rec.d 28 Mar