

Public Works (1898) Department.

Railway Branch

G.O., No. 287

DATED 21st Feb 1898

Soon
Proof
100/5

for approval
approved by

[Despatch Abstract.]

Trichinopoly - Thondi Railway.

For Enforcement from the Revenue
Dept forwarding letter from the Collector of
Trichinopoly reporting that a traffic registering
station at Tirumayam was opened from the
1st Jan'y 1898 to determine the merits of the proposal
— recorded.

Government {1898} of Madras.
PUBLIC WORKS.

Spare copies

FEBRUARY.

Endorsement from the Revenue Department forwarding letter from the Collector of Trichinopoly reporting that a traffic-registering station at Tirumayam was opened from the 1st January 1898 to determine the merits of the proposed —, recorded.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read again the following paper:—

G.O., No. 1160 R., dated 17th December 1897.

Read the following paper:—

G.O., Mis. No. 6098, Revenue, dated 26th November 1897.

Read the following paper:—

Proceedings of the Board of Revenue (Rev. Sett., Land Records and Agri.), No. 691, dated 29th October 1897.

Read again the following Procs. of the Bd. of Rev. (Rev. Sett., Land Records and Agri.), Mis. No. 2771, dated 13th April 1897:—

Resolution—

Forwarded to the Collectors of Tanjore and Madura, with reference to paragraph 2 of G.O., No. 113-R., dated 20th February 1897.

2. The Collectors of Tanjore, Trichinopoly and Madura will be requested to state, with reference to the closing sentence of the Government Order quoted above, what stations may be substituted for one or more of those sanctioned for the registration of road traffic within their respective districts during 1897–98 (*vide* Board's Proceedings, No. 148, dated 19th February 1897).

Read again the following Procs. of the Bd. of Rev. (Rev. Sett., Land Records and Agri.), Mis. No. 3926, dated 1st June 1897:—

Letter from—The Collector of Tanjore.

To—The Secretary to the Commissioner of Rev. Sett., Land Records and Agri.

Dated—10th May 1897, Ref. on Cur. No. 601-G. and B.

With reference to Board's Proceedings, Mis. No. 3022, dated 30th April 1897, I have the honour to submit that there appears to have been a certain amount of misapprehension and confusion between two distinct references.

2. Government, in the Public Works Department (Railway Branch) by Memo., No. 255-C., dated 15th January 1897 (copy enclosed), directed the Tanjore District Board to establish stations for the registration of traffic (1) between Arantangi and Pattukkottai, and (2) between Arantangi and Avadaiyarkovil in view of the proposed extension of the Mayavaram-Mutupet Railway to Avadaiyarkovil, *via* Adirampatnam and Pattukkottai. These were presumably to be paid for from Local funds.

3. The Board of Revenue, in its Proceedings, No. 148 (Rev. Sett., Land Records and Agri.), dated 19th February 1897, directed the establishment of one registering station at Arantangi to register the traffic (1) from Madura district to Tanjore district *via* Pattukkottai, (2) from Mimisal to Pattukkottai *via* Avadaiyarkovil. This was of course to be paid for from Provincial funds.

4. Subsequently in its Resolution, Mis. No. 2771 (Rev. Sett., Land Records and Agri.), dated 13th April 1897, the Board of Revenue, in view of a proposal to construct a railway from Trichinopoly to Thondi *via* Pudukkottai enquired whether any station could be usefully substituted for the station at Arantangi alluded to in the last paragraph.

5. Mr. Andrew's proposals contained in this office Ref. on Cur. No. 601-G. and B., dated 13th April 1897, were really framed with reference to Government Memo., No. 255-C., dated 15th January 1897 (Public Works), alluded to in paragraph 2 *supra*, and should have gone to Government, not to the Board. The President, District Board, was, as a matter of fact, addressed on the same date to provide funds for the said two stations.

6. Orders were issued for establishing both stations from May 1st, though I am not aware whether this has actually been done. The sanction conveyed in Board's Proceedings, Mis. No. 3022, dated 30th April 1897, will in any case cover the Arantangi station, which, if it has not been already started, will be started at once. The other station at Pattukkottai will also be started with the sanction of the District Board and Government, the cost being borne by Local funds.

