(1) பக்கங்களின் எண்ணிக்கை 64.

(2) புதுக்கித் திருப்பிய நாள் 15.7.92

(3) ஆதாரங் குறிப்பவர் சுருக்கொப்பம்

தமிழ்நாடு ஆவணக் காப்பகம்.

தமிழ்நாடு அரசு

பொதுப்பணித்துறை

அரசாணை எண். மு. கோப்புத் தாள் எண்.	3485	அச்சகம் பலவகை
நாள் :	20-12-1892 ~~199~~	

ா கூண்டபடி கையாளவோ கூடாது.

ா. 1—18,006—6-9-90.

20th December 1892, No. 3485 W., Public Works.

3485

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

Read—the following paper :—

G.O., dated 13th May 1892, Mis. No. 2387, Revenue.

Read—the following Proceedings of the Board of Revenue (Revenue Settlement, Land Records and Agriculture), dated 2nd May 1892, Mis. No. 4006 :—

Read—the following letter from the Collector of Malabar, dated 1st April 1892, Ref. on C. No. 892-P. 192. :—

With reference to para. 2 of the Board's Proceedings, dated 29th February 1892, Mis. No. 2076, I have the honour to state that in para. 3 of my letter, dated 24th May 1891, Reference on Current No. 1892/P. of 1891, printed with G.O., dated 1st June 1891, No. 477, I recommended the reconstruction of the Chundale-Mysore road as likely to afford immense relief in times of scarcity. I did not pursue the subject because the scarcity prevailing in Wynaad itself subsided and since then the Department of Public Works has, I understand, been engaged in framing an estimate for the road.

2. In the event of its being found necessary to give employment to distressed laborers, I am of opinion that no better work than the reconstruction of this road could be selected. The magnitude of the work and the situation of the road with regard to Mysore will not only afford ample and convenient means of relief, but a reconstruction of the road, so that it may be passable at all times of the year, will do much to protect the Wynaad against scarcity in adverse seasons and will serve to develop this part of the country.

3. The enclosed copy of a letter, with its enclosures, addressed to me by the Wynaad Planters' Association will show that the taluk is dependent on Mysore for its supplies of ragi and grain. Ragi is the staple food of laborers in Wynaad, and, in para. 6 of his letter, the Honorary Secretary, Wynaad Planters' Association, states that at Sultan's Battery the prices which range from 16 to 25 seers per rupee in fine weather rise to 11 to 16 seers during the rains. For many years past the state of the road has been a constant source of complaint and the maintenance of it in anything like a satisfactory condition is quite beyond the resources of the Local Fund Boards.

Enclosures.

From J. F. JOWITT, Esq., Acting Honorary Secretary, Wynaad Planters' Association, to the President, District Board, Malabar, dated Vayitri, 13th December 1891.

Referring to your letter, dated the 27th October 1891, No. 593 C.&D., I have the honour to address you on behalf of this association regarding the Chundale-Mysore road—

(1) The state of this road, as you are well aware, has been a constant subject of complaint, and, until it is formed into a permanent one for heavy traffic, it must continue so.

(2) The portion chiefly referred to in the following is that from the 60th mile stone to the frontier.

(3) During the dry months the road is in fair order, but, at the commencement of July, it becomes practically impassable and continues in this state till the October sun dries the mud which then stands in hammocks. These are broken up, thrown into the ruts and beaten down and the road opened for traffic till the first north-east showers render the last state of the road worst than the first. Such repairs are doubtless economical, but can hardly be called road-making.

(4) The condition of the road affects the supply of labour on which we are dependent for the cultivation of our estates; ragi can only reach us from Mysore and the Tamil coolies now largely employed in Wynaad are adopting it as their food in place of rice. The laborer will naturally seek employment where he can live the cheapest and the high cost of the necessary

means of subsistence has reacted in causing labour that used to seek employment in Wynaad to take service in Coorg.

(5) It likewise affects the local population severely at the commencement of the monsoon. This year many of the Kurumbers, Mutcher Kurumbers and Mutcher coolies with families were actually in a state of semi-starvation, having to divide the scanty amount they could earn amongst so many months.

(6) It is difficult to collect statistics of the price of grain, cart-hire and rent of tolls, but I believe I am right in saying that there is considerable difficulty in obtaining an offer for the latter and the schedules hereto appended show the high rates at which grain sells at Sultan's Battery and this as regards ragi and grain affects the whole district. As drawn out in form B, the rise in price (especially noticeable in 12 months ending 30th June 1891) follows the state of the road. This is more marked in the prices of ragi and grain, for a supply of which Wynaad is solely dependent on Mysore. These prices have been collected from Kempa Gouda, who is apparently the only grain merchant in Sultan's Battery bazaar. I inquiries from other sources show that prices have ranged for the last few years from 16 to 25 seers ragi during the fine weather to 11 to 16 in the rains and from 9 seers rice under favorable circumstances of transport to 5½ seers (the price in October last) under the reverse. I may mention that even in the famine years rice was never much below 5 seers for a rupee.

(7) It has been said that we should educate those interested to lay in a stock of grain in the fine weather to carry them through the months that the road is closed, but it must be remembered that the population mostly affected is the immigrant one, namely, the estate coolies, who only arrive in Wynaad in any numbers at the commencement of the monsoon when the condition of the road is at its worst. With them arrive the traders in grain who come up merely for the season, making their harvest when they can and have neither capital to lay in stores of grain nor inducement nor stamina to reside in Wynaad during the hot season.

(8) We have, therefore, the honour to solicit your recommendation to Government of the desirability of converting this road into one capable of carrying heavy traffic during the (*wet*) season; it is a matter that affects the welfare of Wynaad and we feel assured that you recognize the necessity as much as we do.

A.—Price list of grain for the years 1889, 1890, and 1891 at Sultan's Battery.

