

MADRAS RECORD OFFICE.

Government of Madras.

DEPARTMENT.

G.O. No.

Press

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Dated

18-5-7

Not to be folded or roughly handled

17

Fort Saint George, Public Works Consultation of 3rd March 1857.

Read again letter from the Chief Engineer, dated 22nd December 1856, and recorded in Diary to Consultation 13th January 1857, No. 55.

Read also the following papers.

No. 27. Extract from the Proceedings of the Acting Superintending Engineer, Northern Circle, in charge of the Central office of Public Works, dated 6th January 1857, No. 9321.

Read the following letter from C. PELLY, Esq, Collector of Bellary; to Lieutenant Colonel C. E. FABER, Chief Engineer, dated 19th December 1856, No. 51.

SIR,

I have the honor in reference to the instructions of Government [Extract Minutes of Consultation, No. 2132 of 15th Ultimo,] to express my opinion that, it would not be desirable to substitute a second Class fair weather road for a first Class road from Bellary to Coodair. The District Engineer will have shewn what progress has already been made in this line. There are about 50 miles more to be made, and this is chiefly through black lands, which whether for a first or second Class road, to be if use, must be metalled or gravelled, for the slightest shower makes such soil exceedingly heavy; and after rain, a road on such soil remains for a long time in a very bad state where there is any ordinary traffic on it. It is therefore necessary that, a good road to be of any real use, should be made for this portion, and the rest having been already completed, it would be a waste of money not to complete this small portion in the same manner. The Bridge over the Pennair also for which a large outly has already been incurred, must also be completed; whether the road is to be called a first or second Class road, for the river there is quite impassable for many days at a time to the great inconvenience of traffic.

Resolved, with reference to letter No. 9064, dated 22nd December 1856, from the Chief Engineer Department Public Works, to forward for the information of Government, copy of the foregoing communication, No. 51 dated 19th Idem, from the Collector of Bellary, expressing his opinion that, it would not be desirable to substitute a 2nd Class fair weather road for a 1st Class road from Bellary to Coodairy.

(Signed) C. E. FABER, Colonel,
Chief Engineer.

No. 28. Extract from the Proceedings of the Acting Superintending Engineer, Northern Circle, in charge of the Central office of Public Works, dated 14th January 1857, No. 9449.

Read the following letter from Lieutenant Colonel T. T. PEARS, c. b., Consulting Engineer for Railways; to Colonel C. E. FABER, Chief Engineer, dated 2nd January 1857, No. 2.

SIR,

With reference to an Extract from your Proceedings No. 9109, of the 23rd December, I have the honor to inform you that, as far as concerns lines now projected or under consideration, there is no probability of the Bridge proposed to be constructed across the River Pennair, near Ooderpedroog, being required as a Railway viaduct.

Resolved to forward copy of the foregoing letter No. 2, dated the 2nd Instant, from the Consulting Engineer for Railways, for the information of Government with reference to the Chief Engineer's communication No. 9064, dated 22nd Ultimo.

(Signed) C. E. FABER, Colonel
Chief Engineer.

exceedingly heavy; now 7

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Fort Saint George, Public Works Consultation of 3rd March 1857.

No. 29.

ORDER THEREON, No. 379; dated 27th February 1857.

On the 15th November 1856, the Chief Engineer was requested to report on the progress made in the construction of the first class road between Goodair and Bellary, and to submit his views on the Honorable Court's suggestion for discontinuing all further work on the expensive scale, hitherto allowed and substituting for it a "fair weather second class road," Colonel Faber now submits the required information, and from the papers recorded above, the Government observe that Rupees 26,221, or nearly half of the estimate of Rupees 57,050, have been expended on the road; that 19½ miles out of the entire distance of 45½ miles have, with a few exceptions, been completed, and that the remaining work is in progress. The Chief Engineer, the Collector, and the District Engineer, advocate the completion of the road as a first class one. Mr. Pelly, states that this chiefly passes through black soil, and that to be of any use, it must be metalled or gravelled, for the slightest shower makes such soil exceedingly heavy. Under these circumstances, the truth of which the Government admit and from the desirableness of opening the extensive District of Bellary by roads, the Right Honorable the Governor in Council considers that a fair weather road will by no means answer the purpose. He will not therefore disturb the completion of the work as a first class road.

2. The Government observe that, of the estimate of Rupees 35,280, sanctioned in December 1854, for constructing a bridge across the Pennair river, on the same road, only Rupees 4,759, have been spent. The Consulting Engineer for Railways reports in his letter to the Chief Engineer, dated 2nd January submitted with the Proceedings of the 14th Idem recorded above, that there is no probability of the bridge being required as a Railway viaduct, so that the Government trust that the work will now be at once completed.

(Signed) H. FORBES,

Acting Secretary to Government.

N^o 321

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Extract from the Proceedings of the Chief Engineer
in the Department of Public Works.

Under date the 6th January 1857.

Read the following.

Bellary Collect^r Office

19th December 1856.

N^o 51.

