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MADRAS RECORD OFFICE

Government of Madras

public works

DEPARTMENT

G.O. No.	902 B	Press
B.P. No.	803 & 804	Mis.
Dated	31-3-1874	195

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
31st March 1874.*

No. 803. Read the following letter from Captain J. L. L. MORANT, R.E., District Engineer, Neilgherries, to Colonel G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Ootacamund, 16th December 1873, No. 239 :—

IN continuation of my letter, No. 210, of the 25th ultimo, and with reference to your memorandum, No. 462, of the 28th idem, I have the honour to submit a plan and three estimates relating to the new road between the Fairlawns bridge and the St. Lawrence Lake road. The three estimates total Rupees 10,626.

2. One estimate, No. 69, amounting to Rupees 6,900, is for the new road itself; the second estimate, No. 70, amounting to Rupees 1,582, is for draining and metalling portions of the road from the embankment below Awdry Saddle to the Fairlawns bridge; the third, No. 71, amounting to Rupees 2,144, is for widening and draining the road from the St. Lawrence Lake to where it meets the new road.

3. The new road runs the whole way at a dead level. It is 2 miles 300 yards long. The road contour measures, on the Revenue Contoured Survey, 2 miles 880 yards. The reduction has been made by so lining out the road that it may be as short as possible. I have in this matter copied Colonel Farewell's treatment of the existing Kondahs road near the Nunjanaud Saddle, as also of his road to Neddivuttum, especially of the level piece near Pykara. The estimate provides for a road 13 feet wide with a raised earthen embankment on the outside of the steeper parts. This latter feature has been inserted to meet, in a cheap way, the desire expressed, you told me, by His Excellency Lord Hobart and the Honourable J. D. Sim, for parapet walls. Through the sholahs the road is to be cut only 13 feet wide to avoid injury to trees. A stout fence can hereafter be raised alongside. The road being level, *to avoid numerous cross drains*, I do not intend to barrel it, but to give it an outward slope of 6 inches as shown in section. My experience in other level roads in this district leads me to feel sure that this plan is the best. The only cross drains estimated for are those required at natural streams and for carrying off the water of the catch-drains. The portion of road (half a mile long) nearest the Fairlawns bridge runs over such tortuous ground that I have (to save drains and the great inconvenience of corners and windings) lined the road with cuttings and embankments. These straighten the road without adding to its cost. A small part of the road, where it passes through sholahs and over bad soil, is provided with broken metal.

4. The road costs Rupees 3,165 per mile including the first bridle-path and turfing outer bank and metalling portions here and there. If the two latter items be excluded, it costs Rupees 2,833 per mile. If the earthen bank itself and the consequent increased width of cutting be excluded, it will cost Rupees 2,669 per mile. I find the present Fairlawns road, for a distance of 8 miles from Ootacamund, cost Rupees 2,716 per mile, the Pykara and Cinchona plantation roads (excluding bridges) 2,766 per mile, and the Ootacamund to Neddivuttum road (excluding bridges and including cheap convict labour) Rupees 2,780 per mile. These latter amounts are all in addition to a sum of Rupees 250 per mile for bridle-paths. From this comparison it will be found that the proposed road will cost Rupees 2,833 per mile against Rupees 3,004 per mile, the average of the three other roads including their bridle-paths but excluding their bridges. If the length of the road

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31st March 1874.*

as it would be if not shortened be taken the above mileage rate for the new road becomes only Rupees 2,470. I also append a table showing the rates of work on all the above roads, from which it will be seen that economy has been carefully studied in the present instance:—

Work.		Ootacamund half-way to Avalanche.	Pylara to Cinchona Plantations.	Ootacamund to Neddi-vuttum.
		RS. A. P.	RS. A. P.	RS. A. P.
Earthwork...	Cubic yard.	0 2 8	0 2 0	0 2 2
Rock blasting	Do.	2 0 0	2 0 0	2 0 0
Revetments	Do.			1 0 0
1st Class Stone Drains	Running foot.	15 0 0	15 0 0	2 8 0
2nd do.	Do.			1 4 0
3rd do.	Do.	1 0 0	1 4 0	

5. The items of this road may be classified as follows:—

914	Running yards through cutting.
539	do. embankment.
1,668	do. side cutting with outer raised bank.
1,651	do. side cutting without outer raised bank.
48	do. revetment.

