

(1) Number of pages 29(2) Date of repair 3. 4. 45

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

Public works DEPARTMENT.

G.O. No. <u>1294</u>	Press ~~Mis.~~
<u>3-4</u>	
Dated <u>1-5</u>	<u>1867.</u>

Not to be folded or roughly handled

3-4-45

Proceedings of the Madras Government, Public Works Department,
1st May 1867.

No. 3. Read the following Proceedings of the Madras Government in the
Revenue Department:—

Communicating to the Department Public Works }
certain correspondence relative to the roads } (Here enter 25th April 1867, No. 932.)
urgently required as feeders to the Great }
Southern of India Railway. - }

No. 4. ORDER THEREON, 1st May 1867, No. 1,294.

CIVIL WORKS, No. 1.

Communicated to the Superintend-
ing Engineer of the 6th Division and
the Consulting Engineer for Railways,
with reference to the Order of the 29th March 1867, No. 999.

(True Extract.)

(Signed) CHARLES A. ORR, Colonel, R. E.,
Secretary to Government.

To the Superintending Engineer, 6th Division.
„ Consulting Engineer for Railways.
„ Superintending Engineer, 7th Division.

Exd. S. T. Augustin!

To the South of that station, if by doing

No. 2191

GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE.

NEGAPATAM,

29 October 1869

From

THE AGENT

Great Southern of India Railway.

To

The Consulting Engineer for Railways
Madras.

SIR,

In compliance with the request
contained in your letter no 262 of the 9th instant,
I have the honor to attach hereto a list of the
roads which I consider are needed as feeders
to the Great Southern of India Railway.

In cases where the route of a proposed
road has been surveyed by the Public Works
Department I have added the amount of the
estimated cost of the feeder. As I cannot
speak from experience of the wants of the
extensive portion of the line, I have
adopted the list recommended by Captain
Lindsay and the local authorities.

In my opinion the road which
would prove the most useful both for
local as well as Railway purposes, is
that from Roadabore to the north. We
could well afford to dispense with the road
to the south of that station, if by doing

to, the construction of the northern road could be secured.

3- With regard to this northern road the Collector of Tanjore wrote (letter no 856.4th of 1863) "I fully concur with Mr. Betts in thinking that a road northward from the Road above station, and taken thro Trichinopoly to join the road passing from Trivnar to Trichinopoly would tend in a great measure to extend the Railway traffic and would be a great advantage to the Country on the north side of the Railway."

Government Order no 1316 of the 26th April last, they are satisfied that the construction of the proposed road from the Railway station at Road above ^{Trichinopoly} on the south bank of Cavery, would open up a fertile tract of Country which is at present, from the want of means of Communications almost entirely isolated, and that a considerable amount of produce would be carried along it to the Railway, but as from the nature of the Country to be crossed, the road could not be made under the sum of Rs 83,400 or nearly Rs 20,000 a mile, the increased receipts from the goods traffic on the Railway would not return a fair percentage for the outlay."

With regard to the increased Railway receipts

3 receipts which the making of such a road would produce, I would respectfully recall the attention of Government to the estimate I gave in 1863 - the "Extent of Cultivated lands in the Tanjore District only, which this road would in some measure serve" is 43,780 acres, if only one-fourth of the produce of this land found its way by Railway to the Coast, and a reduction of 50 percent was made therefrom, for working expenses, a net profit of Rs 31,738 per annum would be the result. I do not take into account the salt and other goods we should carry back". Say even that my estimate is double what it should be, and that no back traffic would be carried, still we should have a return of Rs. 15,869 per annum or upwards of 18 percent upon the estimated cost of the road.

4- No allusion is made in this letter to the state of dis-repair which the existing roads are now in. On this subject Government will probably be informed by some other Department.

I have the honor to be
 Sir
 Your Most obedient Servant
 William A. Betts.
 Agent & Traffic Manager.