From C. Pelly Esq^r
Collector of Bellary

To Lieutenant Colonel G. E. Faber

Chief Engineer D. P. Works

Sir I have the honor in reference to the

instructions of Government [Extract Minutes of
Consultation N^o 2132 of 15th Ultimo] to express my

opinion that it would not be desirable to substitute
a Second Class fair weather road for a first class

Road from Bellary to Goodair. The District
Engineer will have shown what progress has

already been made in this line. There are about
50 Miles more to be made, and this is chiefly

through black lands, which, whether for a first or
second class road, to be of use, must be metalled or

gravelled, for the slightest shower makes such soil
exceedingly heavy, and after rain, a road on such

soil

soil remains for a long time in a very bad state -
where there is any ordinary traffic on it. It is
therefore necessary that a good road to be of any real
use, should be made for this portion, and this part having
been already completed, it would be a waste of money
not to complete this small portion in the same manner.
The Bridge over the Pennar, also for which a large
outlay has already been incurred, must also be com-
pleted, whether the road is to be called a first or second
class Road, for the river there is quite impassable
for many days at a time to the great inconvenience
of traffic. -

I have &c
(Signed) D. J. Jellie
Collector.

Resolved, with reference to letter No 9064
dated 22^d December 1856 from the Chief Engineer
Department Public Works, to forward for the infor-
mation of Government, Copy of the foregoing
Communication, No 51. dated 19th idem from
the Collector of Bellary, expressing his opinion
that, it would not be desirable to substitute a
2nd class fair weather, road for a 1st class
road

road from Bellary to Goodairy -

W. E. S. Colonel
Chief Engineer,

To

The Secretary to Government
Public Works Department

P.W.D

No 379

Extract from the Minutes of Consultation
Under date the 27th February 1857.

Read again letter
from the Chief Engineer dated
22nd December 1856 and recorded
in Diary to Com: 13th January
1857 No 55.

Read also the follow-
ing Extracts from the Proceedings
of the Chief Engineer.

(Here enter 6th & 11th January 1857)
No 9321 & 9449.

On the 15th November
1856, the Chief Engineer was
requested to report on the
progress made in the constru-
tion of the first class road
between Goodair and Bellary
and to submit his views on
the Honorable Court's suggestion
for

disputed 9/17 September 1856 No 10.
para 9.

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1857 Com: 18th Nov 56 No 57.
18th Jan 57 No 48 & 49.

Read from the Proceedings
of the Chief Engineer 21st 22nd
to the Secretary to Government
P.W.D.

Dated 6th
Dec 57 } January 1857.
No 6: 57- 27th 28th
No 11: 57- 27th 28th

Submits Copy of a letter from
the Collector of Bellary signed
by the road from Bellary
to Goodair.

1857 July No 23.

for discontinuing all further
work on the expensive scale,
~~hitherto allowed~~
and substituting for it "a
fair weather second class
road." Colonel Lauder now
submits the ~~required~~ ^{required} infor-
mation, and from the
papers recorded above, the
Government observe that Rupees 26,221, or
nearly half ~~of~~ ^{of} ~~the~~ ^{the} Estimate of Rupees
57,050 have been expended
on the road; that 17 1/2 miles
out of the entire distance of
45 1/2 miles have, with a few
exceptions, been completed,
and that the remaining
work is in progress. The
Chief Engineer, the Collector,
and the District Engineer,
advocate the completion
of the road as a first class
one. Mr. Dally states that
this

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this road chiefly passes
through black soil, and ^{that} to
be of any use, it must be
metalled or gravelled, for
the slightest shower makes
such soil exceedingly heavy. Under
~~the~~ truth of which the Govt. admit
these circumstances, and from
the desirableness of opening
the extensive District of
Bellary by roads, the Right
Honorable the Governor in
Council considers that
~~it is not~~
~~as~~ ^a the fair weather road
will by no means answer
the purpose. He will not
therefore disturb ~~the~~ ^{the} comple-
tion ^{of the work} as a first class road.
2- The Government observe
that, of the Estimate of Rupees
35,280 sanctioned in December
1854 for constructing a Bridge
across the Pennair river, on
the same road, only Rs. 4,750
have

have been spent. The
Consulting Engineer for
Railways reports in his
letter to the Chief Engineer
of 2nd January submitted
with the Proceedings of the
1st Locomotive recorded above
that there is no probability
of the Bridge being requir-
ed as a Railway Viaduct, so that
the Government trustees
therefore that the Bridge work
will be ^{now at once} completed ~~as~~
~~soon as possible~~

R. L.

Copies to the Chief Engr.
Dispt. at

Copy in ad to B
of the week reception

Plaid Harkley Post
Dy 27 February 1971
Michael Klingling Co.
Dy 27 February 1971

Nov 29

Following that for reason
stated, good will must be
the complete transfer of the
stake; Goodwin's will be
first class road, thinking
that the construction of signs
through the Pioneer River and
the shared road will make
it more complete.
Now the day is 1973 March 19
can do in fact

16 July 1973