2. Initials of Referencer.

M.E. O. 1—83,400—28-11-30.

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

Cons. 5.5.57

G.O. No. 845 Press Mis.

Dated 2 — 5 — 1857

Not to be folded or roughly handled

23/6/57

Fort Saint George, Public Works Consultation of 5th May 1857.

No. 69. Read the following letter from Colonel C. E. FABER, Chief Engineer; to H. FORBES, Esq., Acting Secretary to Government, dated 16th March 1857, No. 10961.

SIR,

1. With reference to Extract Minutes of Consultation No. 214, dated 28th January 1857, and to para. 29 of Captain Collyer's report, submitted with my letter No. 9500, dated 15th Idem, I have the honor to forward copies of the reports called for from the Collector, and District Engineer of Bellary, on the present condition of the road from Bangalore to Bellary, and the reason of its abandonment.

2. The District Engineer states in para. 2, of his letter* that on the completion of the road from Bangalore to Heerahall, all further expenditure was discontinued on the old road; that a road has been made† from Bellary to Heerahall, and the whole distance from the Mysore frontier bridged, that notwithstanding this road has been kept in repair on an annual grant as a first class line, he is informed and is of opinion from personal observation, that during the dry season it does not carry near so much traffic as the old road.

* No. 122, dated 18th February 1857.

†Estimate of Rupees 25,543, in statement No. 2 of Budget for 1854-55

Para. 3.

3. The reasons advanced for the bandy men, and native travellers preferring the old road are.

1st. That it is shorter by 40 miles.

2nd. That it passes through the best cultivated part of the Bellary District, where food and forage for man, and beast, are easily procurable.

And 3rd. That during the dry weather, a plentiful supply of water is to be obtained from the numerous tanks and wells along the line.

4. In para. 4 is noticed, Captain Collyer's recommendation to Government, that the old road should be maintained, and in para. 5 reference is made to the estimate‡ for a road from Bellary, via Oodahall, Yaparal, and Calliandroog, to Cumbadoor, the District Engineer observing, that "by altering a portion of the line, and bringing it on to Mulkapoor the site of the proposed annicut on the Huggry and carrying a branch from Mulkapoor to Gollah, we avoid altogether the bad part of the old road, between Gollah and Honoor."

‡ Rupees 36,000 submitted with report No. 8932, dated 17th December 1856.

5. The accompanying sketch plan prepared in the Central office, illustrates the arrangements proposed by the District Engineer in para. 6.

1st. To make the two first stages from Bellary to Mulkapoor common to the lines of road to Bangalore and Cumbadoor.

2nd. From Mulkapoor to take off two branches, one to Gollah to meet the old Bangalore road, and another to Calliandroog to be continued to Cumbadoor.

6. The District Engineer is of opinion, that the road from Cumbadoor should have been brought in the first instance to Gollah and the road from Calliandroog taken to Conderpeedroog thence to Nedigul on the Mysore territory, and continued through these and the Mudukseerah Talook, again to the Mysore frontier near Runtawallah via Mulligamudagoo and Rellahully, and this change the District Engineer would now recommend, if so much money had not been already spent on the other line.

7. In para. 7, are given the reasons for abandoning the old road between Gollah and Honoor, and in para. 8 is noticed the condition of the old road from Gollah to Pennacondah, where it meets the Hydrabad and Bangalore line, and the District Engineer observes, if Government determine to re-establish the road, that a bridge across the river Huggry can be included in the Estimate for the Yaparaul annicut Project.

8. In para. 9, is noticed, the proposed extension to Coorgerra or Jaullypett on this road of a line under construction by the Mysore authorities towards Hindoopoor on the Bellary frontier, and in para. 10 states in connection with the probability of a Railroad being sanctioned between Bangalore and Bellary, that even if the old Bangalore road were restored, preference

Regret

would be given to the line by Huroor, which though longer, passes through a less undulating country, and crosses the Huggry at a point where that river is an unconsiderable stream.

9. In para. 11, the length of the old road requiring to be almost reconstructed is given at 70 miles, and the probable cost, without bridges at Rupees 21,000, in addition of course, to the annual maintenance allowance of some Rupees 10,500, that would be required.

10. To complete thoroughly the old road as observed in the concluding para. of the District Engineer's letter, bridges will be required across both the Rivers Pennaur and Huggry.