3 — Road from Keeralore to Kechyoor
for reasons stated in Letter No 464
I do not regard this Road as likely
to be of much use as a Railway. Indeed
the part of the Country it taps is highly
cultivated, but the Road would not
pass through many large Villages —
The Inhabitants of some of the larger
Villages

Neroon to Andromedy by the bank of the Conway

29/07/88

Villagers in this portion of the District have lately expressed their willingness to give up the land required and to carry out the Earth work, if Government will construct the masonry works on a line from Keenahlu in a S.W. direction to join Road No 35. at Vellivalu about 2 miles from the Hurnischundranuddi River - Calculating roughly, this line will cost about Rs 48000 of which the masonry work will require about Rs 32000 so the Villagers will undertake about $\frac{1}{3}$ of the work and the fact of their doing so is a very good criterion that the Road is required but I doubt whether it will be of much use as a Railway feeder - I am in communication with the Collector on this subject and if the Road is carried out it will in a great measure supersede the Railway Feeder to Keeligoon -

4 - A branch from Thalagudi on this Road to Keeligoon may perhaps be eventually provided & if so the 2 Roads together will tap a far larger

larger Area than the Railway Feeder originally proposed -

5 - With regard to the Road from Keenahlu northwards to join the Paralim and Kapore Road I beg to call your attention to paras 5, 6, 7, & 8 of my letter No 464 dated 23rd July -

6 - The Road from Kordachery Southwards to Anthumargudi or to join Road No 35 is in progress as also the Road from Kundalore to Sujipetty funds having been provided for them from Local Funds -

7 - The Road from Saliannur Southwards to Road No 7 would tap a very poor country indeed and would connect the Road between Mannargudi & Tanjore with the Railway, about half way between Nedamangalam and Tanjore Road No 15 now connects Mannargudi and Nedamangalam & as the Road from the South meets at Mannargudi and by No 15 is the shortest route to the Railway line it is clear that a branch from

from Salimnagar to meet a diagonal Road, such as No 7 which has no auxiliary free drain & which passes through a very thinly populated & very sparsely cultivated portion of the District, would be of comparatively little use.

8 — With regard to the Road northward from Kudaloor to Sirikatpalli I would call attention to Lieut Col O'Connell's remarks. — The Road would undoubtedly be a very useful one but its enormous cost is a serious obstacle to its construction. In a scheme lately submitted to Government in connection with the regulation of water in the Canery and its main branches it has been proposed to construct a bridge over the Codamooty & Canery Rivers when this bridge is constructed Sirikatpalli may be connected with Road No 2, on the old Madras & Salem Road, at a small cost & the area tapped by the Road if then constructed will be far greater than that which would be tapped by the Road from Kudaloor

in P. S. S. Financial Railway Dept. 1869 26th Dec 1869

miles

23
Kudaloor to Sirikatpalli which is on the south bank of the Canery. — The construction of the Road should therefore be postponed for the present. 9 — The Road from Cotraputti to Coiladi should be abandoned if there is a prospect of connecting Kudaloor & Sirikatpalli on the one side and Serovimbore and the Vaman Head on the other. The advantage of these two Roads will be that they will connect Road No 2 with the Railway line while the estimate of Rs 17,800 for the Road from Cotraputti to Coiladi provided for a Road only up to the South bank of the Canery and will, if constructed, only take away traffic from the other 2 lines. — Three short free drains of $4\frac{7}{8}$, $4\frac{7}{8}$, & $2\frac{5}{8}$ within a distance of 15 miles are unnecessary. 10 — Mr Betts estimate of the area of cultivated land to be tapped by the Road from Kudaloor northward is in my opinion far too high even if the Road from Kotraputti to

to Coviladi and from Perumbar
to the Vennar Head were not to be
formed, but he also advocates the
construction of these Roads. Again
he calculates the return from pro-
duce finding its way to the Coast
from this portion of the District -
In going into the subject of exports
lately I have been quite surprised
to find how small the exports of grain
by Sea have been, the produce of the
Land it is proposed to tap does
not now find its way to the Coast
it finds a market to the west
and South west & there is no reason
to believe that when connected
with the Railway its course will
be changed for the lands to the
Eastward which now supply the
Coast trade are more than suffi-
cient for that trade - A very
large portion of the produce from
this part of the Country finds its
way to Madras and it is very
doubtful whether the Railway
would be much used in conveying
it

it as far as Trichinopoly; ^{using}
the Railway would certainly save
a few miles of land Carriage but
it would necessitate loading and
unloading twice and unless Com-
panies are started for the convey-
ance of grain Southwards from
Trichinopoly and Bandies can be
procured there, the village Ban-
dies must be taken to Trichinopoly
to meet the grain despatched by
Rail and they may just as well
go up full as empty: as Railway
freeders therefore I do not regard
any of the 3 following Roads to
the North of the line as of great
importance -