3,820 Running yards = 2 miles 300 yards, the length of the road.

6. I have expended up to date upon this road Rupees 750 for which provision of funds is respectfully requested. This sum has been incurred for rather more than the usual 1 yard out of the solid which would have cost at the usual rate Rupees 545. But I respectfully beg to be allowed to state that, so far as I recollect, you told me Government desired to have it finished by the time they came up next year. I mentioned this subject to you at Coonoor, when on learning that the road was not to be proceeded with, I issued orders for its suspension. As I explained in my former letter, this is the season for the work to be quickly and economically carried out. Later on, the earth, drying, becomes harder to dig and the procuring of coolies is a matter of great difficulty. I beg to apologize if, with a sincere desire to meet your wishes and act in the best interests of Government, I have failed to satisfy you in this matter. I would beg again to respectfully urge that, if the Government desire the early completion of the road, funds be allotted at an early date. I could expend Rupees 2,000 in the current official year if the sum be allotted early.

7. While upon this road I beg to be allowed to suggest that when it be carried out the Commissioner be requested to arrange for the strict preservation of the sholals through which it passes. In other cases roads have led to the destruction of sholals through which they pass by carts, etc., surreptitiously entering the sholals and carrying off the wood. I would also suggest that the Commissioner be requested to arrange for planting the sides of this road with ornamental trees.

8. The new road above referred to is as you are aware connected at its two ends with the station of Ootacamund, (1) by the Fairlawns road, and (2) by the

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31st March 1874.*

Lake St. Lawrence road. The former road is in indifferent order. When made it was not metalled nor properly catch drained, and its annual repair allotment is only Rupees 55 per mile. It requires catch and cross draining, and metalling with decomposed granite or laterite in parts to make it fit for wheeled traffic on springs. Its whole length is 2 miles and gradient 1 in 21. The estimate amounts to Rupees 1,582. The Lake St. Lawrence road was originally made at the cost of the Lawrence Asylums for conveying sand from a stream to the buildings. It is now only 9 feet wide, is 1,200 yards long, and has a ruling gradient of 1 in 16, with steep rocky banks quite close to a swift stream, which necessitates the road being cut out entirely out of the solid in most parts. It possesses hardly a drain and is now little more than a cut out of the hill side. It is proposed to widen it to 15 feet, and to drain it at a cost of Rupees 2,144. These two estimates are absolutely necessary to render the proposed new road of any real use to the Ootacamund inhabitants.

No. 804.

ORDER THEREON, 31st March 1874, No. 902B.

CIVIL WORKS, No. 86.

THESE estimates provide, first for improving a portion of the existing road towards the Koondahs from the embankment by which it crosses the valley below the Bishop's down estate to the bridge at the commencement of the Fairlawns sholah, a length of 2 miles at a cost of Rupees 1,580; secondly for improving 1,200 yards of the road from Lake St. Lawrence towards the Welbeck estate and sandy nullah at a cost of Rupees 2,140; thirdly for connecting the two lines of road so improved by a new road 2 miles and 300 yards in length at a cost of Rupees 6,900, so as to form a new drive and ride for visitors to the station of Ootacamund.

2. His Excellency the Governor in Council approves of the work and sanctions the estimates to the aggregate amount of Rupees 10,620, of which Rupees 750 are at once allotted for expenditure incurred in the present year, Rupees 6,000 will be allotted from the Reserve of 1874-75 to open the new line, and the rest will be forthcoming when funds are available.

(True Extract.)

Colonel, R.E.,

Secretary to Government.

To the District Engineer, Neilgherries.

„ Inspecting Engineer for Ports and Communications.

„ Officiating Controller of Public Works Accounts.

Ed. E. C. Shunker.

Spare Copies

Detail Estimate No. 71 of 1873-74
Kilgherry District

Work. Cost of Improving and widening the Road from
Saint Lawrence Lake to Proposed new Fairlawns.
Carriage Road Gradient 1 in 16
Total length 1200 yards

Measurements
Length Breadth Height Contents Particulars of Work.