Months.	1889.						1890.						1891.					
	Rice for 100 seers.		Ragi for 100 seers.		Gram for 100 seers.		Rice for 100 seers.		Ragi for 100 seers.		Gram for 100 seers.		Rice for 100 seers.		Ragi for 100 seers.		Gram for 100 seers.	
	RS.	A.	RS.	A.	RS.	A.	RS.	A.	RS.	A.	RS.	A.	RS.	A.	RS.	A.	RS.	A.
January ..	11	0	3	12	6	0	9	0	5	0	5	8	9	0	3	12	6	0
February ..	9	0	4	0	6	0	9	0	5	0	8	0	10	0	4	0	6	8
March ..	9	8	4	10	5	8	10	0	5	0	8	0	11	0	4	8	6	0
April ..	10	0	4	3	6	0	10	0	5	4	8	0	11	0	4	8	6	4
May ..	10	0	4	0	6	4	10	0	3	8	8	0	11	0	4	0	6	4
June ..	9	12	5	0	6	0	10	0	3	4	8	0	13	0	5	0	6	4
July ..	11	0	3	14	5	8	10	8	3	8	8	0	12	8	5	0	6	4
August ..	11	0	4	12	7	0	11	0	3	8	8	0	13	0	5	8	7	0
September ..	11	0	4	12	7	0	9	8	4	0	8	0	12	8	6	0	8	0
October ..	11	8	4	14	7	0	11	0	4	4	8	0	14	0	7	0	7	0
November ..	11	8	5	0	7	0	11	4	4	0	7	0	13	0	5	0	8	0
December ..	13	0	5	0	7	0	11	0	4	13	7	0	..		..		..	

B.—Price of grain at Sultan's Battery for 1889–90, 1890–91 and 6 months ending Dec. 1891.

Months.	For 12 months ending June 1890.						For 12 months ending June 1891.						For six months ending December 1891.					
	Rice for 100 seers.		Ragi for 100 seers.		Gram for 100 seers.		Rice for 100 seers.		Ragi for 100 seers.		Gram for 100 seers.		Rice for 100 seers.		Ragi for 100 seers.		Gram for 100 seers.	
	RS.	A.	RS.	A.	RS.	A.	RS.	A.	RS.	A.	RS.	A.	RS.	A.	RS.	A.	RS.	A.
July 1889 ..	11	0	3	14	5	8	10	8	3	8	8	0	12	8	5	0	6	4
August ..	11	0	4	12	7	0	11	0	3	8	8	0	13	0	5	8	7	0
September ..	11	0	4	12	7	0	9	8	4	0	8	0	12	8	5	0	8	0
October ..	11	8	4	14	7	0	11	0	4	4	8	0	14	0	7	0	7	0
November ..	11	8	5	0	7	0	11	4	4	0	7	0	13	0	5	0	8	0
December ..	13	0	5	0	7	0	11	0	4	13	7	0	..		..		..	
January 1890 ..	9	0	5	0	6	8	9	0	3	12	6	0	..		..		..	
February ..	9	0	5	0	8	0	10	0	4	0	6	8	..		..		..	
March ..	10	0	5	0	8	0	11	0	4	8	6	0	..		..		..	
April ..	10	0	5	4	8	0	11	0	4	8	5	4	..		..		..	
May ..	10	0	3	8	8	0	11	0	4	0	6	4	..		..		..	
June ..	10	0	3	4	8	0	13	0	5	0	6	4	..		..		..	

2/3485

Read—letter from the Collector of Malabar, dated 22nd April 1892, No. 1368-P.

Abstract.—Returning the enclosures called for in the Board's reference, dated 7th April 1892.

Resolution—dated 2nd May 1892, Mis. No. 4006.

The Chundale-Mysore road will be entered in the programme of famine relief works for the Wynaad taluk, Malabar district. There seems, however, no likelihood that the work will be required at an early date.

Order—dated 13th May 1892, Mis. No. 2387, Revenue.

Recorded.

(True Extract.)

(Signed) N. S. BRODIE,
for Ag. Under-Secy. to Govt.

No. 1528 W.

Communicated to the Superintending Engineer, IV Circle, with reference to his endorsement No. 89 W., dated 22nd February 1892.

(Signed) J. PENNYCUICK, Colonel, R.E.,
Chief Engineer, P.W.D.

19th May 1892.

Inspection Notes, 1st to 14th November 1892.

Vayitri-Gúdalúr road.—The original estimate for this road was sanctioned in October 1885 and the work was commenced in March 1886. In June * 1891 the revised estimate (Rs. 6,60,700) still in force was sanctioned.

* See G.O., No. 1722 W., dated 26th June 1891.

2. The work is now approching completion as there remains little to be done except—

(*a*) Construction of the Sipathi bridge at 43 miles from Vayitri.
(*b*) Raising the Kunambetta bridge at 5 miles 7 furlongs.
(*c*) Putting the new girders on the Kanuth bridge at 0 miles 6 furlongs near Vayitri.

There were questions connected with all these which required decision, which after inspection on the spot with the Executive Engineer was arrived at.

3. With reference to (*a*) it was originally intended to put the new iron superstructure sent from England on the masonry work of the existing wooden platform structure, but the designer in England having taken the spans stated to be that between the centres of bearings instead of *clear* between the abutments as was intended, the iron work is 3 feet too short to suit the existing work, and the old masonry not being of a character to warrant adding to and patching, it has been decided to build an entirely new structure just on the upstream side of the present one, and the necessary instructions with drawings were given to the Executive Engineer.

4. As regards (*b*) the iron work from England was put on the abutments of the previous wooden platform work, some patching being done to accommodate them to the span of the iron work; but, as the roadway is carried on the top member of the girders, which are 4 feet deep, and the masonry was not raised, there is not now sufficient headway and the water in the river has already on one occasion risen to above the bottom of the girders. There is also a record of a flood some 3 feet higher and there is nothing for it but to raise the bridge 8 feet;—to accommodate the masonry work to these new conditions required careful consideration;—instructions and sketches given to Executive Engineer.

5. In connection with (*c*), the Kanuth bridge, there is a difficulty similar to that noticed as regards the Sipathi bridge, but it is rendered greater by the former having three spans and therefore two piers as well as two abutments to be altered to suit the iron work received from England; the raising required on account of the form of girders received is five feet and it has been decided that in carrying out this raising the piers and abutments are to be corbelled out to reduce the spans to what will suit the girders. The material to be used is that of the existing work, namely brickwork, but under the bed stones is to be a complete course of ashlar. A sketch with instructions was given to the Executive Engineer. Whilst the existing wooden superstructure is being dismantled, the masonry work raised, and the new iron superstructure put in position, traffic will have to be accommodated by a diversion and a ford; the Executive Engineer fears that, as no bricks are ready, he will not be able to get the work carried out in this working season; but, as the number of bricks to be burnt and quantity of work to be done are small, there seems no reason why the work should not be done before March; care must be taken whatever arrangements are made that there is no risk of interruption of traffic when coffee is being sent to the coast.

The left bay of this bridge is blocked up for more than half its height by earth either originally left there or deposited by successive floods; this should be kept entirely clear of vegetation and have cuts made through it to enable floods to remove or partially remove it.

