

(1) Number of pages 34(2) Date of repair 20-3-40(3) Initials of the Referencer Q

MADRAS RECORD OFFICE.

Government of Madras.

Financial DEPARTMENT.

G.O. No. 788

Press
~~Mis.~~

42-44

Dated 4-6-1873.

18/19

Not to be folded or roughly handled

Q

*Proceedings of the Madras Government, Financial Department,
4th June 1873.*

Read the following papers :—

No. 42. Proceedings of the Board of Revenue, dated 21st April 1873, No. 613.

Read again the following Proceedings of the Board of Revenue, dated 29th January 1873, No. 508 (Miscellaneous) :—

Read the following letter from A. MACGREGOR, Esq., President of the Local Fund Boards, Malabar, to J. GROSE, Esq., Secretary to the Board of Revenue, dated Calicut, 17th January 1873, No. 484.

With reference to the Board's Proceedings, dated 8th instant, No. 89, I have the honour to forward copy of a letter received from the Special Executive Engineer on the subject.

2. I have myself heard great complaints made of the road between Bawally and Untersuntah, and there is a very general impression in Wynaad, of course quite erroneous, that the Mysore authorities purposely neglect this section of road to encourage traffic to take the alternative route through Coorg, which is also under the Mysore Commission.

From Major R. B. KENNEDY, Special Executive Engineer, Wynaad, to A. MACGREGOR, Esq., President of the Local Fund Board, Calicut, dated Lackadi, —, No. 13.

Reference—Your letter, No. 477, dated 11th instant.

With reference to above I have the honour to inform you that no part of the road complained of is within the Wynaad District, and I shall feel obliged by your having this fact noted, as the line connecting the above road with Gudalur, which is under my charge, is in excellent order but had its utility considerably interfered with during the last monsoon from the bad condition of the other.

2. I take this opportunity of bringing to notice the state of the road between Bawally and Untersuntah, in the Mysore territory, which during the last south-west monsoon, by its condition, I am satisfied, quite contradicted the description given by the Executive Engineer of the Hassan Division that "no road could well be worse" than that between Hickanulla and Masanigudi; and I am inclined to think, seeing that North Wynaad draws all its supplies of grain from Mysore by that route, the results to that portion of this district were more serious than those to which Mysore was subjected in the other case.

The Board await the report called for from the Commissioner of the Nilgiris.

(True Copies and Extract.)

(Signed) J. GROSE,
Secretary.

Read also the following letter from J. R. COCKERELL, Esq., President, Nilgiri Local Fund Board, to J. GROSE, Esq., Secretary to the Board of Revenue, dated Ootacamund, 17th March 1873, No. 5 :—

With reference to the Proceedings of the Board of Revenue, No. 89, dated 8th January 1873, transmitting for report a letter from the Executive Engineer of the Hassan Range, in the Mysore Territory, complaining of the condition of the road in the Nilgiri District, between Hickanulla and Seegur, I have the honour to state that I went over the road the other day with Captain Morant, the District Engineer.

*Proceedings of the Madras Government, Financial Department,
4th June 1873.*

2. The sum allowed for the maintenance of the road is Rupees 110 a mile. The steep parts of the road between Hickanulla and Tippicaudoo are metalled, and the metalling has been specially attended to and repairs made this year. This portion of the road is now in good order.

3. The portion of the road between Tippicaudoo and Seegur is also metalled in parts. This portion in all weathers is fair for bandies, but no doubt is rough for carriages on springs. Where the road throughout is unmetalled, the surface is tolerably smooth; but there are places where ruts prevail. The District Engineer will smooth these portions as far as he can do with the very moderate means at his disposal.

4. The Executive Engineer specially refers to a part of the road near Masangudi, which is made of rough stones. These stones were put down by Colonel Farewell, in order to make this part of the road passable at all times. Before the stones were laid in, the section was a swamp.

5. The drains on the road throughout are not of stone, but are of jungle-wood. When the wood gives way, as it is apt to do, holes appear. Upon the whole the road complained of is fairly adapted for bandy traffic.

6. I may mention that on the section between Tippicaudoo and Seegur, the traffic is $\frac{1}{10}$ th of the traffic on the Coonoor Ghaut, and is about $\frac{1}{2}$ the traffic on the Neddiwuttum Ghaut. The locality is very feverish, and the coolies employed there perform less work than in healthier places, and require higher rates of pay.