7. With reference to Board's Proceedings, Mis. No. 2771, dated 13th April 1897, I am unable to suggest any other station which, from the point of view of the proposed Trichinopoly-Thondi Railway, would be preferable to Arantangi. The present bent of traffic from Pattukkottai taluk lies towards Tanjore and Mutupet and *vice versa*—not in a south-westerly direction; and no registering station in Pattukkottai taluk would be of much value as bearing on probable success of the line.

ENCLOSURE.

Memorandum by the Joint Secretary to Govt., P.W. Dept., Ry. Branch.
Dated—Madras, 15th January 1897, No. 255-C.

In view of the probable construction of a line of railway from Mutupet *via* Adirampatnam and Pattukkottai to Avadaiyarkovil, the District Board of Tanjore is requested to establish stations for one year at convenient points for registering the traffic that may be expected to come on to the railway. Statistics of the trade between Adirampatnam and Mutupet have already been received; a station on the road between Arantangi and Pattukkottai and another between Arantangi and Avadaiyarkovil would probably be suitable.

Resolution—Mis. No. 3926, dated 1st June 1897.

Recorded.

2. The Collector is requested to furnish at an early date his opinion asked for in paragraph 2 of G.O., No. 113 R., dated 20th February 1897, regarding the merits of the proposed Trichinopoly-Thondi line.

Read again the following Procs. of the Bd. of Rev. (Rev. Sett., Land Records and Agri.), Mis. No. 4904, dated 5th July 1897:—

Letter from—The Collector of Madura.

To—The Secretary to the Commissioner of Rev. Sett., Land Records and Agri.

Dated—Veerapandi, 12th June 1897, Ref. on C. No. 1710-Genl.

With reference to Board's Proceedings, Mis. No. 2771, dated 13th April 1897, I have the honour to say that, so far as the interests of this district are concerned, I would prefer to see the line run from Devakotta by Iliangudi to Paramagudi on the Madura-Pamban line rather than by Tiruvadanai to Thondi. The proposed line from Trichinopoly to Thondi would, of course, benefit this district to a certain extent, and especially the parts inhabited by the Nattukkottai Chetties who have at present to bring up by road the materials for the palatial houses and temples that they are continually building; but the main benefit would be to Pudukkottai State, for, Trichinopoly would be brought no nearer the sea than at present. Direct connection with the sea would

be of great advantage to Pudukkottai no doubt (how great I cannot say), but is probably not of supreme importance, and the State would probably find most of its wants met by being connected with Trichinopoly on one hand and Pámban on the other by the line I advocate.

2. There is no question about the superior advantages of the latter to this district. It would be invaluable as a protective work as a glance at the enclosed rough map (taken from the Dewan's memorandum) will show on which the roads are shown in red ink. It is practically impossible for Local funds to construct a good main road across the drainage system along the line I would have the railway take; while in the event of such a line being constructed, such roads as there are would be feeders, and other feeder roads, if perhaps only of the fair weather order, could readily be made.

3. For pilgrim traffic the line would be much more convenient as it would give through carriage to Pámban instead of putting down the pilgrims at Thondi with the alternative of a sea voyage or a long road—less land journey before them.

4. The Nattukkottai Chetties, to whose commercial activity reference is made in paragraph 6 of the Dewan's memorandum, are not traders in any sense that would bring goods traffic to the line. They merely live here and carry on their money dealings in other parts and countries. They have nothing but themselves and their accounts to carry, and would no doubt find it quite as convenient to go to Negapatam by rail *via* Trichinopoly as by rail and sea *via* Thondi.

5. As regards the question of registration of traffic for the purpose of the Trichinopoly-Thondi line, it will be seen from the map that the proposed line coming in from the north meets road No. 9 at Karaigudi, and follows its course for 10 miles to Devakottai where it leaves it and strikes across to road No. 8 at Tiruvadanai and follows it to the sea. Roads Nos. 8 and 9 are joined at their sea extremities, Thondi and Vattanam by road No. 10-A, and at this end are unmetalled. Metalling is being done by degrees from the west, and has at present been carried, but very little beyond Devakottai on No. 9 and Tiruvadanai on No. 8. There is practically no traffic between this district and Pudukkottai State; it remains for the railway to create it, and as the badness of the roads reduces present traffic to a minimum, it appears to me that any registration of the present road traffic would be quite useless as an indication of the probable use that would be made of the railway. I do not therefore recommend that any new registration station should be established.