342	4'	4½	6156	Widening the Road and sloping bank
100	7½	6	4500	Do Do and the corner of Do
78	5	4	1560	Do Do Do Do
81	6	3½	1701	Do Do the corner sloping
56	4½	6	1512	Do Do Do
150	6	6	5400	Do Do Do
100	9	12	10800	Do Do Do
164	8¼	9	12177	Do Do Do
100	9	12	10800	Do Do Do
50	7½	6	2250	Do Do, rocky soil Do
100	11	20	22000	Do Do Do
100	9	12	10800	Do Do Do
120	6	1½	1080	Do the Road Do
195	6	3	3570	Do Do Do
32	6	6	1152	Do Do Do
70	7½	6	3150	Do Do Do
100	9¾	15	14625	Do Do Do
153	7½	6	6885	Do Do Do
83	16	13½	17928	Do Do Do
12	8¼	9	891	Do Do Do
56	7	8	3136	Do Do Do
228	7	4½	7182	Do Do Do
67	8	8	4288	Do Do Do
45	8	8½	3060	Do Do Do
250	7	1½	7875	Do Do Do
190	7½	7	9975	Do Do Do

174393

Between St. Lawrence
Lake & below the
foot path leading
from Munjicam

From the above
foot path to the
Rock near the foot
path leading to
Tea Plantation

Between the above
Rock and small
wooden bridge

Lengthening wooden bridge
Rt of single wood bridge lengthening.

189513
7019 Cubic Yards.

3600 2 2 14400 Catoh Drains
533 Cubic yards

1	24	2	2½	New Rough Stone Drain			
1	22	2	2½	Do	Do	Do	Do
1	22	2	2½	Do	Do	Do	Do
1	6	2	2½	Lengthening Rough Stone Drain			
1	24	2	2½	Rebuilding	Do	Do	
1	12	2	2½	Lengthening	Do	Do	
1	24	2	2½	Rebuilding	Do	Do	
1	12	2	2½	Lengthening	Do	Do	
1	12	2	2½	Do	Do	Do	
1	24	2	2½	New Drain			
1	24	2	2½	Do			
1	24	2	2½	Do			
1	34	2	2½	Rough Stone Drain, . at			
264				Turning feet of 3 rd class Dr			

Between St Lawrence
Lake & below the foot
path leading from
Munjin Cove.

From the above for-
path to the Rock
near the foot path
leading to the
plantation.

Quantity
7019

7019 Cubic yards of earth for widening and
cutting the corners with slope of $\frac{1}{2}$ to 1

533 - No 12 Dr. ~~to~~ to Catch drain " 29 Dr. 66 10 "

264 Rgt of 3rd class Rough stone drains 1 " Rgt 264 " "

181 1/2 Cub yds of Rock blasting " 2 " Cub 363 " "

8 Rgt of Ingleswood bridge, lengthening 4 " Rgt 32 " "

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100																																																																																																																																																																																																																			
1	6	5	3	90	180	270	360	450	540	630	720	810	900	990	1080	1170	1260	1350	1440	1530	1620	1710	1800	1890	1980	2070	2160	2250	2340	2430	2520	2610	2700	2790	2880	2970	3060	3150	3240	3330	3420	3510	3600	3690	3780	3870	3960	4050	4140	4230	4320	4410	4500	4590	4680	4770	4860	4950	5040	5130	5220	5310	5400	5490	5580	5670	5760	5850	5940	6030	6120	6210	6300	6390	6480	6570	6660	6750	6840	6930	7020	7110	7200	7290	7380	7470	7560	7650	7740	7830	7920	8010	8100	8190	8280	8370	8460	8550	8640	8730	8820	8910	9000	9090	9180	9270	9360	9450	9540	9630	9720	9810	9900	9990	10080	10170	10260	10350	10440	10530	10620	10710	10800	10890	10980	11070	11160	11250	11340	11430	11520	11610	11700	11790	11880	11970	12060	12150	12240	12330	12420	12510	12600	12690	12780	12870	12960	13050	13140	13230	13320	13410	13500	13590	13680	13770	13860	13950	14040	14130	14220	14310	14400	14490	14580	14670	14760	14850	14940	15030	15120	15210	15300	15390	15480	15570	15660	15750	15840	15930	16020	16110	16200	16290	16380	16470	16560	16650	16740	16830	16920	17010	17100	17190	17280	17370	17460	17550	17640	17730	17820	17910	18000	18090	18180	18270	18360	18450	18540	18630	18720	18810	18900	18990	19080	19170	19260	19350	19440	19530	19620	19710	19800	19890	19980	20070	20160	20250	20340	20430	20520	20610	20700	20790	20880	20970	21060	21150	21240	21330	21420	21510	21600	21690	21780	21870	21960	22050	22140	22230	22320	22410	22500	22590	22680	22770	22860	22950	23040	23130	23220	23310	23400	23490	23580	23670	23760	23850	23940	24030	24120	24210	24300	24390	24480	24570	24660	24750	24840	24930	25020	25110	25200	25290	25380	25470	25560	25650	25740	25830	25920	26010	26100	26190	26280	26370	26460	26550	26640	26730	26820	26910	27000	27090	27180	27270	27360	27450	27540	27630

