E. No. 27.
6-9-97.

te.

6247, 5147

Public Works (1898) Department.

G.O., No. 1908 W

DATED 29th July 1898.

[Despatch Abstract.]

Road: Directing ~~that~~ the proposal to construct a
— from Kaniparamba police station on road No.
50 to Ariakode via Tirukkalliyur in the Ernad Taluk,
Malabar District, be abandoned and that certain
ld roads leading to Ariakode be put in order.

110/6

T/13

Indexed. 2/8

[P. W. Sc. / 1,000—12-2-98.]

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

BUILDINGS AND ROADS.
CIVIL WORKS.

Government {1898} of Madras.

PUBLIC WORKS.

Recd. } 1898. *Enclosures*
Regd. } *Spare copies*

G.O., No. 1908 W., 29th July 1898.

JULY.

Road

Directing that the proposal to construct a — from Kaniparamba police station on road No. 50 to Ariakode *viâ* Tirukkalliyur in the Ernad taluk, Malabar district, be abandoned and that certain old roads leading to Ariakode be put in order.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

READ—the following papers :—

From C. W. WOOD, Esq., Executive Engineer, West Coast Division, to the Superintending Engineer, IV Circle, dated 19th May 1898, No. 249 S.E.

In reply to your No. 203, dated 7th May 1898, I have the honour to forward herewith, a condensed section of the proposed road from Ariakode to Kaniparamba.

2. You will see at a glance that it passes through a very difficult country.

3. The road commences from the north bank of the Beypore river at a point opposite to Areakode. The river here is wide and deep in times of flood.

4. For the first $2\frac{3}{4}$ miles it follows the line of an old local fund road, which continues and joins the Wynaad road about 9 miles from Calicut.

5. At about $3\frac{1}{2}$ miles the road will have to cross a hill nearly 100′ high and zigzags in hard cutting will be necessary to secure a gradient of 1 in 15, which I have adopted as the ruling gradient. There will be a long and steep descent on the other side to a paddy flat at about $4\frac{1}{4}$ miles. This paddy flat has to be crossed. At the point where the road strikes the paddy flat, the M.F.L. is about 9′ above field level, (this M.F.L. has probably been fixed too low).

6. From this paddy flat to the 5th mile the line is easy, but at 5 miles another paddy flat has to be crossed in which the field level is about 20′ below the M.F.L., which backs up from the Beypore river. This paddy flat and the next stretch of low ground divided from it by a narrow ridge is more than a mile long ; it is gathered from local enquiries that a high flood lasts sometimes for a week.

7. At 6 miles the line crosses the Kulimadu river which in times of maximum flood will have a depth of nearly 30′ ; its width is 240′ ; so that a bridge is out of the question even if the road in the last mile were carried on a bank above M.F.L.

8. From about $6\frac{1}{4}$ to $6\frac{3}{4}$ miles is the most difficult piece of work on the whole line. The road will have to ascend a steep hill, descend on a paddy flat about 20′ below M.F.L., and ascend a very difficult laterite hill on the other side.

9. At 7 miles there will also be a very steep descent on hard laterite cutting down to another paddy flat about 14′ below M.F.L. in the Beypore river.

10. At $8\frac{1}{2}$ miles it joins the existing Kaniparamba-Calicut road about $\frac{3}{4}$ mile from Kaniparamba Police station.

11. I have taken out an estimate for this road, allowing for a formation width of $13\frac{1}{2}'$, catch drains 1′ wide at bottom and 3′ at top ; slopes of cutting $\frac{1}{2}$ to 1, of embankments 1 to 1, and only allowing for banks from about 5′ to 8′ above the paddy flats and the estimate comes to Rs. 20,000.

12. Omitting the bridge over the Kulimadu river which at a rough guess would cost Rs. 50,000, about thirty culverts and fifteen road dams would be required and the cost of these would probably be about Rs. 15,000.

13. Thus, the cost of this road 9 miles long, of which about $1\frac{1}{2}$ miles in times of flood will be under water for indefinite periods, will be somewhere about Rs. 40,000. The cost alone is to my mind more than sufficient to condemn it. On account of the large proportion that is at a steep gradient, haulage will be difficult ; and for the same reason with the addition of long embankments that will be submerged in flood time the cost of maintenance will be very heavy.