Resolution—Mis. No. 4904, dated 5th July 1897.

Recorded, pending the receipt of reply from the Collector of Tanjore.

Read again the following Procs. of the Bd. of Rev. (Rev. Sett., Land Records and Agri.), Mis. No. 6899, dated 25th August 1897:—

Letter from—The Collector of Trichinopoly.
To—The Secretary to the Commissioner of Rev. Sett., Land Records and Agri.
Dated—30th July 1897, Dis. No. 1367-Rev.

With reference to Board's Proceedings, Mis. No. 2771 (Settlement, &c.), dated the 13th April last, I have the honour to forward, herewith, a copy of the list showing the four traffic stations proposed by the Dewan of Pudukkottai to be started within the limits of the Pudukkottai State on the proposed line between Trichinopoly and Thondi.

2. There is no necessity to transfer any of the existing working stations of this district, as Keeranur, one of the four stations selected by the Dewan, falls within the Pudukkottai territory, receiving the nearest direct traffic from the Trichinopoly taluk.

3. The sketch-map is herewith submitted.

ENCLOSURE.

List of traffic stations.

Serial number.	Names of stations.	Distance from Trichinopoly.	Names of road on which situated.	Particulars of trade route.	Particulars of cross traffic.
1	Keeranur ..	17½	Trichinopoly road.	The goods bought and sold at the fairs of Andakkulam and Chittambur will be registered at this station.	The traffic between Andakkulam and Chittambur. This will not be very great.
2	Pudukkottai ..	31½	Do. ...	Goods bought and sold at Alangudi, Arantangi, Kudemiamalai, Annavasal and Pudukkottai itself will be registered at this station.	There is no cross traffic worth mention.
3	Tirumayam ..	42½	Madura road ..	Trade of the important Chetti villages of Arimbalam, Kadiapatti, Rayapuram, Konnaiyur, &c., will pass through this station.	Traffic between Konnaiyur on the one side and Arimbalam, &c., on the other.
4	* Pillamangalam..	50½	Do. ...	Trade of the important Chetty villages of Kunnakudi, &c.	Between various Chetti villages.

* This station is not on the railway line proposed, but is a very good place for gauging traffic on the line.

Resolution—Mis. No. 6899, dated 25th August 1897.
Recorded.

Read again the following Procs. of the Bd. of Rev. (Rev. Sett. Land Records and Agri.), Mis. No. 7564, dated 13th September 1897.

Letter from—The Collector of Madura.
To—The Secretary to the Commissioner of Rev. Sett. Land Records and Agri.
Dated—Mélur, 24th August 1897, Dis. No. 3148.

Referring to my letter, Ref. on C. No. 1710-Genl., dated 12th June 1897, regarding the proposed Trichinopoly-Thondi Railway, I regret to say that in some respects my report was incorrect. I find that this district is entered from Pudukkottai by two well-made roads branching from Tirumayam in Pudukkottai territory and uniting again at Tiruppattúr in Sivaganga zemindari No. 1 is fairly direct being a continuation of the Tiruppattúr-Mélur-Madura road, while No. 2 makes a wide detour to the east running through Kanadikattan, Surakudi and Kunnakudi to Tiruppattúr.

2. From enquiries made on the spot I learn that the traffic on No. 1 is about ten carts a day, each way, carrying rice and grain from Pudukkottai, and piece-goods, coconut fibre and ropes, jaggery, &c., back from Madura district. On No. 2 road the traffic southwards is between 20 and 30 carts a day, which, however, do not run through to Tiruppattúr, but branch off across country to Karaikudi and other Chetty villages to which they carry paddy, rice, vegetable, betel leaves, &c. The return traffic by this route is insignificant.

3. If any traffic registration station is to be established in this district, it must be on this No. 2 road near Kanadikattan on the extreme borders of the district before the carts leave the road for the cross country tracks, but I still venture to think this unnecessary. A more suitable place for registration, if registration be required, would seem to be Tirumayam in Pudukkottai territory where the two roads I have mentioned separate.

Resolution—Mis. No. 7564, dated 13th September 1897.

Recorded, pending the receipt of a reply from the Collector of Tanjore to Board's Proceedings, Mis. No. 2771, dated 13th April 1897.