The approach to this bay is also masked by a row of clumps of bamboos along the edge of the stream, which must be removed and eradicated even if compensation has to be paid for them; as matters now stand it is not to be wondered at that floods are said to be considerably headed up by the bridge.

6. The road, as a whole, is an excellent one, and especially in the difficult country about "Sheardale" and "Balcarres" shows every evidence of great care having been taken to get the best possible trace; there can be no doubt, that it is a great boon to South and South-east Wynaad and the important plantations situated there; it also seems by no means improbable that the gold-mining industry in that part of the country may yet revive and become of importance under more sane and economical arrangements than those which caused the collapse of the former "boom."

7. The *maintenance* of the road requires, and will require for some time to come, special attention. As it was not possible to get a steam-roller to work on it, the consolidation of the metal is not in some places all that could be wished; the traffic being almost entirely that of bullock carts all with precisely the same gauge and which follow exactly in one another's tracks wears two grooves in road surface; these, if not frequently attended to, will soon become deep troughs which will hold water and lead to rapid disintegration of the road. The filling in of these ruts with rammed and rolled metal after slightly picking up their surfaces and the ramming down and rolling of all places, where the existing metalling of the road appears shaken or loose, are the chief maintenance requirements, though of course attention to side drains and masonry works must not be neglected.

Road from Chundale viâ Sultan's Battery to the Mysore frontier—Length* 31 *miles.*—This road is of great importance to the planting interests of South and South-East Wynaad, because along it comes from Mysore most of the grain (ragi) for the food of the plantation coolies. It finds a place in the scheme for the improvement of the communications of Wynaad dealt with in Colonel Sankey's memorandum printed with Proceedings of the Madras Government No. 1416 W., dated 6th June 1882, and it received notice in Proceedings of the Madras Government No. 448, Revenue, dated 25th May 1891; No. 477, Revenue, dated 1st June 1891; and No. 2387, dated 13th May 1892. In June last the Superintending Engineer sanctioned Rs. 960 for an establishment to complete survey, plans and estimates for the improvement of the whole road and these are far advanced. For the portion of the road from its commencement to Sultan's Battery, the Executive Engineer says the estimate will come to about 2 lakhs, including some Rs. 35,000 for a diversion between 41 miles 7 furlongs† and 44 miles 5 furlongs; but, after inspection, I do not consider that the proposed diversion, which would add 2,000 feet to the length, is worth

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* At 2½ M. Vayitri on the Gúdalúr road.

† Mileages from Calicut.

3/3485

carrying out; indeed, I cannot see sufficient grounds for expecting that Provincial funds should bear any of the cost of dealing with this portion of the road, which may be kept in very passable order with a moderate maintenance grant from Local funds; but the matter is different between Sultan's Battery (60 M.) and the Mysore frontier (72¾ M.); for a great part of that distance, the road has never been properly formed and has been injudiciously dealt with, put into cutting where it should have been raised above the general surface of the ground and so on, and there are stretches of considerable length over which in the rains wheeled traffic may be said to be impossible and even pack bullocks are only enabled to pass by the expedient of covering the surface with a rough "grille" or coarse matting of split bamboos. For remodelling this twelve and three-quarters miles of road and putting it into first-rate order with proper gneiss metalling, the Executive Engineer says the estimate will be about 1½ lakhs; this doubtless is for carrying out a "counsel of perfection" along the whole distance, but by devoting attention exclusively to the worst parts, one-third of that sum would make the road always passable for carts; even that smaller sum, however, is, I understand, quite beyond the powers of the Local fund to provide, and, considering the considerable public interests to be served, I think some assistance may well be afforded, if possible, from Provincial funds.

MADRAS,
15th December 1892.

(Signed) G. T. WALCH,
Ag. Chief Engineer, P.W.D.

ORDER—dated 20th December 1892, No. 3485 W., Public Works.

The inspection notes of the Chief Engineer will be communicated to the Superintending Engineer, IV Circle, for guidance.

2. A sum of Rs. 30,000 will be provided in the Provincial budget of 1893–94 for the Chundale-Mysore frontier road, and the Chief Engineer will take steps for having an estimate prepared for dealing efficiently with such portions of the road as now prove a serious hindrance to traffic.

(True Extract.)

(Signed) G. T. WALCH,
Ag. Secretary to Govt., P.W.D.

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

Exd. A. D. Xavior.
Spare Copies

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of {1892} Madras.
PUBLIC WORKS.

Dated December, 20th.

Recd. Encl.

G.O., 20th Dec. 1892, No. 3485 W.

DECEMBER.

Vayitri-Gudalur Road and Chundale-Mysore frontier Road

Inspection notes of the Chief Engineer on the —, communicated to the Superintending Engineer, IV Circle, and Rs. 30,000 ordered to be provided in the Provincial budget of 1893–94 for the Chundale-Mysore frontier road.

3485
3A

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

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2. In the event of its being found necessary to give employment to distressed laborers, I am of opinion that no better work than the reconstruction of this road could be selected. The magnitude of the work and the situation of the road with regard to Mysore will not only afford ample and convenient means of relief, but a reconstruction of the road, so that it may be passable at all times of the year, will do much to protect the Wynaad against scarcity in adverse seasons and will serve to develop this part of the country.

3. The enclosed copy of a letter, with its enclosures, addressed to me by the Wynaad Planters' Association will show that the taluk is dependent on Mysore for its supplies of ragi and grain. Ragi is the staple food of laborers in Wynaad, and, in para. 6 of his letter, the Honorary Secretary, Wynaad Planters' Association, states that at Sultan's Battery the prices which range from 16 to 25 seers per rupee in fine weather rise to 11 to 16 seers during the rains. For many years past the state of the road has been a constant source of complaint and the maintenance of it in anything like a satisfactory condition is quite beyond the resources of the Local Fund Boards.

Enclosures.

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	RS.	A.	RS.	A.	RS.	A.	RS.	A.	RS.	A.	RS.	A.	RS.	A.	RS.	A.	RS.	A.
January ..	11	0	3	12	6	0	9	0	5	0	5	8	9	0	3	12	6	0
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March ..	9	8	4	10	5	8	10	0	5	0	8	0	11	0	4	8	6	0
April	10	0	4	3	6	0	10	0	5	4	8	0	11	0	4	8	5	4
May	10	0	4	0	6	4	10	0	3	8	8	0	11	0	4	0	6	4
June	9	12	5	0	6	0	10	0	3	4	8	0	13	0	5	0	6	4
July	11	0	3	14	5	8	10	8	3	8	8	0	12	8	5	0	6	4
August ..	11	0	4	12	7	0	11	0	3	8	8	0	13	0	5	8	7	0
September ..	11	0	4	12	7	0	9	8	4	0	8	0	12	8	5	0	8	0
October ..	11	8	4	14	7	0	11	0	4	4	8	0	14	0	7	0	7	0
November ..	11	8	5	0	7	0	11	4	4	0	7	0	13	0	5	0	8	0
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B.—Price of grain at Sultan's Battery for 1889-90, 1890-91 and 6 months ending Dec. 1891.