7. The maintenance allowance for the Seegur Ghaut is also 110 rupees a mile, and the same sum is allowed for keeping up the old Coonoor Ghaut. The ruling gradient of both Ghauts is 1 in 6. The Seegur Ghaut is in quite as good order as the old Coonoor Ghaut.

8. The road between Hickanulla and Tippicaudoo, a length of three miles, is common to the Seegur Ghaut and the road from Tippicaudoo to Goodaloor. It may be found advisable to make a larger maintenance grant for this small section to accommodate the Mysore traffic to Goodaloor, which is said to be considerable. The road between Tippicaudoo and Goodaloor is being metalled and will soon be in excellent condition. It is even now in good order. The maintenance allowance for it is 220 Rupees per mile, and the metalling is being carried out upon a supplemental estimate of about 1,500 Rupees a mile.

9. The road between Hickanulla and Tippicaudoo is not properly in the Nilgiri District, which terminates with the Moyar river at Tippicaudoo.

SUBMITTED to Government with reference to their endorsement, dated 2nd December 1872, on a letter from the Executive Engineer, Hassan Range, to the Executive Engineer of the Hassan Division, Mysore, criticizing the state of the road between the Mysore boundary and Seegur.

2. The road (though it is stated to be in part outside the Nilgiri Commissionership is provided for in the Nilgiri budget, the maintenance allowance being Rupees 110 a mile, and seems as well attended to, as the means of the Circle allow.

*Proceedings of the Madras Government, Financial Department,
4th June 1873.*

3. It is a matter for the consideration of the Malabar Local Fund Board whether they should contribute a small sum for the section of three miles which connects the Goodaloor and Tippicaudoo road with Mysore.

4. The Collector of Malabar draws attention to the state of the road between Bawally and Untersuntah in Mysore.

(A true Copy and Extract.)

(Signed) J. GROSE,
Secretary.

No. 662.

No. 43.

OFFICIAL MEMORANDUM.

With reference to Official Memorandum, dated 1st May 1873, No. 149, the undersigned has the honour to forward to the Acting Under Secretary to Government, Financial Department, copy of the letter from the Executive Engineer, Hassan Range, referred to in paragraph 1 of Board's Proceedings, dated 21st April 1873, No. 613.

2. The letter was communicated to the Board by Government for report with their endorsement of 2nd December 1872, the original of which, after a copy had been taken, was returned on the 5th December 1872.

(By order.)

REVENUE BOARD OFFICE,
MADRAS, 14th May 1873.

(Signed) H. ST. A. GOODRICH,
Acting Sub-Secretary.

To the Under Secy. to Govt., Finl. Dept.

From H. W. CLIFT, Esq., C. E., Executive Engineer, Hassan Range, to the Executive Engineer, Mysore, Hassan Division, dated Hassan, 15th March 1872, No. 96.

I have the honour to report, for your information and transmission to the Chief Engineer, the extremely bad state of the road in the Wynaad between the Mysore boundary and Seegur, in the Madras territory.

2. From the Hickanulla, the boundary to Masanigudi, a distance of eight miles, no road could well be worse. The drainage was uncleared; the surface the roughest possible, full of ridges, ruts, and hollows; the small covered drains have interstices between the covering stones; a few metal repairs had been executed in the most slovenly manner.

3. Beyond Masanigudi to Seegur, a distance of six miles, the surface was better; but many of the wooden bridges were dangerous on account of holes in their platforms, and it required close calculation to get a vehicle safely over them.

4. There was one place which had been metalled (probably years ago) with boulders nine inches in diameter; it was not pleasant to travel over, and in no place had the metal repairs been gravelled.

5. The splash board of my bullock coach was broken owing to the wheel entering a hole, and Captain Hill, of Hassan, complains that his carriage (which was only being led) was damaged to the extent of 30 Rupees.

6. It must be borne in mind that this road is the chief means of communication between Mysore and the Nilgiris; that rice, gram, and raggy are conveyed to the coffee plantations and to the hills over it. That the traffic is very large I can distinctly state, and as a further proof I may add that the road is thickly coated with dust.