14. There are also other objections. In the first place, I don't see where the traffic is to come from which would justify the expenditure of even a half or a quarter of the amount of my estimate.

15. Ariakode, which I take to be a village of no great importance (it has not a post office), is situated on the south bank of the Beypore river. I think I am right in saying that in all months of the year there is water communication with Ferôk and Calicut. I have myself travelled by boat down to Ferôk in the months of April and May and I have no doubt that the river will always be the sole trade route.

16. As to its accessibility by other means, it is situated on the road from Calicut to Nilambúr, and is $27\frac{1}{2}$ miles distant from the former.

17. The route from Calicut is *viâ* Kondótti and to this place the road is in good order ; from Kondótti to Ariakode the distance is 10 miles and the District Board District Engineer informs me that on the whole the road is in good order and has easy gradients. There is one broken bridge and three culverts which require reconstruction.

18. The District Board District Engineer has given me a statement of the amount required to put this road into first-class order metalled throughout, and his figure is Rs. 56,000, of which Rs. 46,500 is required for the reconstruction of the bridge and culverts. I imagine this estimate could be considerably reduced.

19. There is also another route to Ariakode from Calicut, viz., from the Wynaad road *viâ* Manasheri. The distance by this way is $25\frac{1}{2}$ miles and the road ends on the north bank of the river opposite Ariakode. It is the last $2\frac{3}{4}$ miles of this road that the line now proposed follows.

20. This road is in good order to Manasheri, $18\frac{1}{2}$ miles. In the last seven miles, according to a statement furnished by the District Board District Engineer, seven culverts require reconstruction at a cost of Rs. 4,000. The cost of putting the whole seven miles into first-class order he estimates at Rs. 16,000. This figure, I take it, is susceptible of considerable reduction, as the road is reported to be in fair order with a ruling gradient of 1 in 18. Both these estimates allow for granite metalling 16′ wide. I should have a gravelled road $13\frac{1}{2}'$ wide which would be quite sufficient for the traffic.

21. Besides these two means of getting at Ariakode from the west, there is a good road from Manjeri, which is the head-quarters of the Ernad taluk, in which Ariakode is situated.

22. The Calicut-Nilambúr road, after passing Ariakode, goes on to Edawanna, a distance of 8 miles, and in this portion one large and one small bridge require reconstruction at a cost of Rs. 57,000 and Rs. 3,800, respectively, as estimated by the District Board District Engineer. The total cost of repairs, including reconstruction of bridges and metalling, comes to Rs. 76,000. This road is the old route to the Nilgiris *viâ* Nilambúr and the Karkur ghât and the restoration of the Kondótti-Ariakode and Ariakode-Edawanna links in the chain would be a great benefit to the district. The distance from Calicut to Nilambúr *viâ* Ariakode and Edawanna is 43 miles, 5 furlongs, whereas the route by Manjeri and Edawanna is about 47 miles, and of this route the last portion from Edawanna to Mambat has only recently been available for traffic ; three months ago the route was by Manjeri and Wandur 51 miles. A fallen bridge having been constructed in the last year.

23. I think I have demonstrated that Ariakode is fairly accessible from all quarters both by road and river, and I am quite convinced that it would be much better policy to spend money on the improvements of the existing good routes than to open up a road through a very difficult part of the district which I do not think requires a road, for it must be borne in mind that the line from Ariakode to Kaniparamba runs roughly parallel to the river and at no great distance from it. Kaniparamba itself is easily accessible from the river and I imagine the intermediate villages are equally so.

24. I have written some paragraphs back that the maintenance of this proposed road would be very heavy, and later I show that it will cost Rs. 1,32,000 to repair 18 miles of what used to be the main route to the Nilgiris and is described in the route-book as being bridged throughout and practicable for carts at all seasons.

25. This proves that, for many years past, it cannot have been possible for the District Board to find nearly sufficient money for the upkeep of the existing roads, and the fact must not be lost sight of that whenever a new road is made funds have got to be provided for its upkeep.

26. These remarks furnish much food for reflection which is not called for now, but I think I have demonstrated that the construction of this road, from an economic point of view, is not to be recommended, and if I am asked my opinion, if it is required from strategic point of view, my answer is in the negative.