11. The Collector in para. 2 of his letter,* notices that the difference in the distance between the two lines of road, stated by the District Engineer to be 40 miles, must have reference to the entire distance between Bellary and Madras. The actual difference by measurement on the Map is not more than 6 miles.

* No. 89 dated 21st February 1857.

12. The Collector does not agree with the District Engineer in considering, that the old road is through the best cultivated part of the District, believing that most Carts now going to Bangalore take the new road, and observing, that the traffic seen by the District Engineer was probably bound generally to Wallajanugger and Madras the two first reasons therefore, advanced by the District Engineer in favor of the old road do not appear to be valid.

13. The Collector approves of maintaining part of the old road, South of Calliandroog but would propose subject to a good site being found for a bridge across the Pennaur, that Pairoor should be the point of junction, instead of Gollah.

14. The Collector further agrees in abandoning the old line from Bellary by Honoor to Gollah, which was his reason for making the new trace during the famine season from Bellary to Yepparaul on the Western side of the Huggry, with the intention of crossing the river either by a bridge at the annicut, or by a ferry which could be kept up above it.

15. The Collector also concurs in the District Engineer's proposition to extend the road from Hindoopoor, as referred to in para. 8 of this letter, merely suggesting, that the point of junction with the old Bangalore road should be at Somundapully, instead of Coogerra or Jaullypett.

16. With the reports now submitted, before them, should Government determine on any portion of the old Bangalore road being restored, I would suggest, that the District Engineer be directed, after determining in communication with the Collector, from what point a branch should be taken to the new road, to prepare an estimate for the construction of the branch required, and for restoring the old road from the point of junction to the Mysore frontier.

No. 70. ORDER THEREON, No. 845; dated 2nd May 1857.

Para. 1. In para. 29 of a report by Captain Collyer on the Yepperal annicut project in Bellary, addressed to the Chief Engineer, and dated 7th January 1857, the proposed abandonment of the old road from Bangalore to Bellary was noticed as a matter of regret, and its partial restoration recommended.

In Extract Minutes of Consultation No. 214 of 28th January 1857, para. 2, the Chief Engineer was directed to obtain from the Collector and the District Engineer, full information respecting the Bangalore and Bellary road noticed in the report, together with the reason for its abandonment, and a report on its present condition. With his letter above recorded, Colonel Faber submits, with his own observations, two letters from the Collector and District Engineer and a sketch of the route in question.

2. It appears that from Bangalore to the Bellary Frontier close to Heerahall, there is a first class road completed, lying wholly in the Mysore Country.

From the frontier, to Bellary, a road of similar character has been made, and on the completion of this work all expenditure on the old road was discontinued. Notwithstanding however the existence of a first class road, the old line is stated to be preferred by the Natives,

partly from its being shorter, and partly from the better accommodation for man and beast to be had along it. Though differing on minor points, both the Collector and the District Engineer are in favor of partly renewing the old road.

3. The arrangements proposed by Lieutenant Fisher are as follows:

1. To make the two first stages from Bellary to Mulkapoor, common to the two lines of road from Bellary to Bangalore and Cumbadoor.
2. From Mulkapoor to take off two branches, one to Gollah to meet the old Bangalore road, and another to Calyandroog, to be continued to Cumbadoor.

By the second part of this plan, the whole of the impracticable part of the old road between Gollah and Honoor, which lies partly over low black Cotton soil, and is partly obliterated by the sand thrown up from the Huggry by the westerly winds, will be avoided.

4. From Gollah to Pennacondah (passing through a small neck of the Mysore country which juts up into the Bellary District) the old road passes through "an undulating country "of very good soil for the most part of the way," and at Pennacondah, the road from Hyderabad and Kurnool to Bangalore joins it, and the District Engineer proposes to unite this road into one which the Mysore authorities have formed from Bangalore to Hindoopore on the Bellary frontier.

5. The Collector agrees with the District Engineer in the main as to the direction to be adopted, but he would make the point of junction Pairoor, instead of Gollah, and he would unite the Hydrabad road with that from Bangalore to Hindoopore, at a place different from that recommended by the District Engineer.

