(15)

(1) பக்கங்களின் எண்ணிக்கை 30
(2) புதுக்கித் திருப்பிய நாள் 22/9/88
(3) ஆதாரங்குறிப்பவர் சுருக்கொப்பம் 26.9.88

தமிழ்நாடு ஆவணக் காப்பகம்.

தமிழ்நாடு அரசு

பொதுப்பணி துறை

அரசாணை எண்.
~~மூ. கோப்புத் தாள் எண்.~~ 3109(W) அச்சகம்
~~நிலைவகை~~

நாள் : 18-12-1884 ~~198~~.

மடிக்கவோ கண்டபடி கையாளவோ கூடாது

ஆவண. கா-1—18,006—15-6-87.

18TH DECEMBER 1884, No. 3109 W., PUBLIC WORKS.

3109/1

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

READ—the following letter from Colonel J. BEATTY, R.E., Superintending Engineer, IV Circle, to the Chief Engineer, Public Works Department, dated Coimbatore, 4th December 1884, No. 530 E.W. :—

I have the honor to forward, herewith, for your information, a preliminary report on the line of road from Vayitri to Gúdalúr by the Assistant Engineer on special duty, Wynaad roads.

2. With the report I send the map which accompanied General Sankey's memorandum, No. 43, of 23rd January 1882,* also a tracing I have had made in my office to illustrate more clearly the various proposals.

3. I shall be obliged by your returning me the map at your convenience.

ENCLOSURE.

From A. B. TODD, Esq., Assistant Engineer, Special Wynaad Division, to the Superintending Engineer, IV Circle, dated 3rd November 1884, No. 354 V.

Vayitri-Gúdalúr Road.

I have the honor to report that I have completed the survey of the existing line from Vayitri to Gúdalúr, and that the field work is now being plotted in my office.

One map forwarded by book post.

2. I have myself gone carefully along the whole line, and have gathered, I believe, the opinions of the planters chiefly concerned, and have consulted those whose lengthened experience of the Wynaad renders their information most valuable.

3. I will first briefly describe the line which is now used and which is maintained from Local Funds.

4. The first three miles of the road from Vayitri is common to the three main lines of communication which converge on the Támrachéri ghât, viz., the Manantoddy road *viâ* Pannamaram, the Sultan's Battery road to the Mysore frontier, and the Gúdalúr or Nílgiri road. These three miles are metalled but are badly in need of thorough repair, the surface being very uneven and the drainage defective.

5. The rise from the Kannuth river is steep, but unavoidable, as the ground falls away on both sides; the remainder of the road to Chundale is easy.

6. From Chundale to the Kunambutta river the road is in fair order, but beyond this up to Maypardi, with the exception of about a mile or so near Kotapardi, it is very rough. Although metal has been spread it has not been consolidated, and it has either got regularly ploughed up by the traffic into ridges, or else the mud has forced itself through the metal and made the road almost impassable for wheel traffic.

7. On this portion of the road, as also along the whole line, I think the trace, as pointed out by General Sankey in his memorandum of the 23rd January 1882, could be considerably improved.

---

* Printed with G.O., No. 1416 W., of 6th June 1882.

8. From Maypardi for about nine miles the road is in somewhat better order, chiefly owing to the nature of the soil, but also partly to the road having been barrelled and formed up for a good portion of the distance.

9. From this point to Cherambádi the road is in fair order, but it sadly requires draining, and there are several alterations in the trace which might be made with advantage.

10. From Cherambádi to the Mango Tree hill the road first falls and then rises for over three miles up the so-called Parcherri hill. The gradient is not steep, and with proper drainage and metalling a good road might be made of it.

11. From this point, however (marked on the Revenue Survey map, Caroline, Adeline and Yellaman), the alignment is bad. The road first falls into a deep valley, then rises again, and then falls again to Pundalur, and thence, after an exceedingly steep ascent, it runs along at an easy gradient to the edge of the ghâts near Balcarres, and thence falls *viâ* Sheardale to Devála.

12. The ground in this section from Balcarres to Sheardale is exceedingly steep, transversely. The road had slipt away in two or three places when I passed along it, and it was merely retained by a rough arrangement of tree stems. To construct revetments at these points, which would be absolutely necessary to render the line safe, would be very expensive, as the revetments would doubtless be from 30 to 50 feet in height, and perhaps even more.