7. And as the road in the Mysore country is very good, the following exceptions being noted below, and as the interests of the Mysore country require that the Madras portion should be in as

*Proceedings of the Madras Government, Financial Department,
4th June 1873.*

Good order, I trust that I may not be considered as interfering with what may be said to be no business of mine in making the above remarks :—

* Send abstract to Sub-Divisional Officer (*vide* No. —, of 21st March 1872, to Mr. Tod).

*The road in the Mysore country requires attention.

In the 48th mile opposite Bandypura Bungalow, where there are deep central ruts.

46th mile on a ghaut road.

44th mile rutted.

Between 26th and 36th mile some attention is required in places; the road has shallow holes in it.

The remainder of the road really very good.

In forwarding copy of the above has the honour to inform the Chief Engineer that Mr. Clift sent in the above report of his own motion on the occasion of his proceeding on leave to the Nilgiris.

(By order.)

(Signed) W. CHRYSTIE, Major, R. E.,
Asst. Secy. to the Chief Commr. of Mysore, D. P. W.

No. 44. ORDER THEREON, 4th June 1873, No. 788.

The Governor in Council is satisfied that the road in question is kept in as good order as the limited means available will allow.

2. The Malabar Local Funds should contribute towards the improvement and maintenance of the three miles between the Hickanulla and Tippicaudu, which is common to the Seegur and Gudalur Ghaut lines.

(True Extract.)

W. HUDLESTON,
Chief Secretary.

To the Board of Revenue.

„ Public Works Department.

Exd. A. S. Rodgers.

7

Executive Engineer's Office
 Hassan Range 15th March 1872
 No 96. From The Executive Engineer
 Hassan Range.

To, The Executive Engineer
 Mysore - Hassan Division

Sir, I have the honor to report for
 your information, and transmission to the
 Chief Engineer, the extremely bad state of the
 road in the Wynadd between the Mysore
 boundary and Seegur in the Madras
 Territory.

From Hickanahulla (the boundary
 to Masanigudi, a distance of 8 miles, no road
 could well be worse - The drainage was
 uncleared, the surface the roughest possible,
 full of ridges, ruts, and halloes, the small
 covered drains have interstices between the
 covering stones; a few metal repairs had been
 executed in the most slovenly manner.

Beyond Masanigudi to Seegur, a
 distance of 6 miles, the surface was better, but
 many of the wooden bridges were dangerous
 on account of holes in their plat-forms; and
 it required close calculation to get a vehicle
 safely

Out. of 1873

FINANCIAL.

To

THE BOARD OF REVENUE,
 &c., &c.,

&c.

Dated June, 4th.

Recd.

Ref.

G. O., 4th June 1873, No. 788.

JUNE.

Nos. 42-44.

Passing orders on the condition of the road
 between Hickanahulla and Seegur, and stating that
 the Malabar District Local Fund should contribute
 towards the improvement and maintenance of the
 three miles between Hickanahulla and Tippacudi,
 which is common to the Seegur and Gadagur Ghaut
 lines.

safely over them.

There was one place which had been metalled (probably years ago) with boulders 9 in diameter; it was not pleasant to travel over; and in its place had the metal repairs been gravelled.

The splash board of my bullock coach was broken owing to the wheel entering a hole; and Captain Skell of Hassan complains that this carriage (which was only being led) was damaged to the extent of 30 Rupees.

It must be borne in mind that this Road is the chief means of communication between Mysore and the Bilgheries, that rice, gram, and ragi are conveyed to the Coffee plantations, and to the Hills over it. That the traffic is very large, I can distinctly state, and as a further proof I may add that the road is thickly coated with dust.

And as the road in the Mysore Country is very good; the following exceptions being noted below, and as the interests of the Mysore Country require, that the Madras portion should be in as good order; I trust

that I may not be considered as interfering with what may be said to be no business of mine in making the above remarks.

+ The road in the Mysore Country requires attention.

* Send Abstract to Sub. Div. Office.

vide No. of 21st

March/72 to

Mr. P. D.

In the 48th mile opposite Bandyapura Bungalow where there are deep central pits.

46th mile on a Grant Road

44th mile rutted

Between 26th and 36th mile some attention is required in places, the road has shallow holes in it.

The remainder of the road really very good.

I have &c.

(Signed) H. W. Clift. C.E.

Deputy Inspector

Hassan Range

"True Copy"

W. B. Myster Major C.E.

Assistant Secretary to the
Chief Commissioner of Mysore
P. W. D.

