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TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

REVENUE DEPARTMENT

G.O. No.	680	Press.
B.P. No.		Mis.

Dated 15-3-1878 197.

Not to be folded or roughly handled

680
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GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

4th March 1878, No. 1,115 W.

Buildings and Roads.

Civil Works.

Read the following papers:—

No. 58. Proceedings of the Madras Government in the Revenue Department, dated 6th June 1877, No. 1,904.

Proceedings of the Board of Revenue, dated 17th May 1877, No. 2,276.

Read the following letter from W. McQUHAE, Esq., Collector of Madura, to H. E. STOKES, Esq., Secretary to the Board of Revenue, dated 29th April 1877, No. 271.

With reference to G.O., Public Works Department, dated 4th April 1877, No. 1,109, communicated in the Board's Miscellaneous No. 6,137, dated 26th April 1877, I have the honor to report that there is a made road from Madura to Permangudy, a distance of 45 miles. From Permangudy to Ramnad, a distance of 23 miles, the construction of a road has long been sanctioned, but the work has been very expensive and is not yet half completed. From Ramnad to Muntapam, a distance of 27 miles, the road passes through heavy sand, and no materials for making a good road can be had within a reasonable distance.

2. The Shevagungah and Ramnad Estates cannot contribute to the cost of the proposed railway, because they are both insolvent at present, and if at any future period either of these estates has any money, its first business will be to repair its ruined irrigation works.

SUBMITTED to Government with reference to the order quoted.

2. The Board concur with the Collector in considering that no aid can be expected from either of the great zemindaries.

(A true Copy and Extract.)

(Signed) C. A. GALTON,
Sub-Secretary.

COMMUNICATED to the Public Works Department.

(True Extract.)

(Signed) C. G. MASTER,
Offg. Secretary to Government.

No. 58-A. From W. S. HARRINGTON, Esq., District Engineer, Madura, to Major-General KENNEDY, Personal Assistant to His Grace the Governor of Madras, dated Madura, 21st November 1877.

IN compliance with instructions received from His Grace the Governor I do myself the honor to forward certain

One original letter.

„ sketch map.

information regarding the proposed tramway from Devipatam to Shevagungah

in the form of a letter in original addressed to me in my official capacity by Mr. J. Arbuthnott, Assistant Engineer. The letter is accompanied by a sketch map.

From J. ARBUTHNOTT, Esq., Assistant Engineer, on Special Duty, to W. S. HARRINGTON, Esq., District Engineer, Madura, dated Madura, 21st November 1877.

In accordance with verbal instructions received from His Grace the Governor, I have the honor to submit the following report regarding a tramway on the existing road from Shevavungah to Devipatam. On the 6th of October last (*vide* G.O., Public Works Department, No. 904 W, of that date,) the Chief Engineer applied for my services for the above purpose; but without the consent of the Court of Wards I could not leave Ramnad. The Court refused their consent, but this the Government over-ruled, *vide* G.O., Public Works Department, dated 22nd October 1877, No. 1,171 W, which I received on the 28th idem, and from it was under the impression that a detailed survey for a tramway from Shevavungah to either Devipatam, Atangarai or Kilakarai, whichever might most commend itself to me, was required; it was recommended that Road No. 11 should be followed, but from the wording of the order I had no idea that a survey of the road itself was required. On receipt of this order, or rather in reply to a telegram received from the Chief Engineer on the same day, I wrote to Colonel Ford applying for an establishment, and informing him that it was impossible to do anything then owing to the almost impassable state of the country on account of the extraordinary monsoon. I received sanction for the establishment on the 12th instant.

It was with the greatest difficulty, travelling on the 13th and 14th, that I managed to reach Madura to meet His Grace there. I then learnt, on the 15th, from His Grace that all that was required at present was whether, roughly speaking, it was possible to construct a tramway from Shevavungah to Devipatam on the existing road, that is, whether there were any gradients steeper than 1 in 200 or curves sharper than 660 feet radius. In immediate obedience to the personal instructions of His Grace, on the morning of the 16th I went out to Shevavungah and on the 17th and 18th went down the road as far as Eliangudi (20 miles from Shevavungah). I had several times been over the road from Eliangudi to Kilyoor and about the country from there to Devipatam. Had I had the time even (His Grace wished this report to reach him at Tanjore) I could not have gone at this time of the year from Eliangudi to Devipatam as the country most of the way is under water, but I think I know enough about it for all practical purposes.