6. A glance at the map submitted among the papers by Colonel Faber, seems to shew beyond a doubt that, under present circumstances, it will be advisable to secure a direct line of communication from Bangalore to Hydrabad and Kurnool, by the formation of a road from Hindoopore to Pennacondah. It only remains to consider whether it will be better to connect Hindoopore directly with Cumbadoor, whence there is a road projected to Bellary, thus making Hindoopore the place whence the road from Bangalore to Bellary branches from the road to Hydrabad, or whether the point of divergence should be further north at Jaulypettah or Pennacondah. Before deciding on this point, the Governor in Council desires to have definite information before him as to the operations, if any, which are being carried on by the Mysore authorities in that part of their territory which lies between Cumbadoor, and the Mudduckserah Talook in the Bellary district. It appears that there is already a good road from Mudduckserah to Hindoopore; so that should the projected line from Bellary to Cumbadoor be carried out, the only portion wanting to make the line continuous, will be that traversing the spur of the Mysore country south of Cumbadoor; should however the Public Works Department in Mysore not contemplate any road between Cumbadoor and Mudduckserah, the projected line south of Calyandroog should be slightly diverted, so as to join the old road at Pairoor, from whence the old track will be preserved as far as Jaulypett, whence a new line can be constructed to Hindoopore, as shewn in Colonel Faber's sketch. The Chief Engineer will therefore be good enough to submit a fresh scheme after communication with the Mysore authorities. Government hope to receive the information now called for, with estimates, at an early date, so that there may be ample time to supply any eventual deficiency before the closing of the Budget of 1858-59. The consideration of this subject would have been much facilitated, had the sketch of the country furnished, contained a specification, shewing what the differently coloured roads were intended to represent. The Government request that this may be done in future. It is to be presumed that a road coloured red is a made road, but no uniformity has been followed, and made roads and those only projected, are similarly coloured in the sketch now submitted. The first class road viâ Heerioor is represented by a single uncoloured line, which is generally used to denote an unmade cross road.

(Signed) H. FORBES,
Acting Secretary to Government.

Regret

Public Works Dept.

No. 845

Extract from the Minutes of Consultation

Under date the 2nd May ~~April~~ 1857.

Read the following

letter from the Chief Engineer

Here enter 16th March 1857 No. 1094

Para 1. In Para 29 of a report by Captain Collyer on the Yesperah Annicut Project in Bellary, addressed to the Chief Engineer, & dated 7th January 1857, the proposed abandonment of the old road from Bangalore to Bellary was noticed as a matter of

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sketch of the route in question.

2. It appears that from Bangalore to the Bellary frontier close to Heerahall, there is a first class road completed, lying wholly in the Mysore Country.

From the frontier to Bellary, a road of similar character has been made, and on the completion of this work all expenditure on the old road was discontinued. Notwithstanding however the existence of a first class road, the old line is stated to be preferred by the Natives, partly from

from it being shorter, and partly from the better accommodation for man and beast to be had along it. Though differing on minor points, both the Collector and the District Engineer are in favor of partly reviewing the old road.

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By the second part of this plan the whole of the impracticable part of the old road between Gollah and Honoor, which lies partly over low black Cotton soil, and is partly obliterated by the sand thrown up from the Huggry by the Westerly winds, will be avoided.

4. From Gollah to Bennacondah (passing through a small neck of

of the Mysore Country
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old road passes through
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"of very good soil for
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"way" & at Permacondah,
the road from Hyderabad
and Kurnool to Bam-
-galore joins it, and
the District Engineer
proposes to unite this
road into one which
the Mysore authorities
have formed from Bam-
-galore to Hindoopore
on the Bellary frontier.

5. The Collector
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deciding on this point the Governor in Council desires to have definite information before him as to the operations, if any, which are being carried on by the Mysore authorities in that part of their territory which lies between Cumbadoor and the Muddukkera Talook in the Bellary district. It appears that there is already a good road from Muddukkerah to Hindooporo; so that should the projected line from Bellary to Cumbadoor be carried out

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J. A. Roy

Copies to the Chief Engr with 2 Engl. Maps Dispd 47

Cons: 6 Feby/57 № 546.

Public Works 1857 Dépth.
Dn to Cons: 5th May.

№ 845.

Extract Mins of Cons:
Dy 2 May/57.
E. Bi: C. Ag Rwy 57 - Rs 2131 -

Passing Orders on the Report from the Collector and District Engineer of Bellary regarding the present Condition of the Road from Bangalore to Bellary and its abandonment.

14-95

№ 69 + 70.

C23. Appl R27