Months.	For 12 months ending June 1890.						For 12 months ending June 1891.						For six months ending December 1891.					
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September ..	11	0	4	12	7	0	9	8	4	0	8	0	12	8	5	0	8	0
October ..	11	8	4	14	7	0	11	0	4	4	8	0	14	0	7	0	7	0
November ..	11	8	5	0	7	0	11	4	4	0	7	0	13	0	5	0	8	0
December ..	13	0	5	0	7	0	11	0	4	13	7	0	..		..		..	
January 1890 ..	9	0	5	0	5	8	9	0	3	12	6	0	..		..		..	
February ..	9	0	5	0	8	0	10	0	4	0	6	8	..		..		..	
March ..	10	0	5	0	8	0	11	0	4	8	6	0	..		..		..	
April	10	0	5	4	8	0	11	0	4	8	5	4	..		..		..	
May	10	0	3	8	8	0	11	0	4	0	6	4	..		..		..	
June	10	0	3	4	8	0	13	0	5	0	6	4	..		..		..	

3485
3B

Read—letter from the Collector of Malabar, dated 22nd April 1892, No. 1368-P.

Abstract.—Returning the enclosures called for in the Board's reference, dated 7th April 1892.

Resolution—dated 2nd May 1892, Mis. No. 4006.

The Chundale-Mysore road will be entered in the programme of famine relief works for the Wynaad taluk, Malabar district. There seems, however, no likelihood that the work will be required at an early date.

Order—dated 13th May 1892, Mis. No. 2387, Revenue.

Recorded.

(True Extract.)

(Signed) N. S. BRODIE,
for Ag. Under-Secy. to Govt.

No. 1528 W.

Communicated to the Superintending Engineer, IV Circle, with reference to his endorsement No. 89 W., dated 22nd February 1892.

(Signed) J. PENNYCUICK, Colonel, R.E.,
Chief Engineer, P.W.D.

19th May 1892.

Inspection Notes, 1st to 14th November 1892.

Vayitri-Gúdalúr road.—The original estimate for this road was sanctioned in October 1885 and the work was commenced in March 1886. In June * 1891 the revised estimate (Rs. 6,60,700) still in force was sanctioned.

2. The work is now approching completion as there remains little to be done except—

(*a*) Construction of the Sipathi bridge at 43 miles from Vayitri.

(*b*) Raising the Kunambetta bridge at 5 miles 7 furlongs.

(*c*) Putting the new girders on the Kanuth bridge at 0 miles 6 furlongs near Vayitri.

There were questions connected with all these which required decision, which after inspection on the spot with the Executive Engineer was arrived at.

3. With reference to (*a*) it was originally intended to put the new iron superstructure sent from England on the masonry work of the existing wooden platform structure, but the designer in England having taken the spans stated to be that between the centres of bearings instead of *clear* between the abutments as was intended, the iron work is 3 feet too short to suit the existing work, and the old masonry not being of a character to warrant adding to and patching, it has been decided to build an entirely new structure just on the upstream side of the present one, and the necessary instructions with drawings were given to the Executive Engineer.

4. As regards (*b*) the iron work from England was put on the abutments of the previous wooden platform work, some patching being done to accommodate them to the span of the iron work; but, as the roadway is carried on the top member of the girders, which are 4 feet deep, and the masonry was not raised, there is not now sufficient headway and the water in the river has already on one occasion risen to above the bottom of the girders. There is also a record of a flood some 3 feet higher and there is nothing for it but to raise the bridge 8 feet;—to accommodate the masonry work to these new conditions required careful consideration;—instructions and sketches given to Executive Engineer.

---

* See G.O., No. 1722 W., dated 26th June 1891.

5. In connection with (*c*), the Kanuth bridge, there is a difficulty similar to that noticed as regards the Sipathi bridge, but it is rendered greater by the former having three spans and therefore two piers as well as two abutments to be altered to suit the iron work received from England; the raising required on account of the form of girders received is five feet and it has been decided that in carrying out this raising the piers and abutments are to be corbelled out to reduce the spans to what will suit the girders. The material to be used is that of the existing work, namely brickwork, but under the bed stones is to be a complete course of ashlar. A sketch with instructions was given to the Executive Engineer. Whilst the existing wooden superstructure is being dismantled, the masonry work raised, and the new iron superstructure put in position, traffic will have to be accommodated by a diversion and a ford; the Executive Engineer fears that, as no bricks are ready, he will not be able to get the work carried out in this working season; but, as the number of bricks to be burnt and quantity of work to be done are small, there seems no reason why the work should not be done before March; care must be taken whatever arrangements are made that there is no risk of interruption of traffic when coffee is being sent to the coast.

The left bay of this bridge is blocked up for more than half its height by earth either originally left there or deposited by successive floods; this should be kept entirely clear of vegetation and have cuts made through it to enable floods to remove or partially remove it.

The approach to this bay is also masked by a row of clumps of bamboos along the edge of the stream, which must be removed and eradicated even if compensation has to be paid for them; as matters now stand it is not to be wondered at that floods are said to be considerably headed up by the bridge.

6. The road, as a whole, is an excellent one, and especially in the difficult country about "Sheardale" and "Balcarres" shows every evidence of great care having been taken to get the best possible trace; there can be no doubt that it is a great boon to South and South-east Wynaad and the important plantations situated there; it also seems by no means improbable that the gold-mining industry in that part of the country may yet revive and become of importance under more sane and economical arrangements than those which caused the collapse of the former "boom."

7. The *maintenance* of the road requires, and will require for some time to come, special attention. As it was not possible to get a steam-roller to work on it, the consolidation of the metal is not in some places all that could be wished; the traffic being almost entirely that of bullock carts all with precisely the same gauge and which follow exactly in one another's tracks wears two grooves in road surface; these, if not frequently attended to, will soon become deep troughs which will hold water and lead to rapid disintegration of the road. The filling in of these ruts with rammed and rolled metal after slightly picking up their surfaces and the ramming down and rolling of all places, where the existing metalling of the road appears shaken or loose, are the chief maintenance requirements, though of course attention to side drains and masonry works must not be neglected.