Shevavungah is nearly 30 miles from Madura and is connected with it by a very good metalled road, now a good deal cut up. There are also good metalled roads from Shevavungah to Melur, to Mana-Madura, Permagudy, 27 out of 40 miles to Tondy and to Tripatore. The road on which the tramway to Devipatam is required is made and metalled for the first 10 miles, that is as far as Shembanoor, with a width of roadway 18 feet, width of metal 9. On this section of the road there are 10 road dams with a total width of waterway of 410 feet, and 15 culverts with a waterway of 118 feet. I do not think that the culverts are substantial enough for a tramway. The curves are with two exceptions easy, the first exception being in the 1st mile from Shevavungah where the road runs round a tank on the top of the bund and where it will be necessary either to go through the tank or take up land outside for a curve of greater radius; the second is in the 7th mile, but this can easily be got over as the line runs through jungle where waste land is available. At about 9 miles 6 furlongs the Upar river is crossed, this is a drainage stream and when in fresh carries a good deal of water; when I saw it, it was 165 feet across with 3 feet of water in the middle, when running full it is about 200 feet wide and carries about 4 feet of water. This is the only stream of any size crossed. The soil up to Shembanoor is red and gravelly, any amount of laterite is obtainable at the side of the road; the country is very nearly all jungle; and there are only three miserable villages on the road. From Shembanoor to Eliangudi, a distance of 10 miles, there is only a cart track through jungle, with the exception of the last two miles into Eliangudi, where there is a little, a very little, cultivation; there are two ruined culverts on the line; the soil for the first 8 miles is laterite and gravel, the last two gravel, sand and black cotton. From Eliangudi to Kilyoor, 15 miles, the road is merely a cart track unbridged and lower in most places than the surrounding country; the soil is black cotton with here and there sand.

It is impossible to tell at present what will be required in the way of culverts, but an embankment at least 2 feet high will be required. The face of the country is flat with a slight fall to the sea. There is no road from Kilyoor to Devipatam, a distance of 10 miles as the crow flies; as this country is also low an embankment will be required here, but as the line will run parallel with the drainage I do not think that much will be required in the way of culverts. The soil for 8 miles from Kilyoor is black cotton and sand, getting more sandy approaching Devipatam, within 2 miles of which place there is nothing but pure sea sand. Devipatam is a small fishing village. During the south-west monsoon all the Ceylon coolies embark and disembark here; the sea is very shallow for a long way out, so much so that ships of upwards of 200 tons have to anchor nearly three miles out, and boats of even 20 tons cannot come within 300 yards of the shore; for this reason it is very little used as a port, the principal ones being Tondy for Shevavungah and Kilakarai for Ramnad; the port of Tondy labours under the disadvantage of being shallow but not so much so as Devipatam. At Kilakarai the largest ships up to 300 tons can anchor within half a mile and in very

bad weather can anchor at Yavandi, 8 miles west of Kilakarai, where there is a safe harbour at all times of the year, at least so the Custom's Superintendent of Kilakarai informs me. If a survey of any road for a tramway be required I would respectfully recommend that either the one from Shevavungah to Tondy, a distance of 40 miles, or from Madura by the south bank of the Vygay to Kilakarai, 88 miles, or both, may be taken in hand. In my humble opinion this line from Shevavungah to Devipatam has in itself nothing to recommend it, it passes through no large village and ends in no larger port; 15 miles out of 45 pass through an almost uncultivated jungle; it would bring nothing into Shevavungah and would take nothing out; the only people it would benefit would be the coolies emigrating to Ceylon during the south-west monsoon. Tondy, on the contrary, is the port for Shevavungah if indeed it is considered necessary to connect Shevavungah with the sea; the road is 5 miles shorter than the Devipatam one, embanked where necessary throughout and is metalled for 27 miles.

I have to thank Mr. Robert Fischer, the Manager of the Shevavungah Estate and a resident of Shevavungah for more than 21 years, also the Zemindary Sheristadar who has been there for the same number of years, for most of the information that I have obtained and now furnish.

No. 58-B. From J. ARBUTHNOTT, Esq., Assistant Engineer, on Special Duty, to the Chief Engineer, Public Works Department, dated Madura, 24th November 1877, No. 2.