13. The alignment of this portion of the road courts difficulties, as pointed out by General Sankey, by running so near the edge of the ghâts; and in any project for establishing a permanent and safe line of communication it should be avoided.

14. From Devála to Nadgani the road had been metalled with quartz and is in good trafficable order.

15. From Nadgani to Gúdalúr the line is metalled and in fair order, but the tunnels are in many places blocked up and the drainage is defective.

16. There are only three large rivers crossed along the whole line (if we exclude the Kannuth, which is common to the two other main lines), viz., the Kunambutta, the Sholadi river and the Sipathi river. The road, in fact, runs along the water-shed and is remarkable for the absence of cross drainage.

17. The mileing of the road is very confusing, there being no less than three different systems.

From Vayitri to the Sholadi river the mile-stones are numbered from Vayitri, the distance being 22½ miles.

Beyond the Sholadi river the mile-stones are numbered from Nadgani, the distance being 18 miles. From Nadgani to Gúdalúr the mile-stones are numbered from Kakaruhulla; the mile-stone at Nadgani junction with the Karkur ghât being No. 22 and that at Gúdalúr No. 14, the length of this section would be eight miles. The total distance from Vayitri to Gúdalúr by the present road would therefore appear to be 48½ miles.

18. I will now proceed to describe the alternatives that present themselves for the improvement of the through line from Vayitri to Gúdalúr.

19. As far as Mupenad, I do not think that any alteration of the general direction of the existing trace is possible, with the exception perhaps of short lengths here and there.

20. From Mupenad onwards there are three considerable obstacles, the Barjari rock, the Parcherri hill, and the Needle Rock ridge.

21. It was doubtless to avoid the two first obstacles that General Sankey suggested the line from Mupenad to Nellugalam and thence to the Needle Rock. This line is shown in green lines on the map which he sent with his memorandum of the 23rd of January 1882.

22. The Needle Rock ridge runs from Nellakóta north-east to south-west, and it has two well-marked low saddles, viz., the Dingley Dell saddle and the Hospital gap. Of these the Dingley Dell saddle is the lower and is the one which General Sankey proposed to cross. The present road, instead of crossing either of these saddles, passes round the end of the ridge and, as already explained, runs dangerously near the edge of the ghâts.

23. The old district road used to cross the Needle Rock ridge at the Hospital gap, but the ascent from the Pundalur valley was so steep that it was abandoned for the present road through Pandalur, Balcarres and Sheardale.

24. There are four alternative routes between Mupenad and Gúdalúr.

25. The first is that suggested by General Sankey, and is marked green on the accompanying map.

Leaving the existing line at a saddle near the 19th mile-post from Vayitri, the trace runs through tolerably easy ground up to a branch of the Sholadi river. Thence, there is a succession of grass hills and swamps till the Nellugalam Sultan's Battery track is reached. To wind in and out of the hills to avoid the swamps would make the trace a very circuitous one, whereas if embankments were boldly thrown across the swamps, I fear that, with the weather which I experienced, it would take a very long time before the embankments would settle down sufficiently to admit of monsoon traffic. The Nellugalam Sultan's Battery track is in fact nothing but a track running up and down hill and would require entirely fresh tracing. The track crosses the Dingley Dell saddle and a fresh trace would have to be made from the Dingley Dell saddle, either to the Sipathi river or through Bolingbroke, to meet the Nadgani-Gúdalúr road near Hughe's tank, some 2½ to 3 miles west of the Sipathi river. The whole line from Mupenad to Hughe's tank would have to be traced and a completely new road would have to be made for a distance of about 20 miles.

3109/2

26. I would point out that this line would run a considerable distance from the numerous estates between Mupenad and Gúdalúr, and I doubt whether it would be so direct as would at first sight appear owing to the many swamps to be negociated.

27. The second alternative is that suggested by Mr. J. Ryan.

Following the present road to the Mangoe Tree hill, the trace would continue along the old district road for about 4 miles from the junction of the old road and that now used, to Cherry's bridge. Thence by a new trace up to the Dingley Dell saddle to meet the existing Nellakóta road and from Nellakóta direct to Gúdalúr by a well traced but unfinished road.

28. This alternative gives easy gradients but at the expense of directness, and although in my opinion not the best line on account of its circuitousness, it deserves consideration.