Referred to the Board of
Revenue for report whether any &
what provision is made for the
road referred to in the budgets of
the Neilgherry or Malabar Local
Fund Circle.

For Mr. George
28 December 1872

L. Andrews

Chief Secretary.

The Board of Revenue

Received 3 December 1872
Entered & returned 5

8 M 1673/72.

Transferred to the
Financial Department.

Approved Col. P. E.
Secy: to Government
P. W. D.
8th April
1872

17 July 1872 10 2 73
2/12
1872. 73
From The Secy: to the Chief Comm
of Mysore
Public Works Department
No 1673.
22
To The Chief Engineer
Madras Dept. Public Works
Madras.
Dated
Despatched: 3rd April 1872.
Received - 5th
Enclosures No one.
Subject
Letter No 96 of the 15th ultimo,
from Executive Engineer
Hassan Range to the
address of the Executive
Engineer Mysore - Hassan
Division reporting on the
road between Mysore and
the Neilgherries.
Transferred

in forwarding copy of the above, has the honor to in-
form the Chief Engineer that Mr. Blift sent in
the above report, of his own motion, on the
occasion of his proceeding on leave to the hill-
gheries.

By order
W. B. M. J. C. Major P. L.
Asst. Secy to the Chief House of Ind.

Excd.

Executive Engineer's Office
Hapsan Range
15. March 1872.

13

No. 96.

From,

The Executive Engineer,
Hapsan Range.

To,

The Executive Engineer,
Mysore.

Sir,

Hapsan Division.

I have the honor to report for
your information, and transmission
to the Chief Engineer, the extremely
bad state of the road in the Wynnad
between the Mysore boundary and
Seegur in the Madras Territory.

From the Hicknabulla the
boundary to Masanigudi, a distance
of 8 miles, no road could well be
worse. The drainage was uncleaned,
the surface the roughest possible, full
of ridges, ruts, and hollows, the small
covered drains have interstices be-
tween the covering stones; a few metal
repairs had been executed in the
most slovenly manner.

Beyond Masanigudi to Seegur,
a distance of 6 miles, the surface
was

was better, but many of the wooden bridges were dangerous on account of holes in their platforms; and it required close calculation to get a vehicle safely over them.

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The splash board of ^{my} bullock coach was broken owing to the wheel entering a hole; and Captain Hill of Hapan complains that his carriage (which was only being led) was damaged to the extent of 30 Rs.

It must be borne in mind that this road is the chief means of communication between Mysore and the Nilgiris, that rice, gram and ragi are conveyed to the coffee plantations, and to the hills over it. That the traffic is very large, I can distinctly state, and as a further proof I may add that the road is thickly coated with dust.

And as the road in the Mysore country is very good; the following exceptions

* Sent Abstract
to Sub Div^l Officer
Hole no - 721st
March 1872 to
Mr. Tod. -

15
exceptions being noted below, and as the interests of the Mysore country require, that the Madras position should be in as good order, I trust that I may not be considered as interfering with what may be said to be no business of mine in making the above remarks.

* The road in the Mysore country requires attention.

In the 48th mile opposite Pandypura Prungolow where there are deep central ruts.

46th mile on a Ghaut Road
44th mile rutted.

Between 26th and 30th mile some attention is required in places; the road has shallow holes in it.

The remainder of the road really very good. -

I have &c
sd/ H. W. Cleft C.E.
Executive Engineer
Hapan Range
(True Copy)

sd/ W. Chrystie Major R.E.
Asst Secy to the Chief Commr
of Mysore P.W.D. -

In forwarding copy of the above has the honor to inform the Chief Engineer

Engineer that Mr. Cleft sent in the above report, of his own motion on the occasion of his proceeding on leave to the Nilgiris. -

(By Order)

sdg W. Lynette Major P.C.
Apptd Secy to the Chief Commr
of Mysore J.P.W. -

(True Copy)

Goodrich

Ag Sub Secretary

Enclosure in Appl. memo
from the Asst. Secy.
The Board of Revenue
The Under Secretary
to Government S.D.
dated 14th May 1873
No. 662.-

Sp. 11. Java / 13. 43

Copy of letter from
Executive Engineers
Hapsam Range, re-
ferring on bad
condition of road
between Mysore &
Wijayis. -

Feb 89/93

Edw. Swakopping

No. 662

OFFICIAL MEMORANDUM.