From Roodaloe to Tricatpalli -

- " - Cotrapatty to Coviladi -

- " - Perumbar to the Vennar Head -

though the 1st and 3^d would be very
useful to the District generally
& should therefore be constructed
as soon as funds can be made
available -

11 - With regard to the Freeders

west

west of Lichinopoly on the Road
 Extension I beg to refer you to my
 Letter No 463, of the 23rd July 1866.
 The Roads from Kulitalai to Ma-
 naparai & from Bettyentty to Sottam
 will be commenced very shortly
 provision having been made for
 them from local funds & to the extent
 noted in the margin and for the
 former there is an allotment from
 Imperial Funds in the Budget of
 1867-68 -

12 - The List forwarded by you
 contains all the possible Railway
 roads & as regards the Roads, I am
 of opinion that the improvement
 of the following Roads, by metalling
 them, would tend greatly to the
 increase of traffic on the Railway -

No 15 - From Nedumangalam North- wards to Cumbacorum, & Southwards to Maimargudi	15 miles 9 "
No 35 & 30 - From Srivilliputhur North- wards to Moyaneram and Southwards to Tritapudi	22 " 16 "
No 17 - From Kondachary to Kodavapal	6 "
No 39 - & Annampatti to Papanasem	9 "

13 - owing to the dryness of the
 Season from January to August &
 the prevalence of strong westerly
 winds in June & July the surface
 material of most of the sande
 Roads in the District of Tanjore
 became pulverized & was blown
 away & owing to the excessive rain
 from the middle of October till the
 middle of December the Roads
 have been thoroughly saturated
 and having been deprived of the
 surface material the alluvial
 deposit, of ~~some extent~~
 are formed, has been exposed to the
 traffic & the Roads have been terri-
 bly cut up - Especially Road No 15
 the traffic upon which is enormous
 & far too heavy for a mere sande
 Road -

14 - It is probable that a very
 large sum will be available in
 future years for Roads in the
 District of Tanjore, owing to the
 collection of a Road cess which
 is to be introduced shortly -

As all metal has to be brought
 from Lugo the cost of installing
 the Road will be very great even
 if the Railway can provide car-
 riage for the material but it is
 very doubtful whether the Railway
 can do so; for it has been $2\frac{3}{4}$ years
 conveying the metal required for
 a $6\frac{1}{2}$ miles of Road viz. from Naga-
 japatani to Nagore and for the
 Kooraboo Railway &c. At
 this rate the metal for the main-
 tenance of the Road is about

the original formation -

I have the honor to be
 Sir,

Your most Obedt Servt
 W. H. Dake Captain R.E.
 Super Engineer 6th Div

From Rev. 784/67.
 The Super Engineer
 6th Div

Dated 5th } June 7/67
 Recd 10th }

Rev. 1028/67

No 1171

P.W. 754/67

Regarding crops
 roads on the Great
 Southern of India Ry.

In Contd No 613/67

P.W. Pros. 1st May 1867
 W. H. Dake 3.

3

*Proceedings of the Madras Government, Revenue Department,
25th April 1867.*

No. 360. Read the following Proceedings of the Board of Revenue, dated 15th April 1867, No. 2,382:—

Read the following Proceedings of the Madras Government, dated 26th March 1867, No. 717, Revenue Department.

Read the following letter from the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 19th March 1867, No. 80.

The Agent of the Great Southern of India Railway having, in compliance with my request, furnished a list of the roads which he considers urgently required as feeders to the Great Southern of India Railway, and the Superintending Engineer, 6th Division, having reported thereon in submitting them to Government, I have the honour to state that the Agent has read the report of the Superintending Engineer, and that he agrees generally with Captain Oakes in the result of his arguments, though not altogether with his reasons.

ENCLOSURE No. 1.

From W. S. BETTS, Esq., Agent and Traffic Manager of the Great Southern of India Railway, to the Consulting Engineer for Railways, dated Negapatam, 29th October 1866, No. 2,191.

1. In compliance with the request contained in your letter, No. 262, of the 9th instant, I have the honour to attach hereto a list of the roads which I consider are needed as feeders to the Great Southern of India Railway. In cases where the route of a proposed road has been surveyed by the Public Works Department, I have added the amount of the estimated cost of the feeder. As I cannot speak from experience of the wants of the Erode extension portion of the line, I have adopted the list recommended by Captain Lindsay and the local authorities.