8 *Road from Chundale* viâ Sultan's Battery to the Mysore frontier—Length* 31 *miles.*—This road is of great importance to the planting interests of South and South-East Wynaad, because along it comes from Mysore most of the grain (ragi) for the food of the plantation coolies. It finds a place in the scheme for the improvement of the communications of Wynaad dealt with in Colonel Sankey's memorandum printed with Proceedings of the Madras Government No. 1416 W., dated 6th June 1882, and it received notice in Proceedings of the Madras Government No. 448, Revenue, dated 25th May 1891; No. 477, Revenue, dated 1st June 1891; and No. 2387, dated 13th May 1892. In June last the Superintending Engineer sanctioned Rs. 960 for an establishment to complete survey, plans and estimates for the improvement of the whole road and these are far advanced. For the portion of the road from its commencement to Sultan's Battery, the Executive Engineer says the estimate will come to about 2 lakhs, including some Rs. 35,000 for a diversion between 41 miles 7 furlongs† and 44 miles 5 furlongs; but, after inspection, I do not consider that the proposed diversion, which would add 2,000 feet to the length, is worth carrying out; indeed, I cannot see sufficient grounds for expecting that Provincial funds should bear any of the cost of dealing with this portion of the road, which may be kept in very passable order with a moderate maintenance grant from Local funds; but the matter is different between Sultan's Battery (60 M.) and the Mysore frontier ($72\frac{3}{4}$ M.); for a great part of that distance, the road has never been properly formed and has been injudiciously dealt with, put into cutting where it should have been raised above the general surface of the ground and so on, and there are stretches of considerable length over which in the rains wheeled traffic may be said to be impossible and even pack bullocks are only enabled to pass by the expedient of covering the surface with a rough "grille" or coarse matting of split bamboos. For remodelling this twelve and three-quarters miles of road and putting it into first-rate order with proper gneiss metalling, the Executive Engineer says the estimate will be about $1\frac{1}{2}$ lakhs; this doubtless is for carrying out a "counsel of perfection" along the whole distance, but by devoting attention exclusively to the worst parts, one-third of that sum would make the road always passable for carts; even that smaller sum, however, is, I understand, quite beyond the powers of the Local fund to provide, and, considering the considerable public interests to be served, I think some assistance may well be afforded, if possible, from Provincial funds.

---

* At $2\frac{1}{2}$ M. Vayitri on the Gúdalúr road.

† Mileages from Calicut.

MADRAS,
15th December 1892.

(Signed) G. T. WALCH,
Ag. Chief Engineer, P.W.D.

ORDER—dated 20th December 1892, No. 3485 W., Public Works.

The inspection notes of the Chief Engineer will be communicated to the Superintending Engineer, IV Circle, for guidance.

2. A sum of Rs. 30,000 will be provided in the Provincial budget of 1893-94 for the Chundale-Mysore frontier road, and the Chief Engineer will take steps for having an estimate prepared for dealing efficiently with such portions of the road as now prove a serious hindrance to traffic.

(True Extract.)

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

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

Exd. A. D. Xavier.
Spare Copies

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of {1892} Madras.
PUBLIC WORKS.

Dated December, 20th.

Recd. Encl.

G.O., 20th Dec. 1892, No. 3485 W.

DECEMBER.

Vayitri-Gudalur Road and Chundale-Mysore frontier Road

Inspection notes of the Chief Engineer on the —, communicated to the Superintending Engineer, IV Circle, and Rs. 30,000 ordered to be provided in the Provincial budget of 1893-94 for the Chundale-Mysore frontier road.

About 3685/ 1883 – or 1884 – 3685/4
Col. Sankey – the Chf Engr –
made a report about Wynaad
roads after a visit with the
Governor – the 1st [illegible] draft
which is embodied in [illegible]
will be found in the Sundalur –
Vayitri Road file – please send
the [illegible] papers to me. [illegible] 3/11/86

R.K.

Please put this up ann.
to W. Regional [illegible]
-mitted

Rn
30/11

30.11.92

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3485/5

10W

Copy of Rev. Board's Pros. No 2794 Rev. d/ 5-6-91, just received from the Rev. Board, is submitted in continuation of note of this morning & regarding Mysore-[illegible] road.

These Pros. were probably "mended" in the Rev. Dept. & copy does not before this appear to have been sent to the P.W.D.

The previous P.G. in the Rev. Dept. quoted, No 448 d/ 25-5-91, is submitted. It relates to works suitable for famine relief, & was communicated to the S.E. IV Circle –

28/11/92

[illegible]

13 pieces

Inspection Notes.

…st to 14th November 189…

3485/

…aytri-Gudalur Road

The original estima…
…for this Road was sanc-
…tioned in October 1885
…and the work was com-
…menced in March 1886.
…n June× 1891 the revised
…stimate, Rs 6,60,700,
…till in force was sanctioned.

× See G.O. 1722 W d/26.6.91

… The work is now
…approaching completion
…so there remains little
…to be done except

(a) construction of the Sipathi bridge, at 43 miles from Vaytri.

(b) Raising the Kunambetta Bridge, at 5 miles 7 furlongs.

(c) Putting the new girders on the Kanutta Bridge at 0 miles 6 furlongs near Vaytri

There were questions connected with all these which required decision, which after inspection on the spot with the Executive gineer was arrived at.

With reference to (a); t was originally intende o put the new iron uperstructure, sent from England, on the masonry work of the existing wooden platform structure. But the designer in England having taken the spans stated, to be that between the centres of bearings— instead of clear between the abutments as was intended, the iron work 3 feet too short to it the existing work, and the old masonry not being of a character to warrant the adding to and patching, it has been decided to build an entirely new structure just on the upstream side of the present one, and the necessary instructions

14 pa

with drawings were given to the Executive Engineer.

3485/74

4. As regards (b)—the iron work from England was put on the abutments of the previous wooden platform work, some patching being done to accommodate them to the span of the iron work, but as the roadway is carried on the top member of the girders, which are 4 feet deep, and the masonry was not raised, there is not now sufficient headway and the water in the river has already on one occasion risen to above the bottom of the girders. There is also a record of a flood some 3 feet higher and there is nothing for it but to raise the bridge 8 feet;—to accommodate the masonry work to these new conditions required careful consideration

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15 pica
385/8

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Road from Chundale×
via Sultan's Battery
to the Mysore frontier.
Length 31 miles

This road is of great
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× at 2½ M. Vayitri on
Gudalur Road.