29. The third alternative, and I think the best one, is to follow the old district road to Cherry's bridge, thence by a new trace to Dingley Dell saddle, and thence either to the Sipathi or Hughe's tank as in General Sankey's proposal.

30. This line would be a compromise between General Sankey's alternative, which runs right away from the estates, and the existing line which runs right through them. The trace would nowhere be at any great distance from the plantations, and if those interested wished it, they could always make short lengths of estate roads, as feeders, to join the main line.

31. The fourth alternative is to improve the present district road by retracing short lengths, to improve gradients, to thoroughly drain the road, to metal it, to construct iron bridges across the three main rivers, and to construct revetments, where the trace runs out on the precipitious edge of the ghâts.

32. Subjoined are rough estimates of the relative cost of the four alternatives. The data for cost are based on General Sankey's memorandum of the 23rd January 1882 Even if the rates are high, as pointed out by the Wynaad Planters' Association in their letter of the 10th of August 1883—and for my part I am doubtful if they are so—they, at all events, give a very fair idea of the relative cost of the proposals I have above described for the improvements to the Vayitri-Gúdalúr road—

		RS.
I.	Vayitri to Mupenad, 20 miles, at Rs. 6,500	1,30,000
	Mupenad *viâ* Nellugalam to Dingley Dell, 16 miles, at Rs. 9,000	1,44,000
	Dingley Dell to Hughe's tank, 4 miles, at Rs. 9,000	36,000
	Hughe's tank to Gúdalúr, 6 miles, at Rs. 6,000	36,000
	Total, 46 miles ...	3,46,000
II.	Vayitri to Cherry's bridge, 34 miles, at Rs. 6,500	2,21,000
	Cherry's bridge to Dingley Dell, 2 miles, at Rs. 9,000 ...	18,000
	Dingley Dell to Hughe's tank, 4 miles, at Rs 9,000 ...	36,000
	Hughe's tank to Gúdalúr, 6 miles, at Rs. 6,000	36,000
	Total, 46 miles ...	3,11,000
III.	Vayitri to Cherry's bridge, 34 miles, at Rs. 6,500	2,21,000
	Cherry's bridge to Dingley Dell, 2 miles, at Rs. 9,000 ...	18,000
	Dingley Dell to Nellakóta and Gúdalúr, 14 miles atRs. 6,500	71,000
	Total, 50 miles ...	3,10,000
IV.	Vayitri to Nadgani, 40½ miles, at Rs. 6,500	2,63,500
	Nadgani to Gúdalúr, 8 miles, at Rs. 6,000	48,000
	Total, 48½ miles ...	3,11,500

33. I hope that I have succeeded in explaining the merits of the various projects sufficiently to enable you to fix on the one you consider the best, and I shall feel obliged by your instructing me as to which I shall proceed to survey and estimate for in detail.

ORDER—dated 18th December 1884, No. 3109 W., Public Works.

With this letter the Superintending Engineer, IV Circle, submits a preliminary report from Mr. A. B. Todd, Assistant Engineer, on the line of road from Vayitri to Gúdalúr.

2. Of the four alternative routes suggested for consideration, the Government are in favor of the line recommended by Mr. Todd, in paragraph 29 of his report, as the third alternative. That route will therefore be surveyed and estimated for in detail.

3. Mr. Todd will be instructed to ascertain and report whether it would be possible, by a slight detour, as shown on the map by the letters CD, to avoid the present steep descent into the Sholadi valley.

(True Extract.)

Major, R.E.,
Under Secy. to Govt., P.W.D.

To the Superintending Engineer, IV Circle.
" Financial Department.
" Honorary Secretary, Wynaad Planters' Association.

Exd. W. H. French.
Spare Copies

3109/3

3

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of {1884} Madras.

PUBLIC WORKS.

Dated December, 18th.

Recd. *Encl.*

G.O., 18th Dec. 1884, No. 3109 W.

DECEMBER.

Road from Vayitri to Gudalur

Orders on preliminary report from Mr. Assistant Engineer Todd on the line of —.

3109/4

Supg. Engineer, 4 Circle -

3109/3

~~A~~ A

F.W. Beatty - Colonel R.E.
Supg. Engineer, 4 Circle -

[illegible] p1

No 530
W

Supg. Engineer's Office, 4th Circle
Coimbatore 4 December 1884.

From,

The Superintending Engineer
4th Circle.

To,

The Chief Engineer
P.W.D.