With reference to G.O., No. 904 W, October 6th, 1877, I have the honor to request that I may be informed which of the four undermentioned lines I may be permitted to survey:—

- (1.) Line from Madura to Kilakarai via the south bank of the Vygay.
- (2.) Do. Shevavungah to Tondy.
- (3.) Do. do. to Devipatam.
- (4.) Do. do. to Kilakarai.

In my report,* written under the personal orders of His Grace the Governor, I have stated what I conceive to be objections

* Copy enclosed.

to the adoption of line No. 3, and His Grace objected to No. 4, because the Vygay would have to be bridged. There remains then only Nos. 1 and 2, and I wish to know if, before attempting a detailed survey, I should send in a report on the kind of country, so as to give a general idea of the line.

No. 58-C. From W. S. HARRINGTON, Esq., District Engineer, Madura, to the Chief Engineer, Public Works Department, dated Camp, Cumbum, 19th January 1878, No. 317.

I HAVE the honor to forward herewith extract from a demi-official received by me yesterday from Mr. C. H. G. Jenkinson, who has been deputed by Government to ascertain the best line for a tramway to Shevavungah from certain ports on the coast.

2. I venture to second Mr. Jenkinson's proposal that he be allowed to proceed to the Presidency with the express object of putting himself into personal communication with you regarding his future work. I think, moreover, that His Grace the Governor might not be unwilling to accord Mr. Jenkinson an interview on a subject which from a conversation held with him at Madura I believe that His Grace is much interested in.

The Government orders about the tramway do not give any definite idea of what is wanted; but I imagine that it is to be a very cheap line. The style of line will materially affect the surveys and setting out of the centre line. I was in America last year, 1876, inspecting some of their narrow gauge cheap railways, and the experience I gained there will be useful for this work; but I should be opposed to some of the ordinary customs in railway practice here which involve expense.

Perhaps if the Chief Engineer could see my notes, &c., it would save time and a great deal of correspondence, and I am sure that in half an hour's conversation I should learn more of the views of Government as to what is wanted and the details of the work than by a dozen letters.

As it seems I shall have to remain here some days waiting for instruments, &c., I would request you to let me go to Madras for a day or two for the object stated above.

No. 58-D.

MEMORANDUM.

At an interview that His Grace the Governor accorded me on the 26th instant,

Object of Government. to receive instructions concerning a tramway or railroad in the Shevagungah and Ramnad Zemindaries, His Grace said that the object of Government was to No importance attached to seeking the town of Shevagungah.

importance attached to seeking the town of Shevagungah, which already has good roads to Madura and elsewhere, as the southern port of the estate would be benefited by a railroad south of the river Vygay.

His Grace approved generally of a line, marked in pencil on sheet No. 80 of the line. To consult local officers on general course of Ordnance Map, between the towns of Madura and Ramnad and thence to the sea at Kilakarai, but wishes me to consult

Mr. Nicholson of Shevagungah and Mr. Lee Warner of Ramnad, as to the villages the line should, in their opinion, be taken to or near, having regard to their population and trade, and of course to the practicability and cost of any deviation from the straight direction that might be involved.

His Grace desired me to commence the survey at the Ramnad end. The pencil Survey to commence from Ramnad.

Would prefer the line taken to village of Kilakarai rather than to east of backwater.

have the line brought to the village, where a trade is already established. The decision of this point, however, must depend on the surveys and my observations on the spot.

From the bend of the pencil line (Map 80) I am to continue a survey along the road towards Rameswaram; and from

To survey towards Rameswaram,

and towards Devipatam.

His Grace also instructed me to visit the Harbour Master at Paumben, to ascertain from him where would be the most convenient place on the coast near Ramnad to which the railroad should be taken; and if it would be possible at Kilakarai, or thereabouts, to construct a jetty where vessels of 10 feet draught could lie alongside.

His Grace is of opinion that the line should follow the course of the Madura-Ramnad road as far as possible, and that the present culverts should be utilized.

After leaving the road, and wherever there are no culverts on the road, His Grace thinks that it would be sufficient for the present to cross the nullahs with Irish

bridges. In the black cotton soil near Ramnad His Grace thinks that banks should be avoided, and the formation should be kept as near the surface as can be; and, especially, that side cuttings for soil must be avoided and widely separated where unavoidable.