2. In my opinion the road which would prove the *most* useful, both for local as well as railway purposes, is that from Boolallore to the north. We could well afford to dispense with the road to the south of that station, if by doing so the construction of the northern road could be secured.

3. With regard to this northern road, the Collector of Tanjore wrote, (letter No. 856, 4th September 1863.) "I fully concur with Mr. Betts in thinking that a road northward from the Boolallore station, and taken through Trichinopoly to join the road passing from Triviar to Trichinopoly, would tend in a great measure to extend the railway traffic, and would be a great advantage to the country on the north side of the railway."

Government state in Order, No. 1,316, of the 20th April last, they "are satisfied that the construction of the proposed road from the railway station at Boolallore to Tirupattapully on the south bank of the Cauvery, would open up a fertile tract of country which is, at present, from the want of means of communication, almost entirely isolated, and that a considerable amount of produce would be carried along it to the railway, but as, from the nature of the country to be crossed, the road could not be made under the sum of Rupees 83,700, or nearly Rupees 20,000 a mile, the increased receipts from the goods traffic on the railway would not return a fair per-centage for the outlay." * * *

With regard to the increased railway receipts, which the making of such a road would produce, I would respectfully recall the attention of Government to the estimate I gave in 1863; the "extent of cultivated lands in the Tanjore district only, which this road would in some measure serve, is 43,780 acres, if only one-fourth of the produce of this land found its way by railway to the coast, and a reduction of 50 per cent. was made therefrom for working expenses, a net profit of Rupees 31,738 per annum would be the result. I do not take into account the salt and other goods we should carry back." Say even that my estimate is double what it should be, and that no back traffic would be carried, still we should have a return of Rupees 15,869 per annum, or upwards of 18 per cent. upon the estimated cost of the road.

4. No allusion is made in this letter to the state of disrepair which the existing roads are now in. On this subject Government will probably be informed by some other department.

ENCLOSURE No. 2.

List of Roads required as Railway feeders for the Great Southern of India line.

	Department of Public Works' Estimate.
	RS.
Keevalore... South to Keliur	51,000
North to Nagore and Parellam road	96,000
Kordacherry ... South to Lutchmangoody	12,100
Saliamunglum ... South to Road No. 7	21,000
Boodalore... South to Singaputty	14,200
North to Tirukatpully	83,700
Cottraputty ... North to Kovilady	17,800
Terovembore ... North to the Vennar head.	

The following roads for the, at present, unopened portion of the line have been recommended by Captain Lindsay, R. E., (see his letter, No. 430, 4th August 1864, to the Secretary to Government, Fort Saint George); by the (then) Superintending Engineer; and by the District Collectors, Trichinopoly district:—

Mossery to Cunnanoor and Toriore, N. E.	43,000
Vettycutty to Tottiem, N.	2,600
Kulitalay to Manaparay, S.	34,000
Kattaputar to Vallayapetta, N.	21,200

Salem District.

Chittalundur to Sholasaramany.
Codinuddy to Valoor, Yeddyaur, and Parampattay.
Sholasaramany to Sadarpallum.

Coimbatore District.

Caroor to Neroor, N. E.
Dindigul, S.
Aravatorchy and Dindigul, S.
Vangul, N.
Daraparam, S. W.
Cudumudy to Kangyan, W.
Paranutty, S.
Chinnia Daraparam, S.
Malliampollum to Chenciully, S. W.
Neroor to Cudunuddy by the bank of the Cauvery.

(Signed) W. S. BETTS,

Agent of the Great Southern of India Railway.

29th October 1866.

ENCLOSURE No. 3.

From Captain R. F. OAKES, R. E., Superintending Engineer, Sixth Division, to the Consulting Engineer for Railways, dated Tanjore, 5th January 1867, No. 1,171.

1. I have the honour to reply to your letter, No. 500, dated 30th November 1866.
2. In the letters embodied in Government Order, No. 2,496, dated 8th August, my views relative to six of the roads entered in the list are stated. I will, however, take the roads in the order in which they appear in the list forwarded by you.

11 miles.