3109/6

Enclos 3
1 Preliminary Report
1 Tracing
1 Map

Sir,

I have the honor to forward herewith for your information a preliminary report on the line of road from Vayitri to Guddalur by the Assistant Engineer on Special duty Wynaad roads.

2. With the report I send the Map which accompanied General Sankey's Memorandum No. 43 of 23d January /82, Also a tracing I have had made in my Office to illustrate more clearly the various proposals.

x Printed with G.O. No 1416W of 6th June /82

3. I shall be obliged by your returning me the Map at your Convenience

I have the honor to be,
Sir,
Your Most Obt. Servant.

F. Beatty Colonel R.E.
Supg. Engineer, 4th Circle.

From.

The Supg Engineer
IV Circle

6 DEC 84
P.W. DEPARTMENT

No. 141 bW a/s 6.6.82
" 524 Wd/s 26.2.84

No. 530/ER

Dy 4th December 1884.

Enclos 3 -

Line of Road from Vayitri to Gudalur
Forwards preliminary Report on the ——

Circ 12/12

Executive Engineer's Office
Special Wynaad Division
3/5th November 1884.

No. 354/V

3/109

~~From~~,
A. B. Todd Esquire
Assistant Engineer
Special Wynaad Division

To,
The Superintending Engineer
4th Circle
Coimbatore

Vayitri – Gudalur Road.

Sir,

Enclosure* 1 map

*Forwarded by Book Post.

I have the honor to report that I* have completed the survey of the existing line from Vayitri to Gudalur, and that the field work is now being plotted in my office.

2. I have myself gone carefully along the whole line, and have gathered, I believe, the opinions of the planters chiefly concerned, and have consulted those, whose lengthened experience of the Wynaad, renders their information most valuable.

3. I will first briefly describe the line which

is now used, and which is maintained from Local Funds.

4. The first three miles of the road from Vayitri is common to the three main lines of communication which converge on the Tamarachery Ghat. viz the Manantoddy Road via Pammamaram, the Sultan's Battery Road to the Mysore frontier, and the Gudalur or Nilgiri Road. These three miles are metalled but are badly in need of thorough repair, the surface being very uneven, and the drainage defective.

5. The rise from the Kannuth River is steep, but unavoidable, as the ground falls away on both sides; the remainder of the road to Chundale is easy.

6. From Chundale to the Kunambutta River the road is in fair order, but beyond this up to Mayparadi, with the exception of about a mile or so near Kotaparadi, it is very rough. Although metal has been spread it has not been consolidated and it has either got regularly ploughed up by the traffic into ridges, or else the mud has forced itself through the metal and made

8/p 3

the road almost impassable for wheel traffic.

7. On this portion of the road, as also along the whole line, I think the trace, as pointed out by General Sankey in his Memorandum of the 23rd January 1882, could be considerably improved.

3109

8. From Mayparadi for about 9 miles the road is in somewhat better order, chiefly owing to the nature of the soil, but also partly to the road having been levelled and formed up for a good portion of the distance.

9. From this point to Cherambadi the road is in fair order, but it sadly requires draining, and there are several alterations in the trace which might be made with advantage.

10. From Cherambadi to the Mango Tree Hill, the road first falls and then rises for over three miles up the, so called, Parcherri Hill. The gradient is not steep and with proper drainage and metalling a good road might be made of it.

11. From this point, however, (marked on the Revenue Survey Map, Caroline,

Adeline, and Yellaman) the alignment is bad. The road first falls into a deep valley then rises again, and then falls again to Pundalur, and thence after an exceedingly steep ascent, it runs along at ~~a~~ an easy gradient to the edge of the ghats near Balcarres, and ~~it~~ thence falls via Sheardale, to Devala.

12. The ground in the section from Balcarres to Sheardale is exceedingly steep, transversely. The road had slipt away in two or three places when I passed along it, and it was merely retained by a rough arrangement of tree stems. To construct revetments at these points, which would be absolutely necessary to render the line safe, would be very expensive, as the revetments would doubtless be from 30 to 50 ft. in height, and perhaps even more.

13. The alignment of this portion of the road presents difficulties, as pointed out by General Sankey, by running so near the edge of the ghauts and in

any project for establishing a permanent and safe line of communication it should be avoided.