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× If not already
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P.W.G. on these
Notes

3485/10 17 pica

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It finds a place in the
scheme for the improvement of the communications of Wynaad
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Sankey's Memorandum
printed with P. W. G.
No. 1416 W. 6.6.82 & it received notice in G.Os
No. 448 Revenue. 25th May
1891. No. 477 Rev. 1st June
1891, & No. 2387 – 13th May/92.

In June last the Supdg
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For the portion of the
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Battery the Executive ngineer says the estimate will come to about lakhs including ome Rs 35,000 for a diversion between 41 Miles 7 furlongs* & 44 Miles 5 furlongs. but after inspection I do not consider that the proposed diversion, which would add 2000 feet to the length, is worth carrying out; indeed, I cannot see sufficient grounds for expecting that Provincial Funds should bear any of the cost of dealing with this portion of the road, which may be kept in very passable order with a moderate maintenance grant from Local Funds. But the matter is different between Sultan's Battery (60 M.) and the Mysore Frontier (72 3/4 M); for a great part of that distance the road has never been properly formed and has been injudiciously dealt with, put into cutting where it should have been raised above the general surface of the ground and so on, and there are stretches of considerable length over which in the rains wheeled traffic may be said to be impossible and even pack bullocks are only enabled to

* Mileages from Calicut

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but ~~doubtless~~ by
devoting attention
exclusively to the worst
parts one third of that
sum would make the
road always passable
for carts; ~~but~~ even

is, I understand quite
beyond the powers
of the Local Fund
to provide and —
considering the
considerable public
interests to be served
I think some assistance
may well be —
afforded, if possible,
from Provincial
Funds.

Ag Chief Engr
P.W.D.

Madras.
Decr 15, 1892

Nº 1416-7w 26-6-82 X
" 561 w - 8-6-91 X
" 4722 w - 26-6-91 X
" 1613 w - 15-6-91 X
" 962 C - 24-2-92
" 789 w - 10-3-92 X
" 1528 w - 19-5-92 X
" 1514 w - 16-5-92 X
C. Nº 11782 X

3485/13

Proceedings of the Board of Revenue

(Revenue Settlement, Land Records and Agriculture).

Dated 5th June 1891.

No. 2794 Mis

READ the following letter from the Collector of Malabar, dated 1st June 1891, No. 55/f:—

With reference to para 2 of G.O. dated 25th May 1891 No. 448, I have the honor to submit that the letter from the Assistant Engineer in charge of the Wynaad subdivision regarding the Chundale - Mysore frontier road was forwarded in original with my letter No. 452 P/f dated 3rd May 1891

Resolution

A copy of the Assistant Engineer's letter alluded to will be forwarded to Government

Government with reference to para 2 of its Order No. 448 dated 25-5-91, but as no estimate for Chundale-Mysore frontier road has been furnished with it, the Collector will be requested to report the estimated cost of this work, and the number of Coolies who can be provided with employment on it and for what period.

(True Copy and Extract)

(Sd) P. Rajaratna Mudaliar

Secretary

To:

The Secretary to Govt., R.D. with one Encl.

Collector of Malabar.

Rd 8/11 [illegible]

(True Copy)

Secretary

3685/14

REVENUE BOARD OFFICE

MADRAS

Proceedings of the Board of Revenue

(Revenue Settlement, Land Records and Agriculture).

Dated 25 November 1892.

No. 2166 Rev.

READ memorandum from Government, P.W.D., dated 23rd November 1892.

Resolution

Ordered accordingly.

(True Extract)

Secretary

To The Secretary to Govt., P.W.D. with one Enclo.

P. W. CURRENT No. 11752

1892.
Board of Revenue
(Revenue Settlement, Land Records
and Agriculture),
MADRAS.

To

The Secretary to Government
Public Works Department

Rec. 28-11-92

No. of Enclosures.

Proceedings, dated 25-11- 1892,
No. 2166 Revenue

Subject.

Furnishing to Government copy of Board's Proceedings No. 2794 dated 5th June 92, as requested

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3485/15

Inspection Note
3rd to 14th December 1892

Vayitri – Gudalur Road

(1) The original estimate for ~~the~~ this Road was sanctioned in October 1885 and the work was commenced in March 1886 — In June 1891 the revised estimate, Rs 6,60,400 ~~6,50,000~~ still in force was sanctioned.

+See G.O. 1492 ~~W~~ 11/4/92
1772 W 26/6/91

(2) The work is now approaching completion as there remains little to be done except
(a) Construction of the Vipatti bridge at 43 miles from Vayitri.
(b) Raising the Kunambetti Bridge at 5m – 7f
(c) ~~Construction of~~ putting the new girders on the Kunambetti Bridge at 0m – 6f near Vayitri

There were questions connected with all these which requiring decision, which after discussion on the spot with the [illegible] Co. was arrived at.

(3) With reference to (a), it was originally intended to put the new iron superstructure, sent from England, on the masonry work of the existing wooden platform structure — but the designer in England having taken the spans stated, to be that between the centres of bearings instead of clear between the ~~[illegible]~~ abutments as was intended, the iron work is 3 feet too short to suit the existing work, and the old masonry not being of a character to warrant ~~the~~ adding to & patching it, has been decided to build an entirely new structure just on the upstream side of the present one, and the necessary instructions with drawings was given to the [illegible] Co.

(4) As regards (b), the iron work from England was put on the abutments of the previous wooden-platform works, some patching being done to accommodate them to the spans of the iron work, but as the roadway is carried on the top member of the girders, which are 4 feet deep, ~~[illegible]~~ and the masonry was not raised, there is not now sufficient headway & the water in the river has already on one occasion risen to above the bottom of the girders. There is also a record of a flood some 3 feet higher & there is nothing for it but to raise the bridge 8 feet; to accommodate the masonry work to these new conditions required careful consideration; instructions & sketches given to [illegible] Co.