Return St. Lawrence
Lake & below the foot
path leading from
Munising.

From the above foot
path to the Rock near
the foot path leading to
Tea plantation

At the junction of the new
Tracer

4897
18 1/2 Cub yds

Abstract Estimate No. 70 of 1873-74
Seikheny District.

Worth - Cost of Improving and widening the Road
from Saint Lawrence Lake to proposed N.E. Fairbanks
Carriage Road ————— Gradient 1 in 16
Total length 1200 yards.

Particulars of Work

Rate	Per	Amount	
			Total

2041 11
Sundries at 10 Percent ~~~~~ 102 5

Total Estimate of Pupers - 2144 "

James M. Mount Captain A.C.
District Engineer -

Abstract Estimate No 70 of 1873-74

Veilgherry District

Work — Cost of improving the road from Fairlawns
Timber Bridge to the embankment below the Audrey
House saddle

Quantities

Particulars of Work Rate Per Amount Total

760	Cubic yards earthwork widening and sloping to top	3. C yd	181 4.
1174	C. yds earthwork for catch drains	2. do	146 12.
11	C. yds Blasting & removing rocks	2. do	22 ..
287	C. yds metal breaking carting & balling road & spreading	3. 8. do	1004 8.
152	Running put & rough stone work	1. 14 1/2	152 ..
			1506 8

Supdt & sundries @ 5% — 75 8
Total Estimate Rupees 1582.

Data for metalling

1 Running yard of road takes 4 parabs of stone or 3 of a cubic yard

Cost of 1 cubic yard

Cost of Breaking	2 1/2 Rs per parab	1-14-0
Carting	5 parabs in a cart which cost about 8 Rs	1-2-0
Spreading and balling road		0-8-0
Total Rs		3-8-0

Specification

Amount of Estimate Rs One Thousand Five Hundred & eighty two

All catch drains to be dug out 2' wide x 2' deep & to be carefully
graded down to the cross drains

The drains to be of the following internal sizes

2 1/2 feet high x 2 feet wide

The metal to consist of decomposed granite or of good hard Laterite.

District Engineers Office

Cottayam

16th December 1873

per Mr. M. S. M. S.

Captain R. S.

District Engineer

Madras
District Engineers Office
16th December 1873

No 229

From

The District Engineer
Nilghevies

To

The Chief Engineer
& Secretary to Government
D. P. W.
Madras.

Sir,

In continuation of my letter No 210 of the 25th ultimo and with reference to your Memorandum No 462 of the 28th Idem I have the honor to submit a plan and 3 estimates relating to the new road between the Fairlawns Bridge and the St Lawrence Lake road. The three estimates total Rs 10626.

2. One estimate No 69 amounting to Rs 6900 is for the new road itself, the 2nd estimate No 70 amounting to Rs 1582 is for draining & metalling portions of the road from the embankment below Avidry Saddle to the Fairlawns Bridge, the 3rd No 71 amounting to Rs 2144 is for widening and draining the road from the St Lawrence Lake to where it meets the new road.