3109

14. From Devala to Nadgani, the road has been metalled with quartz and is in good trafficable order.

15. From Nadgani to Gudalur, the line is metalled and in fair order but the tunnels are in many places blocked up, and the drainage is defective.

16. There are only three large rivers crossed along the whole line (if we exclude the Karamath,× which is common to the two other main lines) viz: the Kunnambetta, the Sholadi River, and the Sipathi River. The road in fact runs along the watershed and is remarkable for the absence of cross drainage.

17. The miling of the road is very confusing, there being no less than 3 different systems.

From Vayitri to the Sholadi River the mile stones are numbered from Vayitri the distance being 22½ miles.

Beyond the Sholadi River, the mile stones are numbered from Nadgani, the distance being 18 miles. From Nadgani to Gudalur, the mile stones are numbered from Kakanhulla, the milestone at Nadgani junction with the Karkur Ghat being No. 22 and that at Gudalur No. 14 the length of this section would be 8 miles. The total distance from Vayitri to Gudalur by the present road would therefore appear to be 48½ miles.

18. I will now proceed to describe the alternatives that present themselves for the improvement of the through-line from Vayitri to Gudalur.

19. As far as Mupenad, I do not think that any alteration of the general direction of the existing trace is possible, with the exception perhaps of short lengths here and there.

20. From Mupenad onwards there are three considerable obstacles, the Barjari Rock, the Pacheri Hill, and the Needle Rock ridge.

21. It was doubtless to avoid the two first obstacles that General Sankey suggested the line from Mupenad to Nelliyalam and thence to the Needle Rock. This line is shown in green lines on the map which he sent with his Memorandum of the 23rd of January 1882.

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3109

70

22. The Needle Rock ridge runs from Nellikatta N. E. to S. W. and it has two well marked low saddles viz. the Dingley Dell Saddle, and the Hospital Gap. Of these the Dingley Dell Saddle is the lower and is the one which General Sankey proposed to cross. The present road instead of crossing either of these saddles, passes round the end of the ridge and as already explained runs dangerously near the edge of the ghauts.

23. The old district road used to cross the Needle Rock Ridge at the Hospital Gap, but the ascent from the Pandalur valley was so steep that it was abandoned for the present road through Pandalur, Balcarres, and Sheardale.

24. There are four alternative routes between Mupenad and Gudalur.

25. The first is that suggested by General Sankey, and is marked green on the accompanying map.

Leaving the existing line at a saddle near the 19th mile post from Vayitri the trace runs through tolerably easy ground

9

up to a branch of the Sholadi River. Thence, there is a succession of grass hills and swamps till the Nelligalam Sultan's Battery track is reached. To wind in and out of the hills to avoid the swamps would make the trace a very circuitous one, whereas if embankments were boldly thrown across the swamps, I fear that with the weather which I experienced, it would take a very long time before the embankments would settle down sufficiently to admit of monsoon traffic. The Nelligalam Sultan's Battery track is in fact nothing but a track, running up and down hill and would require entirely fresh tracing. The track crosses the Dingley Dell Saddle and a fresh trace would have to be made from the Dingley Dell Saddle, either to the Sipathi River or through Bolingbroke to meet the Nadgani - Gudalur Road near Hughes' Tank, some 2½ to 3 miles west of the Sipathi River. The whole line from Mupenad to Hughes Tank

would have to be traced and a completely new road would have to be made for a distance of about 20 miles.

26. I would point out that this line would run a considerable distance from the numerous estates between Mupenad and Gudalur, and I doubt whether it would be so direct as would at first sight appear owing to the many swamps to be negociated.

27. The second alternative is that suggested by Mr. J. Ryan.

Following the present road to the Mangoe Tree Hill, the trace would continue~~s~~ along the old district road for about 4 miles from the junction of the old road and that now used, to Cherry's Bridge. Thence by a new trace up to the Dingley Dell Saddle to meet the existing Nellikotta Road and from Nellikotta direct to Gudalur by a well traced but unfinished Road.

28. This alternative gives easy gradients but at the expense of directness, and although in my opinion not the best line on account of its circuitousness, it deserves consideration.

29. The third alternative and I think the best one is to follow the old district road to Cherry's Bridge, thence by a new trace to Dingley Dell Saddle, and thence either to the Sipathi or Hughes' Tank as in General Sankey's proposal.