No. 299 W.

Copy submitted to the Chief Engineer, Public Works Department, with reference to his memorandum No. 156 D., dated 2nd May 1898, for favour of orders. I agree with the Executive Engineer in thinking that the construction of this road should not be attempted.

COIMBATORE,
7th June 1898.

(Signed) A. H. GARRETT,
Supg. Engineer, IV Circle.

From A. H. GARRETT, Esq., Superintending Engineer, IV Circle, to the Chief Engineer, Public Works Department, dated 7th July 1898, No. 356/W.

With reference to your memo., No. 493 D., dated the 17th June 1898, I have the honour to submit herewith a copy of letter, No. 165 D., dated 28th June 1898, from the Collector of Malabar, to the Executive Engineer, West Coast division, giving his opinion on the abandonment of the road from Kaniparamba to Ariakode.

The enclosures to your memorandum under reference are herewith returned.

ENCLOSURE.

From F. C. PARSONS, Esq., Acting Collector of Malabar to the Executive Engineer, West Coast Division, dated 28th June 1898, No. 165 D.

In reply to your letter, No. 249/S.E., dated 19th May 1898, I have the honour to inform you that the two reasons which led to the proposal to construct a road from Kaniparamba to Ariakode were—

(1) The shortness of this route from Calicut to Ariakode, and
(2) the inaccessibility of Tirukkalliyur.

2. As to (1), I believe the distances from Calicut to Ariakode by the road routes are as follows:—

Viâ Kaniparamba	21	miles.
Viâ Manasheri	25½	"
Viâ Kondótti	27½	"

Thus the construction of the Kaniparamba-Ariakode road will not result in any considerable saving of distance.

3. As to (2), as the Tirukkalliyur temple is a very wellknown one and as it was the scene of the 1884 outbreak, it is of importance that it should be more accessible. If the Manasheri-Ariakode road is put in order, we shall have a good road from Calicut to within 1½ miles of the temple, and this will be sufficient.

4. I quite agree with you that existing roads should be repaired before new ones are constructed. I would accordingly recommend that the project of constructing a road from Kaniparamba to Ariakode be abandoned, and that the following old roads be repaired in the order in which I place them:—

(*a*) Manasheri to Ariakode. | (*b*) Kondótti to Ariakode. | (*c*) Edawanna to Ariakode.

ORDER—No. 1908 W., dated 29th July 1898.

In the circumstances explained in the papers read above, His Excellency the Governor in Council considers that the proposal to construct a road from Kaniparamba police station on road No. 50 to Ariakode *viâ* Tirukkalliyur in the Ernad taluk, Malabar district, should be abandoned. The old roads referred to in paragraph 4 of the letter from the Collector of Malabar, No. 165, dated 28th June 1898, should, however, be put in order.

G.O., No. 1564, Judicial, dated 30th September 1896.

(True Extract.)

Under Secretary to Government.

To the Superintending Engineer, IV Circle.
" Judicial Department.
" Revenue Department.

Exd. T. K. Narayana Aiyangar.

Public Works DEPARTMENT.

A
From orders

Papers to be read in Proceedings :—

Print with enclos.

Again G.O., dated 189 , No.

Again G.O., dated 189 , No.

Current No. 5147 of 1898, dated 10 June, from S. E. IV Circle

" " 5247 " 1898, " 9 July, " — do —, letter No. 356 W of 7 July 1898.

" " " 189 , " " ,

Not cut all
G P

ORDER.

No. 1908 W of 29.7.98

To

The Judicial Department for favour of Counterinitials.)

G.O. 15 by Judicial of 30th September 1896.

In the circumstances explained in the papers read above, His Excellency the Governor in Council considers that the proposal to construct a road from Kaniparamba police station on road No. 50 to Ariakode via Tirukkallizur in the Ernad Taluk, Malabar District, should be abandoned. The old roads referred to in para 4 of the letter from the Collector of Malabar No. 165 dated 28th June 1898 should however be put in order.

T
B. Pds

The S. E. IV Circle
" Judicial Deptt
" Revenue Deptt.

D 1/8/98

J

Mas.