Letter from—The Collector of Tanjore.

To—The Secretary to the Commissioner of Rev. Sett. Land Records and Agri.
Dated—29th September 1897, No. 4650-Rev.:

I have the honour to give my opinion regarding the merits of the proposed Trichinopoly-Thondi line as directed in Board's Proceedings, No. 3926, dated 1st June 1897. I have delayed replying until I was able to make a tour of the Pattukkóttai taluk which lies nearest to the proposed line, as I wished to see the country for myself. This I have now done. In giving my opinion, I assume that the Májavaram-Mutupet Railway will shortly be extended by the District Board to Avadaiyárkóvil *via* Adirámpatnam and Pattukkóttai. That project is now before Government.

2. The only part of the Pattukkóttai taluk which will materially benefit by the Thondi line is an insignificant portion of the extreme south of the taluk which will leave a choice of stations (Avadaiyárkóvil on the one line and Devakottai on the other) for their exports, and the neighbourhood of Arantangi which may export goods to Pudukkóttai (20 miles off) to be railed thence towards Trichinopoly and Thondi and *vice versa*. The rest of the taluk will be, relatively, so close to the Avadaiyárkóvil railway and to the Pattukkóttai taluk ports that I do not imagine that the Thondi line will attract traffic to any appreciable extent. In so far as it would attract traffic, it would be to the benefit of the Pattukkóttai producers and merchants though to the detriment of the Májavaram-Mutupet Railway extension.

3. As the crow flies, Avadaiyárkóvil and Devakottai are about 18 miles apart, and I look forward to the time when these two railway stations will be connected by rail. Such a connection will prove of immense benefit to both railways and of immense benefit to the Tanjore district as a whole, and especially to the Pattukkóttai taluk, as it will afford a good choice of marts to the producers and merchants, and traffic is certain to increase in both directions. At present, the Pattukkóttai taluk is but sparsely populated, and large stretches of waste lands, quite suitable for cultivation, are everywhere visible. This is in great part owing to lack of means of export, there being nothing but heavy sandy roads. Consequently the producers are dependent to a great extent on the comparatively few merchants who carry on trade at the ports, and the further inland the villages, the worse off they are, as regards the prices they realize for their paddy. With a railway running north to Tanjore and Negapatam, and south to Devakottai and Thondi, and finally (I hope) to Madura and Pámban, a great impetus will be given to trade and a great increase in cultivation will be the ultimate result. As it is, since the Májavaram-Mutupet Railway was opened, the increase in ground-nut cultivation in the north of the taluk has been very noticeable, and though other causes may have had something to say to this, I should say that the new railway was the chief cause. Like effects will extend to the south of the taluk with the extension of the railway to Avadaiyárkóvil and with its connection with the Thondi line.

4. Closely connected with this question of railway extension is that of irrigation extension, and projects are under investigation, which, it is hoped, will in course of time change the face of the whole taluk. In this connection I cannot do better than quote the following from a letter I have received from Colonel Smart, R.E., Superintending Engineer on special duty:—

"The Pattukkóttai taluk of this district has been much neglected, but there is no reason why with development it should not become as rich as the Shiyáli taluk for instance. The proposed railways will, I have no doubt, stimulate the cultivation of ground-nut and casuarina along the sea-coast tracts for which the soil is eminently fitted. But to fully protect the taluk against drought, irrigation requires development. In the northern part, the extension of the Vadavar, with a connected chain of new and old tanks, will bring 60,000 acres under rice cultivation, or three times this area, if the people could be induced to irrigate dry crops. This project is, as you are aware,

now under investigation. In the south, the irrigation under the rivers Vellar and Narasinga Cauvery could be much improved, and I believe investigations in this direction are in progress. Surveys were made so far back as 1870 for the purpose, but nothing has been done up to date save in the way of the repair of existing tanks."

With these views I entirely concur.

5. My opinion then is that, until Avadaiyárkóvil and Devakottai are connected by rail, the Thondi line will not benefit Tanjore to any material extent, but that when they are connected, both railways and districts will benefit materially, and when the irrigation projects are carried out, the benefits will be incalculable. In fact the connection of the two railways will be a necessity, and must come sooner or later.

