M.R.O. 1—32 400—23-11-37

MADRAS RECORD OFFICE.

Government of Madras.

DEPARTMENT.

G.O. No. 1772 Press Mis.

Dated 27 1938

Not to be folded or roughly handled

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. 9061, 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 Colletor 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 Centrel 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.

proceedingly heavy; and

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

No. 29. ORDER THEREON, No. 379; dated 27th February 1857.

Despatch dated 17th September 1856, No. 10, para. 9.

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 Coodair 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 19¼ 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 1851, 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.

No. 9321.

3X

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

Under date the 6 January 1857.—

Read the following.—

Bellary Coll^r Office
19th December 1856.

No. 51.

From C. Pelly Esq^re
Collector of Bellary

To Lieutenant Colonel C. E. Faber
Chief Engineer D. P. Works

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 Goodair. 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 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 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 Pennar also for which a large outlay 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. —

I have &c.

Signed E. Jelly

Collector.

Resolved, with reference to letter No. 9964 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

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road from Bellary to Goodaroy —

I have &c.

Wd Taber Colonel

Chief Engineer,

To

The Secretary to Government

Public Works Department

7x

P.W.D.

No 379

Extract from the Minutes of Council

Under date the 27th February 1857.

Read again letter

from the Chief Engineer dated

22d December 1856 and recorded

in Diary to Govt: 13th January

1857 at 2555:

Read also the following

Minute, dated the 6th Instant, by the Chief Engineer.

Read also the following

Memorandum dated 15th-17th January 1857

(Received 15th-17th January 1857)

No 321 of 1857.

Ans. the 15th November

1856 the Chief Engineer was

requested to report on the

progress recently made in the construction

of the first class roads

between Bellary and Gooty

to Dharwar & thence

to Belgaum & Vingorla

the Honorable Council suggested

Dis/ulated 9/1852/Circular 1856 28-10.

Jamie 9.

P.W. Cons: 18th Nov/56 No. 59.

—— 15th Jany/57 No. 48-49.

Pub. Wks. 1857 Depart.

Dis. Cons 3 March.

No. 29

Extract from the Proceedings of the Chief Engineer P.W.D. To the Secretary to Government P.W.D.

Dated 6th
Rec'd 7th } January 1857.

No 321

P.W.D. No. 379- 27th.

Submits Copy of a letter from the Collector of Bellary regarding the Road from Bellary to Coodair.—

No 27 to 29

C14 Feby. R 23.

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 ~~on Rupees 26221~~ of the Estimate of Rupees 57050 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 Kelly states that their

this road chiefly passes through black soil, and to be of any use, it must be metalled or gravelled, for the slightest shower makes such soil exceedingly heavy. Under the circumstances 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 a ~~the~~ 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 over the Pennair river, on the Penne road, only Rs 4759 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 14th Instn recorded above that there is no probability of the Bridge being required as a Railway Viaduct, so that the Government trustees therefore that the Bridge work now at once will be completed ~~as soon as possible~~.

H.L.

M

Copies to the Chief Engr
Supdt

Copy in ad[dressed] to E
of 5th March 1857 No 5.

Public Works 1857 Dep[artmen]t.
Dft to Com[missioner]s 3d March.

No 399.

Extract Min[ute] of Com[missioner]s.
Dd 27th February/57

Observing that for reasons
stated, Govt will not disturb
the completion of the road
between Goodair & Bellary as a
first Class road, & trusting,
that the construction of a bridge
across the Pannair River on
the same road will be now be
at once completed.
From the Chief Engr Dd 3d March/57
Cap. 521 in Corr.

No 27 Dep.

C.W. Feby. 1857