24/7/98

20.7

Seen by DW

P. W. 4.
500—24-3-98.

J. D for co 20-7-98

H.E. 13-7-98 H.M. 16-7-98

[43/500]

1908W

Public Works DEPARTMENT.

~~C. No.~~ Letter from S.E. IV Circle, No. 356 W d/ 7th July 1898.

HIS EXCELLENCY THE GOVERNOR.

THE HON'BLE SIR HENRY BLISS, K.C.I.E.

~~THE HON'BLE MR. GROSE, C.I.E.~~

SUBJECT.

Road from Kanniparamba to Areakode.

'Moplah Roads'

FOR ORDERS.

× Flag P

In para 10 of G.O. No. 1567 Judicial dated 30th September 1896 (G.C. 3153 W dated 3rd November 1896) the Public Works Department was called upon to prepare and submit estimates for the construction of roads

(1) from Melatur through Karuvarakundu to Kalikavu and thence to Nilambur

(2) from Kaniparamba police station on road No. 50 to Ariakode via Tirukkalliyur and

(3) from Pandikad through Tuvur to Karuvarakundu.

2. Items (1) and (3) have been or are about to be completed.

3. In regard to item (2), the Superintending Engineer reported that owing to the difficult nature of

H.E. 13.7.98 [illegible] 16.7.98 H.B. 16.7.98 [illegible] of the country, it would be almost mpossible to make this road, and e was therefore asked to obtain he views of the Collector and to ubmit a report on the subject. he difficulty in making this oad is fully explained in the letter from the Executive Engineer West Coast Division to the Superintending Engineer IV Circle No. 249 S.E dated 19th May 1898. The Collector of Malabar to whom a copy of this letter was sent states in his letter No. D. 165 dated 28th June 1898 that the reasons which led to the proposal to construct this road do not now hold good and suggests that the project be abandoned altogether and that the old roads leading to Areakode be put in order. I entirely agree in this view and recommend that the proposal to construct a road from Kanniparamba to Ariakode be abandoned.

This marked as No VII in the enclosed tracing

L Bell
13.7.98

Maj

Flag U

Flag M

Appd.
A.S.A
14.7.98

18/7/98

Public Works (1898) Department.

CURRENT No. 6247

From The Supg. Engineer
4th Circle

Order

Submit for orders & recommend that the construction of the road be abandoned

9.7.98

No. 356/W

Dated 7th July 1898

Received 9 do

Registered 25.7.98

Enclosures 3. (Tracing)

Spare copies ✓

SUBJECT.

Road from Kanniparamba to Areakode.

Submits copy of Malabar Collector's letter to the Ex: Engr West Coast Dn giving his opinion on the abandonment of constructing the