30. This line would be a compromise between General Sankey's alternative, which runs right away from the Estates, and the existing line which runs right through them. The trace would nowhere be at any great distance from the plantations, and if those interested wished it they could always make short lengths of estate roads, as feeders, to join the main line.

31. The fourth alternative is to improve the present district road by retracing short lengths, to improve gradients, to thoroughly drain the road, to metal it, to construct iron bridges across the 3 main rivers, and to construct revetments, where the trace runs out on the precipitous edge of the ghauts.

32. Subjoined are rough Estimates of the relative cost of the 4 alternatives. The data for cost are based on General

Sankey's Memorandum of the 23rd January 1882. Even if the rates are high, as pointed out by the Wynaad Planters Association in their letter of the 10th of August 1883, and for my part I am doubtful if they are so, they at all events give a very fair idea of the relative cost of the proposals I have above described for the improvements to the Vayitri – Gudalur Road.

VI

3109/12

I. Vayitri to Muppenad 20 miles @ Rs 6500	1,30,000
Muppenad via Nellialam to Dingley Dell 16 miles at Rs 9000	1,44,000
Dingley Dell to Hughes' Tank 4 miles at Rs 9000	36,000
Hughes' Tank to Gudalur 6 miles at Rs 6000	36,000
Total 46 miles	3,46,000

II Vayitri to Cherry's Bridge 34 miles at Rs 6500	221,000
Cherry's Bridge to Dingley Dell 2 miles at Rs 9000	18,000
Dingley Dell to Hughes' Tank 4 miles at Rs 9000	36,000
Hughes Tank to Gudalur 6 miles at Rs 6000	36,000
Total 46 miles	3,11,000

III Vayitri to Cherry's Bridge

34 miles at Rs 6500 —— 2,21,000

Cherry's Bridge to Dingley Dell

2 miles at Rs 9000 —— 18,000

Dingley Dell to Nellikatta and

Gudalur. 14 miles at Rs 6500 —— 71,000

Total 50 miles. Rs 3,10,000

IV

Vayitri to Nadgani

40 ½ miles at Rs 6500 —— 2,63,500

Nadgani to Gudalur

8 miles at Rs 6000 —— 48,000

Total 48 ½ miles Rs 3,11,500

33. I hope that I have succeeded in explaining the merits of the various projects sufficiently to enable you to fix on the one you consider the best, and I shall feel obliged by your instructing me as to which I shall proceed to survey and estimate for in detail.

I have the honor to be

Sir,

Your most obedient Servant

A. B. [illegible]

Assistant Engineer

3109/13

SUPG. ENGINEER'S OFFICE
No 1644R
7 NOV. 84
P.W.D.
FOURTH CIRCLE

From,

The Assistant Engineer
Special Wynad Division

Dated 3rd November 1884.
Despatched 5th ditto

No 354/V

Enclosure 1

Vayitri Gudalur Road

Reports on the inspection of the ___.

No 3109W

PUBLIC WORKS DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT. 3109

UNDER date the 18 Decr /84

READ the following

From
The Supt Engineer
IV Circle (H.E. No: 530/SW of 4th Decr/84)

With this letter the Supt Engineer IV Circle submits a preliminary report from Mr A. B. Todd, Asst Engineer, on the line of road from Vayitiri to Gudalur.

2. Of the four alternative routes suggested for con=sideration, the foot

are in favour of ~~No. XX~~ II the line re-commended by Mr Todd, in para 29 of his report, as the third alternative – ~~Sheldon~~. That route will therefore be surveyed and estimated for in detail.

3. Mr Todd will be instructed to ascertain & report whether it would ~~not~~ be possible, by a slight detour, as shown on the map by the letters C. D., to avoid the present steep descent into the Sholadi valley.

C.W.
12.12.84

W.S.
12.12.84

Cy
Cus: 12/12

~~The Hon. H. S. Sullivan~~

3109

SECRETARY TO GOVERNMENT P.W. DEPARTMENT MADRAS
17 DEC 84

– B.H.

Sec. IV Circle
Fin. Dept.
Hony Secy
Wynaad Planters
Association

10

3109/15

XV

14·1205

10143

Govt. of {1884} Madras.

PUBLIC WORKS.

(14)

21/12

Dated

Recd. Encl.

G.O., 18 Dec 1884, No. [illegible]

Road [illegible]

[illegible]

[illegible]

[illegible]

[illegible]

65/4

Jd
19/12