3. The new road runs the whole way at a dead level. It is ^{miles 4.5} 2 - 600 long. The road contour measures on the Revising Contoured Survey ^{miles 4.5} 2 - 1880. The reduction has been made by so lining out the road that it may be as short as possible. I have in this matter copied Colonel Farnwell's treatment of the existing Kovida road near the Kungana Saddle, as also of his road to Vedolionthum, especially of the level piece near Pykharah. The estimate

Rs 1582/73
Estimate No 70

Amount Rs 1582

Improving the road
from the Fairlawns
embankment to
the embankment
below the Avidry
Saddle

16th November 1873

24. 7. 31 March

1874
Dec 15. 11. 1873

estimate provides for a road 13 feet wide with a raised earthen embankment on the outside of the steeper parts. This latter feature has been inserted to meet in a cheap way the desire expressed you told me by H. C. Lord Hobart, and the Honble J. D. Sims for parapet walls. Through the Sholaks the road is to be cut only 13 feet wide to avoid injury to trees. A stout fence can hereafter be raised alongside. The road being level, to avoid numerous cross drains, I do not intend to barrel it but to give it an outward slope of 6 inches as shown in section. My experience in other level roads in this District leads me to feel sure that this plan is the best. The only cross drains estimated ^{for} are those required at natural streams, & for carrying off the water of the catchdrains. The portion of road (1/2 a mile long) nearest the Fairlawn's Bridge runs over such tortuous ground that I have (to save drains & the great inconvenience of corners & windings) lined the road with cuttings & embankments. These straighten the road without adding to its cost. A small part of the road where it passes through Sholaks and over bad soil is provided with broken metal.

4. The road costs £3165 per mile including the first bridge, & turping outer bank & metalling portions here and there. If the two latter items be excluded it costs £2833 per mile. If the earthen bank itself & the consequent increased width of cutting be excluded it will cost £2669 per mile. I find the present Fairlawn's road for a distance of 8 miles from Potacumund costs

cost £2716 per mile, the Pyhara & Finchona plantation roads (excluding bridges) 2746 per mile, & the Potacumund to Keddinuthum road (excluding bridges & including cheap convict labor) £2780 per mile. These latter amounts are all in addition to a sum of £250 per mile for the bridgepaths. From this comparison it will be found that the proposed road will cost £2833 per mile against £3004 per mile - the average of the three other roads including their bridgepaths but excluding their bridges. If the length of the road as it would be if not shortened be taken the above mileage rate for the new road becomes only £2470. I also append a table showing the rates of work on all the above roads from which it will be seen that economy has been carefully studied till in the present instance.

Work	Potacumund to Pyhara		Pyhara to Finchona		Finchona to Keddinuthum		Average
	Halfway	to	to	to	to	to	
Earthwork	28	2	22				
Rock Blasting	2	2	2				
Revetments				1			
1 st Class Stone Drains Right	15	0	15		2	8	
2 ^d do do do					1	4	
3 ^d do do do					1	4	

5. The items of this road may be classified as follows

954	Running Gards	through cutting
539	do	embankment
1668	do	side cutting with outer raised bank
1651	do	side cutting without outer raised bank
48	do	Revetment
3820	Running Gards	miles - 2 - 100 the length of the road

6. I have expended up to date upon this road Rs 700 for which provision of funds is respectfully requested. This sum has been incurred for rather more than the usual one yard out of the solid which would have cost at the usual rate Rs 545. But I respectfully beg to be allowed to state that so far as I recollect you told me Government desired to have it finished by the time they came up next year. I mentioned this subject to you at Coonoor when on learning that the road was not to be proceeded with I issued orders for its suspension. As I explained in my former letter this is the season for the work to be quickly & economically carried out. Later on, the earth, drying, becomes harder to dig & the procuring of coolies is a matter of great difficulty. I beg to apologise if, with a sincere desire to meet your wishes & act in the best interests of Government, I have failed to satisfy you in this matter. I would beg again to respectfully urge that if the Government desire the early completion of the road, funds be allotted at an early date. I could expend Rs 2000 in the current official year if the sum be allotted early.

7. While upon this road I beg to be allowed to suggest that when it be carried out the Commissioner be requested to arrange for the strict preservation of the Sholaks through which it passes. In other cases roads have led to the destruction of Sholaks through which they pass by carts & surreptitiously entering the Sholaks & carrying off the wood. I would also suggest that the Commissioner be requested to arrange for planting the sides of this road with ornamental trees.