W/ for issue of orders
Dd 19/7/98

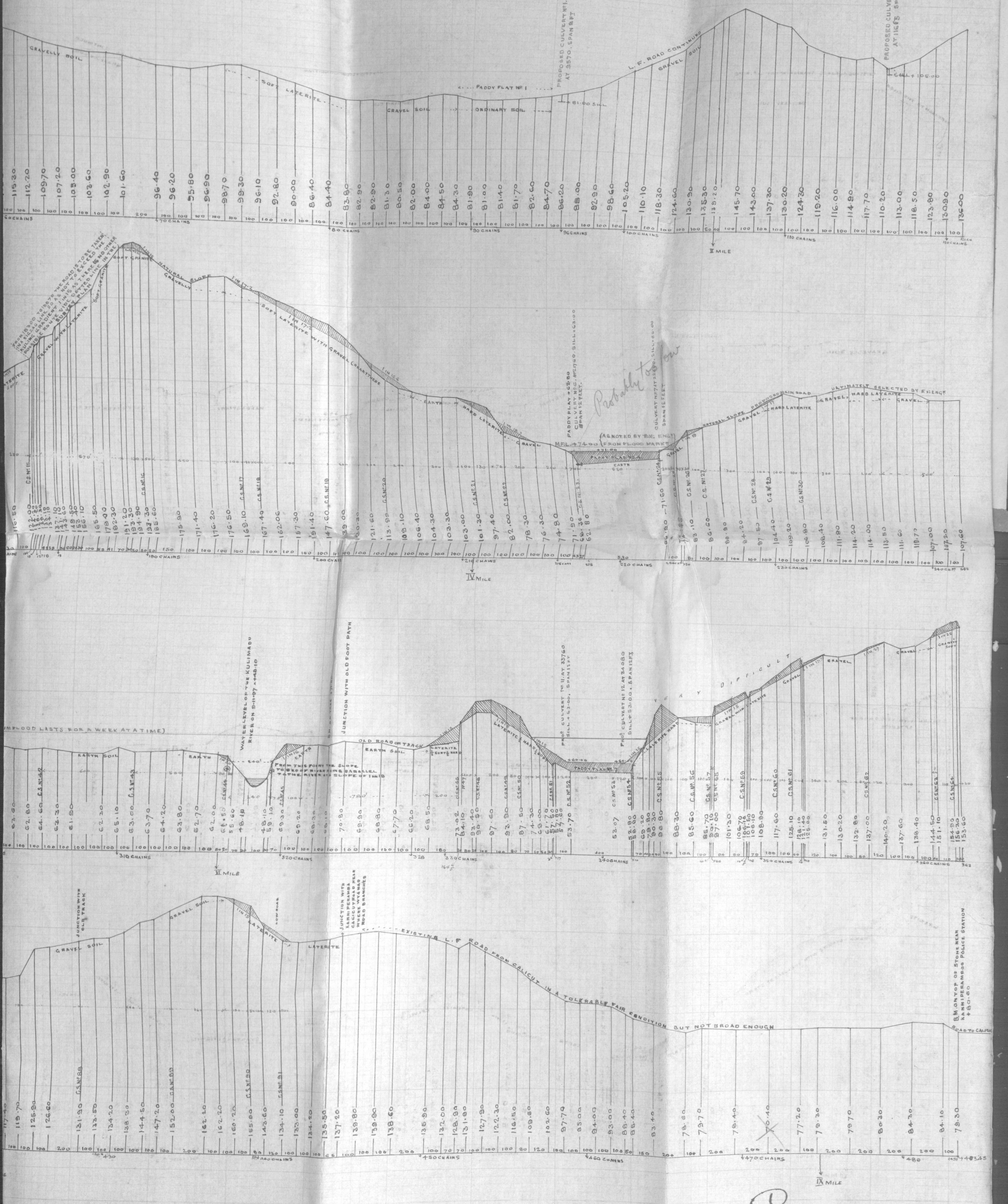
of/f4 R 25/7

NAL SECTION

THE

PERAMBU-ROAD

HORIZONTAL $\frac{1}{5000}$
VERTICAL $\frac{1}{500}$

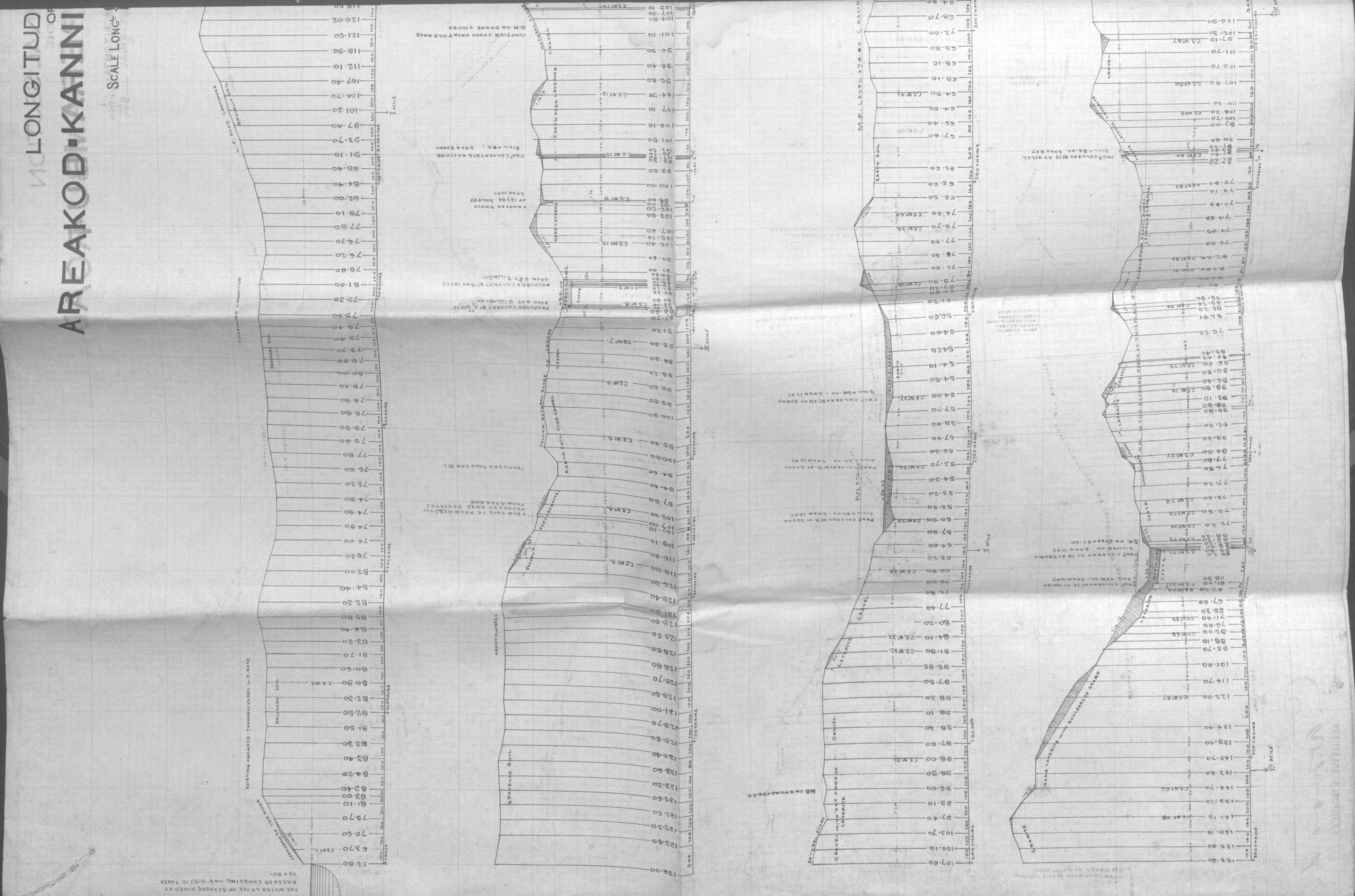

GRAVELLY SOIL
SOFT LATERITE
PADDY FLAT No 1
GRAVEL SOIL
ORDINARY SOIL
PROPOSED CULVERT No 1 AT 3570, SPAN 8FT
L.F. ROAD CONTINUED
PROPOSED CULVERT No 2 AT 116.75 SPAN 8 FEET
II MILE
NATURAL SLOPE
SOFT LATERITE WITH GRAVEL CLEAR THERE
EARTH
HARD LATERITE
GRAVEL
M.F.L. +74.80
(AS NOTED BY THE E.E.) FROM FLOOD MARKS
PADDY FLAT
Probably too low
ULTIMATELY SELECTED BY E.E.
IV MILE
FLOOD LASTS FOR A WEEK AT A TIME)
EARTH SOIL
WATER LEVEL OF THE KULIMADU RIVER ON 5-11-07
JUNCTION WITH OLD FOOT PATH
OLD ROAD OR TRACK
VERY DIFFICULT
VI MILE
JUNCTION WITH OLD TRACK
JUNCTION WITH KARNIPERAMBA CALICUT ROAD NEAR WHERE WYENAD ROAD BRANCHES
LATERITE
EXISTING L.F. ROAD FROM CALICUT IN A TOLERABLE FAIR CONDITION BUT NOT BROAD ENOUGH
B.M. ON TOP OF STONE NEAR KARNIPERAMBOO POLICE STATION +80.60
ROAD TO CALICUT
IX MILE