His Grace was pleased to approve of the type of line I suggested, viz., a 30-lb. flat-footed rail (Vignoles' type) fastened to cross sleepers by two 4" dog spikes, and the ends of the rail to be between sleepers. The number of sleepers per mile to be 2,514, or at about 2 feet centre to centre. I also suggested that the sleeper should measure 6' x 6" x 4". His Grace seemed to think that the depth, 4", was too small and would prefer a depth of 6". I am afraid, however, that I allowed His Grace to understand that the number of sleepers given above would give 2' 6" spaces from centre to centre; whereas 2' 6" spacing would give 2,263 sleepers per mile.

I suggested that in black cotton soil there should be at least 12" of ballast under the sleepers, which might be reduced to 9" in red soil, and in this His Grace concurred; and he further suggested that in black cotton soil there should be nothing else but a good quantity of ballast whether of sea sand or of morum, such as is found under the black soil, laid on the natural surface of the ground. And for the sake of getting sea sand His Grace would have the railroad commenced from the sea, and worked forward telescopically, bringing up the ballast as the rails were laid.

Except the permanent-way nothing is to be provided at present. There is to be one passing siding between Madura and Ramnad and a few sidings where necessary. There will be no station machinery at present and for switching there will be "butt points" as on contractor's lines. There will be no station buildings, and if there is any passenger traffic it will be managed by a conductor on the omnibus principle. But at the termini sheds are to be provided for the shelter of engines, stock and coal.

No Station Machinery.

No Stations.

managed by a conductor on the omnibus principle.

Sheds for Stock and Coal.

Along the line water is to be provided in pits or wells, as will be most convenient and cheapest, at intervals of not more than 10 miles. The water will be delivered to the engines in buckets, or by some simple and inexpensive contrivance.

Water for Engines.

The line will probably be worked at first by small engines or by traction engines adjusted for running on rails, and perhaps by cattle driven in tandem. The weight on a wheel will be limited to 2½ tons.

Method of Working.

I am directed to send in a plan and section of the first 30 miles from Ramnad as soon as I have got so far, with an idea of the quantity of earthwork required and an estimate of the quantity of rails, &c., in tons. Such plan and section are not required in a finished state, and the estimate will only be looked upon as a rapid approximation.

MADRAS,
27th January 1878.

(Signed) C. H. G. JENKINSON, A.I.C.E.,
Assistant Engineer.

No. 58-E. From W. S. HARRINGTON, Esq., District Engineer, Madura, to the Chief Engineer, Public Works Department, dated Camp, Oosilumpetty, 17th February 1878, No. 373.

As requested by Mr. Jenkinson, Assistant Engineer, Madura and Ramnad Tramway Project, I have the honor to forward for the information and orders of Government copy of his No. 14, dated 10th instant, reporting the result of his observations of the road from Madura to Ramnad.

From C. H. G. JENKINSON, Esq., Assistant Engineer, Madura and Ramnad Tramway, to the District Engineer, Madura, dated Ramnad, 10th February 1878, No. 14.

From my observations of the road in travelling from Madura to Ramnad, and a careful study of the Ordnance Map, I have come to the conclusion that it will not be advisable to construct the tramway along the road after passing 21 miles from Madura.