8. The new road above referred to is as you are aware connected at its two ends with the station of Potacamund (1) by the Fairlawns road & (2) by the Lake St Lawrence road.

road. The former road is in indifferent order. When made it was not metalled nor properly catchdrained, and its annual repair allotment is only Rs 55 per mile. It requires catch and cross draining and metalling with decomposed granite or Laterite in parts to make it fit for wheeled traffic on springs. Its whole length is 2 miles and gradient 1 in 21. The estimate amounts to Rs 1582. The Lake St Lawrence road was originally made at the cost of the Lawrence Asylums for conveying sand from a stream to the buildings. It is now only 9 feet wide, is 1200 yards long, and has a ruling gradient of 1 in 16, with steep rocky banks, quite close to a swift stream, which necessitates the road being cut out entirely out of the solid in most parts. It possesses hardly a drain and is now little more than a cut out of the hill side. It is proposed to widen it to 15 feet, & to drain it at a cost of Rs 2144. These two estimates are absolutely necessary to render the proposed new road of any real use to the Potacamund inhabitants.

I have the honor to be
Sir
Your most obedt Servt
J. H. M. S. S. S.
Captain R. H.
District Engineer

26-1-74

My dear Audrey

Will you kindly submit to Lord Hobart these papers relating to new Drives as shown down the Valley to Fair Lawns, crossing from that Valley into the Lawrence Haydon Valley by an entirely new Trace, and then up that Valley to the Lake

Mr 1873 Repts
No 239
Cm 94000/100000
to No 1831

Chief Engineer &
Secretary to Govt

1874

Wm. H. H. H.

Dated 1/16 5/18
Received 1/18

Enclosure 5

Enclosure 5
4 3 Estimates amount
to 10626 relating
to the Lawrence
New Road

No 902 D. 5/18

No 808.

No 808/1/1

St. Lawrence - His
Lordship expressed
a wish to have such
a line laid out,
and it has been
done by Captain
Morse with the
greatest care con-
sidering my personal
instructions. And
no doubt the con-
sidering out of the
work will be as
great a boon to
city folk as the
Tiger Hill Road
Cummings Road

were to the towns
people. -
I think the Govt.
notes may at
all events be some-
times. We want
£ 750 (or say £ 900)
for work already
done, or to be fin-
ished off before
the Govt. moves up
to city - £ 6000
might perhaps be
allotted after 1st
April. And the
remaining £ 2726
lie over till 1875-76.

St. Lawrence Plan, letter
of 3. Estimate amount
to £ 10626, relating
to the St. Lawrence
River Road

No 2654/74
No 2654/74
No 2654/74

The survey
shows clearly
the line of new
road, and the ap-
proaches on either
side which have
to be improved.

Yours sincerely
Edmund Walker

For orders

May I write to Colonel
Walker that he may make
the arrangements he proposes
in this for carrying out
the work? A.A.

J. W. Delf
407 90213

Proceedings of the Madras Government
Under date the February 1874.
Read the following

From the Dist Engineer
Nellore

(Here enter No 2597/16 Dec 1873)

These Estimates
provide 1st for improving
a portion of the existing
Road towards the
Kondake, from the
embankment by which
it crosses the Valley below
the Bishop's down Estate
to the Bridge at the
commencement of the
Fair Lawns Molah,
a length of 2 miles;
at

at a cost of Rupees 1580 -
2ndly for improving 1200
yards of the road from
Lake St. Lawrence towards
the Welbeck Estate
and Sandy Nullah at a
cost of Rupees 2440 -
3rdly for connecting the
two lines of road so im-
proved by a new road
2 miles and 300 yards
in length, at a cost of
Rs 6900; so as to form
a new drive and ride,
for Visitors to the Station
of Botocannund

The Excellency
the Governor in Council
approves of the work,
and sanctions the Estimates
to

to the aggregate amount
of Rupees 10520 of which
Rupees 750 are at once
allotted for expenditure
incurred in the present
year; Rupees 6000
will be allotted from
the Reserve of 1874-75
to open the new
line; and the rest
will be forthcoming
when funds are
available.

Sign.

To D. E. Milghurries ✓
Insps. Engrs. for Camp ✓
Controller with Estimate ✓
S. C. Secy. 16/4/74.

6831

Govt. of 1874 Madras.

PUBLIC WORKS.

To

The Dist. Engineer
Neilgheries.

Dated

Sd/-

Encl

9026

G. O. 31 March 1874. No.

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No. 803-804.

Roads

Sanctioning Estimates
for certain road works
in Coimbatore in the
Neilgherry District.