C.W. Wood
EXECUTIVE ENGINEER

LONGITUD

AREAKOD-KANNI

SCALE LONG



THE WATER LEVEL OF BEYPORE RIVER AT AREAKOD CROSSING ON 6-11-27 IS TAKEN AS + 30'.
EXISTING AREAKOD THAMARACHERRY L.F. ROAD
ORDINARY SOIL
DILAPIDATED CONDITION
GRAVELLY SOIL
I MILE
III MILE
V MILE
VII MILE
VIII MILE
GRAVELLY SOIL
FOLLOW NATURAL SLOPE OF GROUND
EARTH SOIL OVER GRAVEL
EARTH OVER LATERITE
HARD LATERITE
PROPOSED ROAD DAM NO 1.
FROM THIS IS FROM MILE 3 OF THE PROPOSED ROAD DEVIATES FROM AREAKOD
PROPOSED CULVERT NO 3 AT 16070 SPAN 6 FT SILL 81.00
PROPOSED CULVERT NO 4 AT 16222 SPAN 6 FT SILL 80
A WOODEN BRIDGE AT 16784 SILL 93 SPAN 10 FT
PROP CULVERT NO 5 AT 17098 SILL 86, SPAN 6 FEET
JUNCTION O FOOT PATH Y OLD ROAD B.M. ON STONE +101.20
GRAVEL WITH OUT CROP OF LATERITE
MB ON STONE +96.20
EARTH SOIL
M.F. LEVEL +74.00 C. MAXM
MFL +74.00
PROP CULVERT NO 8 AT 26000 SILL +51.00 SPAN 15 FT
PROP CULVERT NO 9 AT 27000 SILL 54.00 SPAN 10 FT
PROP CULVERT NO 10 AT 27800 SILL +54.00 SPAN 11 FT
GRANITE
HARD LATERITE WITH BOULDERS OF STONE
LATERITE
EARTH
GRAVEL
M.F.L. IN THE BEYPORE RIVER AT THIS PLACE
PROP CULVERT NO 13 AT 38160 SILL 58.00 SPAN 10 FT
PROP CULVERT NO 14 AT 38420 SILL 58.00 SPAN 10 FT
B.M. ON STEP +67.20
PROP CULVERT NO 15 AT 41102 SILL +82.00 SPAN 8 FT

BACK PAPERS.

No.	Date.
No. 493 D dt	17-6-1898
464 D dt	13-6-1898

Also the paper marked ~~On~~ the back

FURTHER PAPERS.

No.	Date.

Letter from C.W. Wood Esq Executive Engineer West Coast Division to the Supg: Engineer 4th Circle dated 19th May 1898 No. 249 S.E.

1P

SUPG. ENGINEER'S OFFICE, P.W.D.
No. 874.
20 JUN. 98
FO

In reply to your No. 203 dated 7th May 1898, I have the honor to forward herewith a condensed section of the proposed road from Areakode to Kanniparamba.

2. You will see at a glance that it passes through a very difficult country.

3. The road commences from the north bank of the Beypore river at a point opposite to Areakode. The river here is wide and deep in times of flood.

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5. At about 3½ miles the road will have to cross a hill nearly 100' high and zig-zags in hard cutting will be necessary to secure a gradient of 1 in 15, which I have adopted as the ruling gradient

There will be a long and steep descent on the other side to a paddy flat at about 4¼ miles. This paddy flat has to be crossed. At the point where the road strikes the paddy flat, the M. F. L. is about 9' above field level (this M. F. L. has probably been fixed too low)

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will

SUPG. ENGINEER'S OFFICE, P.W.D.
No.
20 JUN. 98
Enclo.
FOURTH CIRCLE

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the District Board District Engineer. The total cost of repairs including reconstruction of bridges & metalling comes to Rs 76,000. This road is the old route to the Nilgiris via Nilambur and the Karkur ghat and the restoration of the Kondotti - Areakode and Areakode - Edawanna links in the chain would be a great benefit to the District. The distance from Calicut to Nilambur via Areakode and Edwanna is 43 miles, five furlongs, whereas the route by Mangeri and Edwanna is about 47 miles and of this route the last portion from Edawanna to Mambat has only recently been available for traffic; three months ago the route was by Mangeri and Wandur 51 miles. A fallen bridge having been constructed in the last year.

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SUPG. ENGINEER'S OFFICE, P.W.D.
No.
20 JUN. 98
Encl
FOURTH C

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the District Board District Engineer

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No 299
W

Enclosure 1
1 Sheet of section.