6. Before deciding to connect Trichinopoly with Pudukkóttai by rail, it should be carefully considered if it would not be more profitable to let the line run from Tanjore to Pudukkóttai instead. I am not in a position to give a definite opinion, and I do not draw attention with any particular idea of benefiting Tanjore at the expense of Trichinopoly. I am under the impression that at present more carts enter Pudukkóttai from the Tanjore than from the Trichinopoly side, but on this point the Dewan could give information as there are toll-gates on both roads at the entrance to Pudukkóttai town. The number of carts would not, however, be the sole test as regards the claims of each route, for it would have to be considered what through traffic to Pudukkóttai and Thondi would be likely to be developed from the country beyond Erode on the one side, and from between Tanjore and Madras on the other. The Madras and South Indian Railway Companies might, if thought necessary, be consulted on this point. I believe that the existing traffic between Erode and Trichinopoly is comparatively insignificant, and any increased volume of traffic from the Calicut side would largely benefit that portion of the South Indian Railway. From the look of the country, I should say that the cost of construction per mile of the Trichinopoly-Pudukkóttai and Tanjore-Pudukkóttai would be about the same, but the latter line would be 3 or 4 miles longer.

7. I may also remark, *en passant*, that when the survey of the Májavaram-Mutupet extension is taken in hand, it would be well to consider if the line ought not to take a slight *detour* and run to Avadaiyárkóvil *via* Arantangi. This would make it about five or six miles longer, but Arantangi is an important centre of trade, and in its immediate neighbourhood are good gravel and stone quarries which would supply excellent material for railway construction and maintenance.

8. I may lastly remark as a result of my recent tour that I am thoroughly convinced of the wisdom of the proposal to extend the Májavaram-Mutupet Railway to Avadaiyárkóvil.

Resolution—No. 691, dated 29th October 1897.

The reports of the Collectors of Tanjore and Madura on the proposed line from Trichinopoly to Thondi *via* Pudukkóttai will be submitted to Government in the Revenue Department in compliance with paragraph 2 of G.O., No. 113 R., dated 20th February 1897 (Public Works Department).

2. The Collector of Tanjore considers that the line is not likely to be of much benefit to his district unless the proposal, now under consideration, to extend the Májavaram-Mutupet line be sanctioned, and the line be continued beyond Avadaiyárkóvil to Devakóttai and ultimately to the Madura-Pámban line.

3. The Collector of Madura does not favour the portion of the line between Devakóttai and Thondi, but proposes to carry on the line from Devakóttai *via* Ilayangudi to Paramagudi to meet the Madura-Pámban line. This proposal he supports on the ground that it is now found very difficult to maintain district roads in this part of the country, especially where their direction is across the drainage, and that the Local Boards would be entirely unable to construct the long lines of road, across the watershed which would be required to bring the distant ends of the Ramnad zemindari into communication with the Madura-Pámban line.

4. The Collector of Tanjore suggests that the line might run from Tanjore to Pudukkóttai, and so to Thondi. He is, however, doubtful if the traffic on this route is greater than that from Trichinopoly, and considers that the question should not be settled merely in accordance with the existing traffic statistics, but by the probability of development of through traffic from beyond Erode, or from beyond Tanjore. He suggests that the Dewan may be able to furnish road traffic statistics for the Trichinopoly-Pudukkóttai and Tanjore-Pudukkóttai roads and that the Agents of the Madras and South Indian Railways may be consulted as to the possibilities of development of through trade in either route. The Board does not consider that any material development of trade from beyond Erode is likely to accrue by the construction of the Trichinopoly-Thondi line, a more convenient sea-port is already opened up by the line to Negapatam. The Agents of the two railways will, however, be requested to report on the point, for there is a likelihood of through passenger traffic being stimulated. The Political Agent for Pudukkóttai will be requested to obtain from the Dewan the road traffic statistics for the Trichinopoly-Pudukkóttai and Tanjore-Pudukkóttai roads.

5. With reference to paragraph 2 of G.O., No. 113 of 1897, the Board considers that the best registering station for road traffic will be Tirumayam and the Political Agent for Pudukkóttai will be requested to suggest to the Dewan the advisability of establishing a station there.

Order—Mis. No. 6098, Revenue, dated 26th November 1897.

Forwarded to P.W. Dept. in continuation of G.O., Mis. No. 2022, dated 14th April 1897.