2. After the 9th mile post from Tiroochovanum (21st mile from Madura) the road winds through some paddy-fields, and it would be perfectly impossible to follow it, afterwards, and as far as Mana-Madura, for the greater part, it is almost in the bed of the river, and the flood has covered it three or four feet deep.
3. At Mana-Madura the road crosses the river (30th mile) and thence for 10 miles is very fair and on high ground. At the 10th mile stone from Mana-Madura the road meets the flood of the river again, it crosses the river and at about 12 miles from Mana-Madura (42nd mile) is again free from the floods.
4. It continues in fair condition, but wants levelling and repairs, up to the 58th mile or 13 miles from Paramagudy, but after that it has been completely destroyed by the late floods and must always be in great danger unless the tanks are properly maintained.
5. It does not seem to me that it would be difficult to keep the Madura-Ramnad road in fair repair throughout. For 58 miles there is a tolerable road for traffic, although in need of heavy repairs in certain places; as far as Paramagudy, and probably past that village, there seems to be plenty of metal available, as the road is to some extent metalled as far as the 58th mile, with the exception of a mile or two here and there. Even the latter 10 miles to Ramnad present no insuperable difficulty, the soil is not the real black cotton soil as I was led to expect, but, judging from the recently cut side-pits, there is a great admixture of sand in it which counter-balances the bad qualities of the soil to a considerable extent. It is very evident that sufficient water way was never provided for this piece, even for the ordinary drainage, and in order to make it worth while to take a tramway along this line a considerable bank and several culverts would be necessary. I saw plenty of sand about, and I presume "morum" and "kunkar" are to be found under the top soil as is generally the case; at all events a railroad to Ramnad could deliver metal there from which place it could be distributed by cart or even by a temporary line of contractor's rails. It would therefore be useless to take the line of railroad along the present road merely for the sake of bringing up metal for the 23 miles between Paramagudy and Ramnad.
6. I have written the above not as a report on the road, which I should not presume to give after so cursory a view of it, but to dispel the idea that it is impossible to make the road fit for the cart traffic of the district; and that the metal is so far away as to render it advisable to lay a tramway for its collection. I do not say that a thorough good road could be made on the present alignment without considerable expense; and I should expect it would be an expensive line to maintain in good working order, but I do maintain that a sufficiently good road can be made at a reasonable cost.
7. As it is quite out of the question to cross the river twice, it is certainly necessary for the tramway to leave the road at, or near, Paramagudy, and as far as I can make out from the Ordnance Map this would entail nearly two miles extra length at a cost of, say, Rupees 40,000, and by running up to Paramagudy we should get unpleasantly near the river and into low irrigated land.
8. Judging by the Ordnance Map, there appears to be a water-shed (and I hear it is the case), the line of which as marked by the villages would be, roughly, starting from Ramnad, Yettivial (at fork of roads), Poothoor, Keelayendel, Vantiyandal, Shelloor, Murruntoor, Yellatoor, Payanthel, Pantipashacuraynellur, Mela Parashalay Theanoor, Keelamangoody, Pumbacherry, and joining the Madura road between Yeddacatoor and Maurnad or at 21 miles from Madura, as far as which the road is good (see paragraph 2). Considering the state and position of the road with regard to the river, as described in paragraphs 2 to 4, and that it would be evidently undesirable to construct a tramway, at large cost, in a position liable to be flooded, which would be much the same as throwing the money into the river, I should strongly recommend that the line

I have indicated should be adopted for a railroad between Madura and Ramnad. Added to these considerations this line would be shorter by at least two miles than if the line were taken *via* Paramagudy. It would be necessary to take up land which would add to the expense, but there is a village track marked on the map which it may be practicable to follow. It should be borne in mind, too, that in following the line of the road it would not be possible to keep the centre line of the railroad always on the land belonging to the road, especially at curves, and some allowance must be made for this in the estimate. Besides eliminating the cost of land from the estimate, another saving was looked for in following the road, viz., in culverts, as the road culverts would be used for the railroad. Very few of the road culverts are available for the railroad, because the culverts are square to the streams which cross the road at such an acute angle that it would not be possible to get the centre line of the railroad on to them except at a cost in earthwork, land, and length of line, which would probably exceed the cost of a new culvert and diversion of the channel.

9. To sum up. The state and position of the road from the 21st mile from Madura to Ramnad is not such as to render it advisable to construct a railroad along it, because a valuable property would be exposed to great danger of destruction from floods. The road-culverts with few exceptions could not be utilized for the railroad. A certain amount of land would be required outside the road boundaries because it would not be possible to keep the centre line of the railroad on the road, especially at curves. With the exception of 10 miles at the Ramnad end, the road is in tolerable condition, even so soon after the floods, and it is probably perfectly practicable to make, and maintain, a fairly passable cart road between Madura and Ramnad especially when a railroad shall deliver metal at Ramnad and near the line of road. Between Mana-Madura and Paramagudy a new line must be taken, as the road is on the north side of the river, and which involves two crossings of the river. It is therefore recommended that the line should leave the road at 21 miles from Madura, and from there keep on the water-shed, passing the village Pantipashacuraynellur (*vide* Ordnance Map) and thence in a tolerably direct line towards Ramnad.