Copy submitted to the Chief Engineer P.W. Department with reference to his Memorandum No 156 D dated 2nd May 1898 for favor of orders. I agree with the Executive Engineer in thinking that the construction of this road should not be attempted.

Superintending Engineer
4th Circle.

Coimbatore
7th June 1898

N 66/98

Encl: No 3 to letter No $\frac{356}{W}$

R.S.2
6247/98

Letter from J. C. Parsons Esq., ag collector of Malabar to the Executive Engineer West Coast Dn no D 165 d 28th June 98

In reply to your letter No $\frac{249}{S.E}$ dated 19th May 98, I have the honor to inform you that the two reasons which led to the proposal to construct a road from Kanniparamba to Areakode were (1) The shortness of this route from Calicut to Areakode and (2) the inaccessibility of Trikaler.

(2). As to (1) I believe the distances from Calicut to Arcacode by the road routes are as follows:—

via Kanniparamba	21 miles
via Manashei	25½ miles
via Kundotti	27½ miles

Thus the construction of the Kanniparamba Arcacode road will not result in any considerable saving of distance.

(3) As to (2) As the Trikaler temple is a very well known one and as it was the scene of the 1884 outbreak

it is of importance that it should be more accessible. If the Manacheri Arcacode road is put in order we shall have a good road from Calicut to within 1 1/2 miles of the temple and this will be sufficient.

"Encls: No 1 to letter No 356/W"

4. I quite agree with you that existing roads should be repaired before new ones are constructed. I would accordingly recommend that the project of constructing a road from Kanniparamba to Arcakode be abandoned and that the following old roads be repaired in the order in which I place them.

(a) Manisheri to Arcakode.
(b) Kundotti to Arcakode
(c) Edavanna to Arcakode.

(True copy)

Superintending Engineer
4th Circle.

OWS 1
624 7/58

AH 4/7/98

No 356/W

Superintending Engineer's
office: IVth Circle: Coimbatore.
7th July 1898.

7P

From
A. H. Garrett Esq.,
Superintending Engineer,
IVth Circle.

To
The Chief Engineer,
P.W.D.

Sir,

Enclosures 3
1. Copy of Collector's letter
1. S.E.'s endorsement No 299/W d/ 7th June 98
1 sheet of section

With reference to your memorandum No 493 D dated the 17th June 1898 I have the honour to submit herewith a copy of letter No D 165 dated 28th June 1898, from the Collector of Malabar to the Executive Engineer West Coast Division, giving his opinion on the abandonment of the road from Kanniparamba to Arcakode.

The enclosures to your memorandum under reference are herewith returned.

I have the honor to be,
Sir
Your most obedient servant,

Superintending Engineer
4th Circle.

N.P. 4/7/98

No. 493 D

Government of Madras,
Public Works DEPARTMENT.

MEMORANDUM.

Dated ~~Madras,~~ Ootacamund 17th June 1898.

From the S. E. IV Circle, No. 299 W, d/ 7th June 1898.

Returned to the Superintending Engineer with the request that the Collector's opinion may be obtained as already asked for in Memo No. 156 D d/ 2nd May 1898.

With fair copy for signature
16.6.98
EW

The S. E. IV Circle
with his letter in original

DPW 17/6/98.

P. W. 41.
1,000—28-2-98.

Public Works (1898) Department.

CURRENT No. 5747
C.A.

Return to S.E. & ask that Collector's opinion may be obtained as previously requested

[initials] 13.6.98.

From The Supg. Engineer, 4th Circle

Order

Let me see usual plan of these works in the big file. Collector's opinion has not been obtained as requested

[initials] 13.6.98

W/ The plans referred ~~to~~ is put up with G.O. 1238 W of 16-5-98 submitted herewith

[initials] 13/6/98

& now at Madras.

W/ for orders

[initials] 10/6/98

No. 299/W

Dated 7th June 1898

Received } 10" Do

Registered }

Enclosures One

Spare copies ✓

SUBJECT.

Areakode to Kanniparamba Ernad Road.

Submits for favor of orders report on road No. 7 with an opinion on the construction of

1565

HC

OS/46

BACK PAPERS.

No.	Date.
1560	2-5-98

FURTHER PAPERS.

No.	Date.