Order—No. 1160 R., dated 17th December 1897.

Recorded.

Read also the following paper :—

G.O., Mis. No. 641, Revenue, dated 7th February 1898.

Read the following Procs. of the Bd. of Rev. (Rev. Sett., Land Records and Agri.), Mis. No. 533, dated 26th January 1898 :—

Letter from—The Collector of Trichinopoly.

To—The Secretary to the Commissioner of Rev. Sett., Land Records and Agri.

Dated—20th January 1898, Ref. on Cur. No. 137/Rev.

With reference to paragraph 5 of Board's Proceedings, No. 691 (Settlement), dated 29th October 1897, I have the honour to report that the Dewan of Pudukkóttai has informed me that a traffic-registering station has been established at Tirumayam for one year from the 1st instant.

2. The road traffic statistics for the Trichinopoly-Pudukkóttai and Tanjore-Pudukkóttai roads called for in paragraph 4 of the Board's Proceedings under reference will be submitted on their receipt from the Dewan.

Resolution—

Submitted to Government, Revenue Department, in continuation of Board's Proceedings, No. 691, dated 29th October 1897.

Order—Mis. No. 641, Revenue, dated 7th February 1898.

Forwarded to the Public Works Department, in continuation of endorsement, No. 6098, dated 26th November 1897.

ORDER—No. 287 Ry., dated 21st February 1898.

Recorded with reference to G.O., Nos. 1119-20 R., dated 10th December 1897.

(True Extract.)

FRANCIS J. E. SPRING,
Joint Secretary.

To the Agent, South Indian Railway.
" Revenue Department.
" Political Department.
" Consulting Engineer for Railways.
" Examiner, Guaranteed Railway Accounts.

Exd. T. K. Narayana Aiyangar.

P. W.
Revenue (1898) Department.

Railway

CURRENT No. 790

222.



From

The Board of Revenue,
Rev. Secty. &c

Order Mid. no. 641 of 7th Feby 98

Forwarded to the Public

No. 553 Mid

Works Dept., in Continuation
of Endorsement no 6098 of
28th November 1897.

Dated 28th January 1898.

Received 29th ———

Registered 29th ———

Enclosures Recd 10. 2. 98.

Spare copies.

as asst Secy to Govt.

To

SUBJECT.

The Public Works Dept (Ry Br)

Trade

Submitting to Govt. Revenue
Dept., with remarks, letter from
the Collr. of Trichinopoly report-
ing that a traffic registering
Station at Tirumayam was
closed from 1st Jan'y 1898
and that the Statistics of
Certain roads will be sub-
mitted on their receipt.

961
872698

BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.

(Sd. 22-2,000-11-3 97.)



Proceedings of the Board of Revenue

(Revenue Settlement, Land Records and Agriculture),

Dated 26th January 1898.

No. 533 Miscellaneous.

READ.

the following letter from the Collector of
Trichinopoly, Ref on Current No 137 of 1898
dated 20th January 1898.

With reference to para 5 of
Board's Proceedings No 690 (Settlement)
dated 29th October 1897, I have the
honor to report that the Dewana of
Pudukottah has informed me
that a traffic registering station
has been established at Tirumayam
for one year from the 1st instant.
2. The road traffic statistics for
the

the Trichinopoly - Pudukottah and Tanjore
- Pudukottah roads called for in para
4 of the Board's Proceedings under
reference will be submitted on
their receipt from the Swan.

Resolution
Submitted to Government,
Revenue Department, in continu-
ation of Board's Proceedings dated
29th October 1897. No 691.

(True copy & back)

Enclosure
28/11

Secretary

The Secretary to Government, Revenue
Department.

Form No. 8.

A

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

No. 287. Dated 21/2/98

PROCEEDINGS OF THE MADRAS GOVERNMENT.

again
READ the following

Progs. of the Madras
Govt. P. W. Dept. } H.E. No. 1160 R of 17th Decr 1897
Readers

Progs. of the Madras
Govt. Revenue Dept. } H.E. No 641 of 7th Feby: 1898

Recorded with
reference to H.O. No. 1119-20 R of 10th
Decr 1897.

R.

YH 17/2/98

To

- The Agent S. & R.
- Revenue Dept.
- Political Dept.
- Comptroller & Pay.
- Ex. & Ry. Secy.

16/3/98