10. A serious obstacle to taking a line from the west into Ramnad exists in the overflow from the large Ramnad tank, and I understand that a new and enlarged waste weir is to be constructed. Even if the line were taken on this weir with sunk rails or otherwise an expense would probably be incurred which would be very heavy for so cheap line as is contemplated. The district officers do not seem to consider it necessary that the line should go into the town, but they would be satisfied if the line, as I have described in paragraph 8, were taken in as direct a line as possible from Poothoor to Kilakarai. Afterwards, if the line should be extended to Davipattam to suit the cooly-emigration traffic, a branch could be made in that direction with a bridge on the new weir, and I should therefore recommend that the design for the weir should be made with that object in view.

11. I enclose a copy of a letter from Mr. Lee Warner to the Collector of Madura, kindly placed at my disposal by the former gentleman, which contains a proposal for another route for the tramway, which would serve the towns of Aruppocottah and Mudukolatur and join the South Indian Railway at Viruduputti. Such a line, so far as my information goes, could be made at least as cheaply as one along the Madura and Ramnad road, as we should for a great distance run on a bank being now made as an irrigation work. The river Gendar would have to be crossed at Kamuthy, but probably a bridge would not be required immediately, as the water is diverted from the river at Kamuthy towards Mudukolatur. After crossing the river high stony land is reached, and there would be no further difficulty nor extra expense incurred.

12. This line would pass through the poorest part of the zemindari and that most liable to famine, and considered as a preventive to famine *only* it would probably be the best route to take; but as a commercial line, and with a view to opening out the country, the line as sketched out in paragraph 8 has the approval of the district officers. Mr. Lee Warner also is of opinion that the country mentioned in paragraph 11 would be sufficiently served and security given for grain supply if a promise were given to make a road from the Railway station at Viruduputti to Tiroochooly.

13. As His Grace the Governor rather laid a stress on keeping to the line of road, and besides instructed me to consult with the district officers, I have the honor to request that this report may be submitted to the Chief Engineer, with a request that the orders of Government may be communicated to me as soon as possible. With respect to an extension to Paumben, I shall have the honor to submit a report after having seen the Master Attendant; it is only necessary to say at present that it does not affect the question of going into Ramnad, as I have information that it might be possible, if not better, to extend the line along the coast from Kilakarai.

From J. LEE WARNER, Esq., Special Assistant Collector Ramnad, to the Collector of Madura, dated Ramnad, 8th November 1877, No. 368.

With reference to Mr. Arbuthnot's appointment to survey a tram line from Shevavungah to some sea port in this zemindari limits, and the approaching visit of His Grace the Governor

to Madura, I have the honor to request that my idea of the construction of a branch line from Virduputti to Kilakarai may be also brought to notice. Such a line would pass through Aruppocottah, Mandapasalay, Kamuthy and Mudukolatur. Splendid material is to be procured along all the section from Kamuthy to Virduputti. From Kamuthy the right bank of the Regunatha Cavery work can be utilized, where there will be a bank already half formed for 24 miles. The great advantage of this line is that the crossing of the Vygay will be avoided altogether, and for a great part of the way no drainage is crossed which I believe would not be the case on the other side. Shevagungah is in tolerable communication with Madura by made roads through all parts of the zemindary. Ramnad is suffering from the opposite cause and this tram piercing it from west to east is likely to be of incalculable benefit.

No. 59.

ORDER THEREON, 4th March 1878, No. 1,115 W.

RECORDED with the remark that the line sketched out in paragraph 8 be adhered to, and the points alluded to in paragraphs 8 and 10 be abandoned.

(True Extract.)

E. A. Mnd Colonel, R.E.,
Secretary to Government, P.W.D.

To the District Engineer, Madura.
" Consulting Engineer for Railways.
" Revenue Department.

Exd. S. T. Austin.
Spare Copies

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14/3

Revenue Depart^t

No 1145

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt: of (1878) Madras.

PUBLIC WORKS.

To

THE DISTRICT ENGINEER,

MADURA,

&c., &c., &c.

Dated March 4th.

Issued

Recd. 14 March

Encl.

G. O., 4th March 1878, No. 1,115 W.

De Miss

MARCH

Nos. 58-59

Madura and Rannad Tramway Project.—
Papers regarding the — recorded with
remark.

Comm^d to the
Board of Revenue
15 March 78