5. In connection with (C) – the Kanneth bridge there is a difficulty similar to that detailed as regards the Spalter Bridge, but it is indeed greater by the former having three spans & therefore two piers as well as two abutments to be altered to suit the iron work received from England; ~~below~~ the raising required, (on account of the form of girders received, is five feet & it has been decided that in carrying out this raising the piers and abutments are to be corbelled out to reduce the spaces to what will suit the girders – The material to be used is that of the existing work, namely brickwork, but under the bed stones is to be a complete course of ashlar – A sketch with instructions was given to the Executive Engineer Whilst the existing work

[illegible]

(2)

3485

Substructure is being dismantled, & the masonry work raised, & the new iron substructure put in position traffic will have to be accommodated by a diversion & a ford; and the Executive Engineer fears that as no bricks are ready he will not be able to get the work carried out in time + ~~before the proper be danger of the river stopping traffic & that it will not be possible to carry out the work till~~ this is unfortunate but it will not do to risk ~~an~~ the interruption of traffic when Coffee is being sent to the Coast –

+ in their working season but as the number of bricks to be burnt & quantity of work to be done are small there seems no reason why the work should not be done before March; care must be taken, whatever arrangements are made, that there is no

The left bay of this bridge is blocked up ~~to a height many feet below~~ ~~the tops of piers & abutments by earth~~, by earth either originally left there or deposited by successive floods, this should be kept entirely clear of vegetation & boat cuts made through it to enable floods to remove or partially remove, etc. The approach to this bay is also marked by a row of clumps of bambus along the edge of the stream which must be removed & eradicated even if compensation has to be paid for them; as matters now stand it is not to be wondered at that floods are said to be considerably ~~backed~~ headed up by the bridge.

The road as a whole is an excellent one, &, especially in the difficult country about Glendale & Balcarres, shows every evidence of great ~~attention~~ care having been taken to get the best possible trace; there can be no doubt that it is a great boon to ~~South, &~~ Wynaad South East Wynaad & ~~the~~ important plantations situated there; it also seems by no means improbable that the gold mining industry in that part of the country may yet revive & become of great importance under more sane & economical ~~management~~ arrangements than those which caused the collapse of the former "boom".

The maintenance of the road requires, & will require for some time to come, special ~~consideration~~ attention.

Is it not possible to get out a steam roller to work on it the consolidation

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[illegible] & Potter

Road from Chundale* via Sultan's Battery to the Mysore Frontier — Length 31 Miles —

This road is of great

* at 2½ m. Vythiri on the Sultan's Road)

(3)

importance to the planting interests of South & South East Wynaad, because along it comes from Mysore most of the grain (rasi) for the food of the plantation coolies — It finds a place in the scheme for the improvement of the communications of Wynaad dealt with in Col. Sankey's memorandum printed with Plan No 1416 P. 8/6/92 and it is referred to also in Plan No 448 Rev 25/5/91 — 447 P 1/6/91 and 2387 13/5/92 —

3685/19

+ I find [illegible]
[illegible]
Plan No [illegible]

In June last the Supdg. Engineer sanctioned Rs 960 for an establishment to complete survey plans & estimates for the improvement of the whole road & this is far advanced — for the portion of the road from its commencement to Sultan's Battery the Executive Engr says the Estimate will come to about 2 lakhs including some Rs 35,000 for a diversion between 41 m.-7 fur. & 44 m.-5 f. - but after inspection I do not consider that the proposed diversion, which would add 2000 feet to the length, is worth carrying out; neither I cannot see sufficient grounds for ~~a recommending~~ suggesting that Provincial funds should bear any of the cost of dealing with this portion of the road, which may be kept in very passable order with a moderate maintenance grant from Local Funds. But the matter is different between Sultan's Battery (60th) and the Mysore Frontier (72 3/4); for ~~the first~~ a great part of that distance the road has never been properly formed

© Enclosure from Cabinet

and has been injudiciously built, put into cutting where it should have been raised above the general surface of the ground, & so on, and there are stretches of considerable length over which in the rains the wheeled traffic may be said to be impossible and even pack bullocks are only enabled to pass by the expedient of covering the surface with a rough ~~&~~ grille' (or coarse matting) of split bamboos. For remodelling this ~~portion~~ twelve & three quarters miles of road & putting it into first-rate ~~order~~ with proper drains & metalling the Executive Engineer says the Estimate will be about 3 1/2 lakhs + ~~And~~ is, I ~~quite~~ understand, quite beyond the powers of ~~impossible that~~ the Local Funds to provide ~~should fund anything like that sum~~: and

+ this doubtless is for carrying out a counsel of perfection along the whole distance, but ~~doubtless~~ by devoting attention exclusively to the worst parts one third of that sum would make the road always passable for carts. even that sensible seems however

Considering the considerable public interest in the road, I think some assistance may well be afforded [illegible] from Provincial funds.

15/12/92

3485/21

P. W. Department,
~~Railway Branch.~~
15/12/92

Read the following:—

Inspection Note
5th to 14th November
Wynaad Roads.

FOR ORDERS.

I have kept these for some time to get information about the sums allotted by the Dist. Bd. for maintenance of portion of the Road from Calicut to Vythri which lies on the plains (Calicut to foot of Ghat) & the Dist. Bd.'s opinions about giving that portion of the road back to L. F. — information which I unfortunately omitted to get when on my tour — but I think it advisable to no longer detain these, & to say anything I have to say about

[illegible] 16/12

the Calicut-Vythiri
road maintenance
separately hereafter.
(2) At the Budget
Committee on Tuesday
the Honble Member
decided to give
Rs30,000 for the
Chundale-Mysore frontier
road. This being
the case shall the
orders on the Resolution
[illegible] be to the effect
that Rs30,000 will
be entered in next
years budget for
the road and that
the Chief Engineer will
take steps for preparing
an estimate for
dealing efficiently
with such portions
of the road as now
prove a serious hindrance
to traffic?

Approved
18/11

J.F.W.

Ans. 16/12 R 19/12.

FOR ORDERS.

(No copy need be retained.)

OFFICE NOTE.

1

To Executive En. West Coast Divn = 3485/22

Questions, &c.	Answers, information, &c.	Rejoinders, final instructions, &c.
Date 6/11/92.	Date	Date
Original estimate for Vythiri-Gudalur road sanctioned in 1885. Rs4,10,000 When was the work commenced? (1)		
Revised Est. Rs5,54,000 Sancd. June 1889. What has been the total expenditure to end of September, or latest date to which it can be given without delay? - - - (2)		
The whole work will doubtless be finished by end of this official year, except the Kakooth Bridge - ? (3)		
Does it seem probable that the estimate will be exceeded, & if so by how much? (4)		

3485/23

Replies to Chief Engineer's Office no to

(1) In March 1886

(2) Since revised to Rs 6,60700 in G.O. No. 1722 W of 26th June 1892 of which, a copy is enclosed for, Chief Engineer's perusal.