3. Road from Keevalore to Keliur for reasons stated in letter, No. 464, I do not regard this road as likely to be of much use as a railway feeder. The part of the country it taps is highly cultivated, but the road would not pass through many large villages. The Mirasidars of

some of the larger villages in this portion of the district have lately expressed their willingness to give up the land required, and to carry out the earthwork, if Government will construct the masonry works on a line from Keevalore in a south-west direction to join Road No. 35, at Vellivalem, about two miles from the Hurrischendranuddy river. Calculating roughly, this line will cost about Rupees 48,000, of which the masonry work will require about Rupees 32,000, so the villagers will undertake about one-third of the work, and the fact of their doing so is a very good criterion that the road is required, but I doubt whether it will be of much use as a railway feeder. I am in communication with the Collector on this subject, and if the road is carried out, it will in a great measure supersede the railway feeder to Keliur.

4. A branch from Chalagudy on this road to Keliur may perhaps be eventually provided, and if so, the two roads together will tap a far larger area than the railway feeder originally proposed.

16½ miles.

In Proceedings, Madras Government, No. 2,496, of 8th August.

* 4½ miles.

† 5½ ..

Singaputty, funds having been provided for them from Local Funds.

7. The road from Saliamungalum southwards to Road No. 7 would tap a very poor country indeed, and would connect the road between Mannargudy and Tanjore with the railway, about half-way between Nedamungalum and Tanjore; Road No. 15 now connects Mannargudy and Nedamungalum, and as the roads from the south meet at Mannargudy and by No. 15 is the shortest route to the railway line, it is clear that a branch from Saliamungalum to meet a diagonal road, such as No. 7, which has no auxiliary feeders, and which passes through a very thinly populated and very sparsely cultivated portion of the district, would be of comparatively little use.

‡ 4½ miles.

§ In Proceedings, Madras Government, Financial Railway Department, No. 691, of 20th October 1864.

but its enormous cost is a serious obstacle to its construction. In a scheme lately submitted to Government in connection with the regulation of water in the Cauvery and its main branches, it has been proposed to construct a bridge over the Codamoorthy and Cauvery rivers; when this bridge is constructed Tirukatpully may be connected with Road No. 2, or the old Madras and Salem road, at a small cost, and the area tapped by the road if then constructed will be far greater than that which would be tapped by the road from Boodalore to Tirukatpully, which is on the south bank of the Cauvery. The construction of the road should, therefore, be postponed for the present.

|| 4½ miles.

9. The road|| from Cottraputty to Kovilady should be abandoned, if there is a prospect of connecting Boodalore and Tirukatpully on the one side, and Terovembore and the Vennar head on the other. The advantage of these two roads will be that they will connect Road No. 2 with the railway line, while the estimate of Rupees 17,800 for the road from Cottraputty to Kovilady provides for a road only up to the south bank of the Cauvery, and will, if constructed, only take away traffic from the other two lines. Three short feeders of 4½, 4½, and 2½ within a distance of fifteen miles are unnecessary.

¶ miles.*

10. Mr. Betts's estimate of the area of cultivated land to be tapped by the road from Boodalore northwards is, in my opinion, far too high even if the roads from Cottraputty to Kovilady and from Terovembore to the Vennar head were not to be formed, but he also advocates the construction of these roads. Again, he calculates the return from produce finding its way to the coast from this portion of the district. In going into the subject of exports lately, I have been quite surprised to

4 *Proceedings of the Madras Government, Revenue Department,*
25th April 1867.

find how small the exports of grain by sea have been, the produce of the land it is proposed to tap does not now find its way to the coast, it finds a market to the west and south-west, and there is no reason to believe that, when connected with the railway, its course will be changed for the lands to the eastward which now supply the coast trade are more than sufficient for that trade. A very large portion of the produce from this part of the country finds its way to Madura, and it is very doubtful whether the railway would be much used in conveying it as far as Trichinopoly; using the railway would certainly save a few miles of land carriage, but it would necessitate loading and unloading twice, and unless Companies are started for the conveyance of grain southwards from Trichinopoly, and bandies can be procured there, the village bandies must be taken to Trichinopoly to meet the grain despatched by rail, and they may just as well go up full as empty: as railway feeders, therefore, I do not regard any of the three following roads to the north of the line as of great importance:—

4½ miles.	From Boodalore to Tirukattipully.
4½ "	From Cottraputty to Kovilady.
2½ "	From Teruvembore to the Vennar head;

though the first and third would be very useful to the district generally, and should, therefore, be constructed as soon as funds can be made available.

11. With regard to the feeders west of Trichinopoly on the Errode extension, I beg to refer you to my letter, * No. 463, of the 23rd July 1866.