With reference to Official Memorandum dated 1st May 1873, No. 149, the undersigned has the honor to forward to the Acting Under Secretary to Government, Financial Department, copy of the letter from the Executive Engineer Happon Range referred to in para 1 of Board's Proceedings 21st April 1873, No. 613.

The letter was communicated to the Board by Government for report with their endorsement of 2nd December 1872 - the original of which, after a copy had been taken, was returned on the 5th December 1872 -

(By Order)

Ag. Secy

For the Under Secretary to Government, Financial Dept. with copy of letter from the Ex. Eng. Happon Range.

Copy to Mr. Kappian

PROCEEDINGS OF THE BOARD OF REVENUE.

Dated 29th January 1873.

No. 484.

Read the following

From

A. Macgregor Esq^r,
President Local Fund Boards,
Malabar.

To

J. G. Rose Esq^r,
Secretary to the
Board of Revenue,
Madras.

SIR,

With reference to the Board's Proceedings dated 8th Instant no. 29, I have the honor to forward copy of the received from the Special Executive Engineer on the subject.

I have myself heard great complaints made of the road between Bawally and Untersumtah, and there is a very general impression in Wynad, of course quite erroneous, that the Mysore authorities purposely neglect this section of road to encourage traffic to take the alternative route through Coorg which is also under the Mysore Commission.

OFFICIAL MEMORANDUM.

From

J. G. Rose Esq^r,
Secretary to the
Board of Revenue,

To

The Collector of
Government P.W.D.

Dated

14th May 1873

Received

Copy 11th

No. 662.

Forwarding copy of
letter from Executive
Engineer, Hon. Secy. P.W.D.
referred to in No. 29, dated
14th May 1873, re: condition of road
between Bawally &
Untersumtah.

Commission

President's Office } Have & co
Calicut 17th January 1873 } of A. Macgregor
President

The Board await the
reports called for from the Commissioners
of the Nilgiris.

True Copy Extract
of J. Grose
Secretary

For the President
Local Fund Boards
Malabar District

(True Copy)

J. Grose
Secretary

W. A. Hughes
C. D. W. A. Hughes

Lackadi Wynaad

No 13.

From,

The Special Executive Engineer
Wynaad

To,

The President,
Local Fund Board,
Calicut.

Sir,

Reference - Your letter no 477 dated 11th Instant.

With reference to above, I have the honor to inform you that no part of the road complained of is within the Wynaad District and I shall feel obliged by your having this fact noted, as the line connecting the above road with Gudalur, which is under my charge, is in excellent order; but had its utility considerably interfered with during the last monsoon, from the bad condition of the other.

2. I take this opportunity of bringing to notice the state of the road between Ponvally and Under-suntah in the Mysore territory, which, during the

Enclosed in

PROCEEDINGS OF THE BOARD
OF REVENUE.

The Chief Secretary
to Government F.R.

dated 21st April 1873,

No 613.

W. D. 14th June 73 No. 42-44

Dated 29th January 1873

Despatched

SUBJECT.

Copy of letter from President
of the S. R. S. Charitable
Society, reporting on road
from Mysore towards
to be kept.

July 77/73

the last south west monsoon, by its condition, I am satisfied, quite contradicted the description given by the Executive Engineer of the Hoiam Division, that "no road could well be worse" than that between Hickamahalla and Masanigudi; and I am inclined to think, seeing that north Wynad draws all its supplies of grain from Mysore by that route, the results to that portion of this district, were more serious than those to which Mysore was subjected in the other case.

I have + ca
of R. B. Kennedy Major
Special Executive Engineer
Wynad.

(True Copy)

of A. Macgregor
President

(True Copy)

J. G. G. G.
Secretary

A. B. B. B.
A. B. B. B.

No. 613.

PROCEEDINGS OF THE BOARD OF REVENUE, dated 21st April 1873.

Read again letter from the President of the Local Fund Board's, Malabar, dated 17th January 1873, No. 484, recorded in Boards, Proceedings, 29th January 1873, Miscellaneous No. 508.

Read also the following letter from J. R. COCKERELL, Esq., President, Nilgiri Local Fund Board, to J. GROSE, Esq., Secretary to the Board of Revenue, dated Ootacamund, 17th March 1873, No. 5:—

WITH reference to the Proceedings of the Board of Revenue, No. 89, dated 8th January 1873, transmitting for report a letter from the Executive Engineer of the Hassan Range, in the Mysore Territory, complaining of the condition of the road in the Nilgiri District, between Hickanulla and Seegur, I have the honour to state that I went over the road the other day with Captain Morant, the District Engineer.