The expenditure to end of October 1892 is Rs 5,99,021

(3) Yes & Kanoth Bridge possibly —

(4&5) I, donot think so, on the Contrary there will be a saving of about Rs 15,000 for the following reason

The Estimated Cost of Rs 6,60,700 sanctioned in the above G.O is more by Rs 15 087 due to an error in the amount of non-affected sub heads entered in the Comparative estimate enclosed which should have been Rs 2,15,394 and not Rs 2,30,481. This difference of Rs 15087 is in 2 items viz Petty Supervision and Contingencies in the 1st Revised Estimate of Rs 5,50,000. Hence the Correct amount of the ~~last~~ Second revised estimate should have been Rs 6,45,613 and not R. 660,700

E. I. FORM No. 34 G.

ent of an
ks is
anticipated
an revised
Estimate in
preparation?

(5)
ch is the grant
r this year?
& do you think
fully spend
r grant-more
funds?

(6)
If your budget
Estimate for
1892-93 be
already sent
in to the S.E.
and it does
not include what
may be required
for Kanoth Bridge.
He should be
informed of any
variation desired
necessary

Accountant — Get all this information filled in and returned to me out in Camp as quickly as possible — I have filled in some things in pencil — Now I want this very quickly 7.11.92

(6) a. 100,000.

b. Yes. I expect to fully spend

c. Not for the present

(7) No excess grant required. The so called excess will be met from the savings mentioned in item 5 above

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(*No copy need be retained.*)

OFFICE NOTE.

To Executive Engineer West Coast Divn = 3485/24

Questions, &c.	Answers, information, &c.	Rejoinders, final instructions, &c.
Date 10/11/92	Date	Date
Road from Chundale to Mysore frontier via Sultans Battery / 1		
(1) About when was the existing road with bridges &c constructed?	No information is available in the office	
(2) Can you give me a rough idea of what the estimate now being prepared is likely to amount to, divided into two portions — ~~(1) 60/~~		
(1) Commencement (+) to Sultans Battery 60/	(1) Rs. 205000	(+) & how much of this due to proposed diversion — Rs 35000
(2) 60/ to Mysore frontier?	(2) Rs. 144000	
(3) Please let me see the G.O. or Departmental order sanctioning the survey & preparation of estimate	Survey sanctioned by S.E. in his no 252/W.E. of 10 January original enclosed — Preparation of estimate was desired by the Board of Rev. in their Proceedings No 2794 (copy enclosed)	[illegible]

3485/25

Proceedings of the Board of Revenue
(Revenue Settlement, Land Records and Agriculture)
Dated 5th June 1891
No. 2794 Mis.

Mr. Clogstoun.

Read letter from J. W. F. Dumergue Esquire, Ag. Collector of Malabar, dated 1st June 1891, No. 557 G/Gl

Resolution.

A copy of the Assistant Engineer's letter alluded to will be forwarded to Government with reference to para 2 of its order No. 448 dated 25 May 1891, but as no estimate for the Chundale Mysore frontier road has been furnished with it, the Collector will be requested to report the estimated cost of this work, the number of coolies who can be provided with employment on it and for what period.

(True Extract)
Sd/ P. Rajaratna Mudaliar
Secretary

(True copy)

for Collector

A.N.

EXECUTIVE ENGINEER'S OFFICE
No. 1/781
16 JUN. 91
P.W.D.
WEST COAST DIVISION

(No copy need be retained.)

OFFICE NOTE.

To S.A.W.

3485/26

Questions, &c.	Answers, information, &c.	Rejoinders, final instructions, &c.
Date 16/11/92	Date 21-11-92	Date
(1) How did there come to be a provision in this years Budget B works of Rs 50,000 for the Cheendale-Nugsaine frontier Road?	(1) The sum entered in the Budget under Class B. is not an allotment, but merely shows the amount applied for by the S.E. The work was brought forward by the S.E. in his Budget for 92-93, but as no grant was made it was entered under Class B. in the Budget of this office.	
(2) It appears that in June 1892 (this year) the S.E. sanctioned an est^te (Rs 960) for "Completion of the survey plan & est^te of the Cheendale Nugsaine frontier road" under Communications Original Works Provincial; how did he get the funds?	(2) There is no information about this work in this office. The Budget provided an allotment of Rs 2000 for the W. Coast divn under "Communication minor works", & the S.E. doubtless appropriated the sum of Rs 960 from this source. The matter was within his powers.	
(3) Who is it known in office, why he took this	(3) Not known in this office.	

E. 1. Form No. 34 G.

Action?

(4) In the Rev Board's Proceedings 2794 dated 5/6/91 the road is referred to – were any orders on it passed in this Dept.? ——

(4) These Pros. cannot be traced from our books, but there were some orders in 1892 on the subject of the road (abstracts [illegible]) – The papers appear to be with Rev. – If the file can be sent down for examination, it will be ascertained whether the R. Bd's Pros of June 91 quoted form part of Rev. Dept. Pros. of 92 received in this office.

21.11.92

All the papers connected with the [illegible] [illegible] 21/11/92

+ These Pros. have not been received in P.W.D. & requisition has been sent to the Rev. Board for a copy.

23.11.92

PUBLIC WORKS DEPARTMENT.

No. 3485 W. d/ 20th December/92

PROCEEDINGS OF THE MADRAS GOVERNMENT.

3485/ again

READ the following

G.O. No. 2387 d/ 13th May 92 Revenue.

Read also:—

Note by the Acting Chief Engr P.W.D. dated 15th Decr 92

The inspection notes of the Chief Engineer will be communicated to the Supdg Engineer IV Circle for guidance.

Issd 20 Dec

2. A sum of Rs. 30,000 will be provided in the Provincial Budget of 1893-94 for the Chundale - Mysore Frontier road, and

Hm

the Chief Engineer will take steps for having an estimate prepared for dealing efficiently with such portions of the road as now prove a serious hindrance to traffic.

19/11/92

19/11/92

B

S. E. IV Circle

L & M. Dept.

Hony Secy., Wynaad Planters Assocn.

19/11/92

17/12 R 20/12

3485/92

~~C~~ No. 5230

Govt. of (189) Madras.
PUBLIC WORKS.

Recd. Fd.

G.O. 20th December 1892 No. 3455 W

Vayitri - Gudalur Road

Inspection notes of the Chief Engineer on the — Comd to the Supdg Engineer IV Circle, & Rs 30,000 as allotted to provided in the Provincial Budget of 1893-94 for the Chundale - Mysore Frontier road.

F.C. 20/12 S 20/12-