* In G. O., No. 2,496, 8th August.

The roads from Kulitalay to Manaparay and from Vetticutty to Tottiem will be commenced very shortly, provision having been made for them from Local Funds to the extent noted in the margin, and for the former there is an allotment from Imperial Funds in the Budget of 1867-68.

Rupees 13,000.
Do. 2,600.

12. The list forwarded by you exhausts all the possible railway feeders as regards new roads, but I am of opinion that the improvement of the following roads, by metalling them, would tend greatly to the increase of traffic on the railway:—

15 miles.	No. 15, from Nedamungalum northwards to
9 "	Combaconum, and southwards to Munargudy.
22 miles.	Nos. 35 and 30, from Trivalore northwards
16 "	to Mayaveram, and southwards to Tritrapundy.
6 miles.	No. 17, from Kordachary to Kodavassal.
9 miles.	No. 39, and from Ammapetta to Papanassem.
1866.	13. Owing to the dryness of the season from

January to August, and the prevalence of strong westerly winds in June and July, the surface material of most of the sanded roads in the district of Tanjore became pulverized and was blown away, and owing to the excessive rain from the middle of October till the middle of December, the roads have been thoroughly saturated, and having been deprived of the surface material, the alluvial deposit, of which the embankments are formed, has been exposed to the traffic, and the roads have been terribly cut up, especially Road No. 15, the traffic upon which is enormous and far too heavy for a mere sanded road.

Rupees 2,80,000.

14. It is probable that a very large sum will be available in future years for roads in the district of Tanjore, owing to the collection of a road cess which is to be introduced shortly. As all metal has to be brought from Tanjore, the cost of metalling the roads will be very great, even if the railway can provide carriage for the material, but it is very doubtful whether the railway can do so, for it has been 2½ years conveying the metal required for 6½ miles of road, viz., from Negapatam to

6 miles.
½ mile.

Nagore, and for the Keevalore railway feeder. At this rate the metal for the maintenance of the roads could not be supplied far less than for their original formation.

Proceedings of the Madras Government, Revenue Department,
25th April 1867.

5

Referred to the Revenue Department, with a view to the consideration of the question as to whether the construction and repair of the most important of the railway feeders alluded to, may not be provided for from the Local Funds of the districts concerned, which will be largely augmented by Road Cess collections.

FORT SAINT GEORGE,
22nd March 1867.

(Signed) CHARLES A. ORR, Colonel, R. E.,
Secretary to Government.

ORDER THEREON, 26th March 1867, No. 717.

Miscellaneous.

1. The Board of Revenue will be directed to communicate the papers to the Collectors concerned, with instructions to make such provision from Local Funds as is in their power, consistently with other claims on the Fund, for the gradual repair of the existing railway feeders, and the construction of those new ones recommended in the correspondence, taking them up in the order of their importance and of the feasibility of completing the work in a reasonable time with the means available.

2. There can certainly be no more useful manner of employing District Road Funds than by facilitating access to the railway, and the Government do not doubt that both the Collectors and the Board attach due importance to the subject.

(True Extract.)

(Signed) W. HUDLESTON,
Secretary to Government.

1. Communicated to the Collectors concerned accordingly.

2. The Board observe that it is already under their consideration to propose to relieve the Imperial Budget of the expense of providing for the construction, repair, and maintenance of certain roads hitherto classed as Imperial. Before submitting such proposals, the importance of all local roads, properly so-called, including railway feeders will, of course, be duly considered.

No. 361.

ORDER THEREON, 25th April 1867, No. 932.

Miscellaneous.

Communicated to the Department Public Works,

(True Extract.)

L. Augustin

Secretary to Government.

To the Public Works Department. *with enclos.*
the Board of Revenue.

Exl. S. T. Augustin.

20 1854
 Pro of Court for May
 No 1547
 No. of the Marras Lane
 in the New: 20

25
 Recd 24 } 4/11/64

En. 3. 932

MS. 1294. 1st May 1867.

Comm^d to the Dept Pub.
Works certain correspon-
dence relative to the
roads urgently required
as feeders to the great
Southern of India Railway

West aus Boden

No. 3-4

210 1294.

Comd. of the
Engineer of the
the said the
the Railways with
reference to the
notes of the 29 March
1887, No 999 -

1111 -
6655 6th Ave
Carmichael
Calif 95614
Gust & Margaret
Perman 1964