2. The sum allowed for the maintenance of the road is Rupees 110 a mile. The steep parts of the road between Hickanulla and Tippicaudoo are metalled, and the metalling has been specially attended to and repairs made this year. This portion of the road is now in good order.

3. The portion of the road between Tippicaudoo and Seegur is also metalled in parts. This portion in all weathers is fair for bandies, but no doubt is rough for carriages on springs. Where the road throughout is unmetalled, the surface is tolerably smooth; but there are places where ruts prevail. The District Engineer will smooth these portions as far as he can do with the very moderate means at his disposal.

4. The Executive Engineer specially refers to a part of the road near Masangudi, which is made of rough stones. These stones were put down by Colonel Farewell, in order to make this part of the road passable at all times. Before the stones were laid in, the section was a swamp.

5. The drains on the road throughout are not of stone, but are of jungle-wood. When the wood gives way, as it is apt to do, holes appear. Upon the whole the road complained of is fairly adapted for bandy traffic.

6. I may mention that on the section between Tippicaudoo and Seegur, the traffic is $\frac{1}{10}$ th of the traffic on the Coonoor Ghaut, and is about $\frac{1}{2}$ the traffic on the Neddiwuttum Ghaut. The locality is very feverish, and the coolies employed there perform less work than in healthier places, and require higher rates of pay.

7. The maintenance allowance for the Seegur Ghaut is also 110 rupees a mile, and the same sum is allowed for keeping up the old Coonoor Ghaut. The ruling gradient of both Ghauts is 1 in 6. The Seegur Ghaut is in quite as good order as the old Coonoor Ghaut.

8. The road between Hickanulla and Tippicaudoo, a length of three miles, is common to the Seegur Ghaut and the road from Tippicaudoo to Goodaloor. It may be found advisable to make a larger maintenance grant for this small section to accommodate the Mysore traffic to Goodaloor, which is said to be considerable. The road between Tippicaudoo and Goodaloor is being metalled and

enclosure in press-
ings of the Board of
Revenue & the Chief
Secretary's Government
F.D. dated 21st April
1898, no. 573. -

Agatha Savage 36.47-44

Copy of letter from
Special Executive
Engineer, Maryland, re-
garding road from
Choptank Frontier
Station. -

721.777/73

9. The road between Hickanulla and Tippicaudoo is not properly in the Nilgiri District, which terminates with the Moyar river at Tippicaudoo.

2. The road (though it is stated to be in part outside the Nilgiri Commissionership is provided for in the Nilgiri budget, the maintenance allowance being Rupees 110 a mile, and seems as well attended to, as the means of the Circle allow.

4. The Collector of Malabar draws attention to the state of the road between Bawally and Untersuntah in Mysore.

J. Grose
Secretary.

with copy of Board's Miscellaneous Proceedings, No. 508,

dated 29th January 1873, and its enclosure.

„ the President of the Local Fund Board, Nilgiri do.

Exd. G. A. Turton.

Refin. is satisfied that the road in question is kept in as good order as the limited means available will allow

The Malabar Local F.^o should
be drawn to the improvement of
the 3 miles between the African Mulla
Lake L.^o is common to the Leson & Gualon
Lakes. L.H.

1873.

PROCEEDINGS, 21ST APRIL 1873, No. 613.

July-28 49/173-

Encl. 2

Received / 11

APRIL.
No. 613.

Road.—Between Hickamulla and Seegunur in Nigrit District.—Commissioner's report on complaint of Executive Engineer, Hassan Range, Mysore, regarding condition of — submitted to Government, with remarks. Proposed small sum for maintenance of a section of this road, suggested for consideration of that Board.

Govt. of 1873 Madras.

Financial

The Board of Revenue.

Secy

Dated June 4.

Recd.

Encl.

G. O. 4 June 1873, No. 788.

Nos. 42. 44.

Passing orders on the con-
dition of the road between
Chickamulla & Seegur and
stating that the Malabar
St. Local Fund should con-
tribute towards the im-
provement & maintenance
of the 3 miles betwixt
Chickamulla & Seegur
wh. is common to the Se.

+ Guladur Gant Lines.