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MADRAS RECORD OFFICE.

Government of Madras.

Police wing DEPARTMENT.G.O. No. 790

Press

Mis.

Dated 11-12

18

Not to be folded or roughly handled

Fort Saint George, Public Works Consultation of 5th April 1859.

Read again letters from the Chief Engineer, dated 24th March and 27th April 1857, Nos. 11245, and 12138 and recorded in Diary to Consultation, 19th May 1857, No. 951.

No. 11 Read also the following letter from Lieutenant-Colonel E. LAWFORD, Officiating Chief Engineer ; to the Secretary to Government, dated 22nd October 1858, No. 4777.

SIR,

Referring to Extract Minutes Consultation No. 951, dated 18th May 1857, I have the honor to forward herewith a Sketch Map of the Roads in Bellary, leading towards the Bombay Frontier, which has been prepared in communication with the District Engineers of Bellary and Canara, and the Executive Engineers of Dharwar and the Raichore Doab.

2. The Map exhibits the several lines of Road in Bellary referred to in para. 3 of the above order under acknowledgment, as well as those in Canara and the Bombay Territories, with which it is proposed to connect them, and I trust that the information thus given will meet the requirements of Government.

No. 12. ORDER THEREON, No. 790; dated 2nd April 1859.

1. In March 1855, the Bombay Government requested information or assistance towards determining the line of direction which the Road, in contemplation from the Bellary Frontier to the Port of Sedashegur, should take through the Dharwar country, which it was desired to open out to the Western Coast. The Collectors of Bellary and Canara and the Civil Engineer of the 3rd Division having been called upon, through the late Board of Public Works, to co-operate with the Bombay Government in the scheme they had in view, letters from these Officers were submitted by the Board, from which it appeared that there were two lines from Bellary towards the Western Coast, which had connection with the Bombay Territories, and the portions of which in Canara were either already made, in process of formation, or designed, viz.

I. From Hospett (near the North Western Frontier of Bellary) through Copul (in the Raichoor Doab) to Hoobly (in Dharwar), and thence by Yellapoor (in Canara) to the Port of Sedashegur.

II. From Hospett South-west to Cunnavoyhully (in Bellary), and thence to Havanoor on the Toombuddra (West Frontier of Bellary) to Ekumby, Sircy, and the Port of Coomptah (all three in Canara). This Government signified to the Bombay authorities their willingness to co-operate ; but in the mean time called for further information from their own Officers, in order to determine which of the two lines was the better.

2. In December of the same year, the Bombay Government wrote again to the effect that they contemplated the eventual completion of both the lines referred to, as far as their Presidency was concerned, as well also of an intermediate one from Humpsagur towards Moondagode; and their letter was duly communicated to the Chief Engineer, in order that the necessary measures should be taken as far as related to the Madras Presidency. Subsequently, the Bombay Government intimated that a proposal was before them to construct a first class Road (of 11½ miles) from Moondagode (5 miles within the West Frontier of Canara) to Bunkapore in the Dharwar Collectorate, which would have the effect of opening the Southern part of Dharwar to Sedashegur via Yellapoor; but pending the determination of the best line from Sedashegur towards Bellary, it was resolved, they said, that this line should remain in abeyance. At the same time they stated their opinion that the Moondagode and Bunkapore Road would not be required, if any line Eastward from Moondagode could be found better adapted as a Trunk Line from Bellary to the Port of Sedashegur; and that such a line, if direct, would cross a little to the North-west of Bunkapore the Poonah and Hurryhur Trunk Road, which runs North and South through the Deccan and Southern Mahratta Country, and would give very nearly as

From Bombay 5th March 1855 No. 979.

Extract Minutes Consultation 20th March 1855, No. 126.

Extract Minutes Consultation and Letter to Bombay, 28th May 1855, Nos. 225 and 226.

From Bombay 3rd December 1855, No. 1166.

Extract Minutes Consultation 22nd June 1856, No. 90.

From Bombay 15th January 1857, No. 136.

2. From Hospett South-west to Cunnavoyhully (in Bellary), and thence to Havanoor on the Toombuddra (West Frontier of Bellary) to Ekumby, Sircy, and the Port of Coomptah (all three in Canara). This Government signified to the Bombay authorities their willingness to co-operate ; but in the mean time called for further information from their own Officers, in order to determine which of the two lines was the better.

convenient access to Sedashegur, as the separate line proposed, the expense of which they said would be saved. The Chief Engineer was in consequence of this communication, called upon to report what measures had been taken in pursuance of the orders of the 22nd January 1856, to form a Road from Humpsagur to the Bombay Frontier, to meet the line to Moondagode.

24th March 1857 No. 11245,
27th April 1857 „ 12138.

3. Two letters were received from the Chief Engineer in reply to this call; in the former of which, he said that Lieut. Fisher the Civil Engineer of the Division was not aware of the formation of any Road from Humpsagur to the Bombay Frontier, but that he spoke of a line surveyed and estimated from Bellary to Hollah on its West boundary, which he (the Chief Engineer) believed to run from Hospett to Cunnavoyhully, and thence by Havanoor (a little to the North-west of Hollah) on the Toombuddra to Ekumby, Sircy, and Coomptah. Colonel Faber added that Lieutenant Fisher would be again requested to expedite the preparation of Surveys and Estimates for the Roads from Hospett to Sedashegur via Copul, Hoobly and Yellapoor, and from Humpsagur to the Bombay Frontier to meet the line to Moondagode; and that the attention of the District Engineer of Canara would be called to previous orders requesting the early submission of an Estimate for the Road between Yellapoor and Sedashegur. In the second letter, Colonel Faber explained with reference to Lieutenant Fisher's statement, that a Road had been Surveyed and Estimated for from Bellary to Hollah, that it was not the line via Hospett and Cunnavoyhully, but the one from near Hurrihall (or Herrihully on the Bellary and Bangalore Road) via Khoodligee, Cootoor, and Hurponhully, to Hollah, to which place, Lieutenant Fisher said, the Dharwar Engineer was to bring a Road. Colonel Faber added that for the small portion from Hospett to the Hoosoor ferry on the Toombuddra, an Estimate of 19,430 Rupees had been sanctioned on the 8th March* 1856; and that it appeared from a letter from the Deputy Commissioner of the Raichoor Dooab, that for its further extension from Hoogli (on the left bank of the Toombuddra) towards Bombay, via Hooligirree (on the Eastern Frontier of Dharwar), an Estimate prepared in January 1856 by Captain Walker, late Civil Engineer of the 3rd Division, had been sanctioned by the Government of India. As Humpsagur also was on the Toombuddra, and the Road between it and Bellary was under* construction, he was of opinion that it only remained for the Dharwar Engineer to arrange for its extension. Colonel Faber further thought the extension of the Hospett and Humpsagur Road to Hollah was desirable; but he did not think that the Cunnavoyhully line was required, more particularly as provision was made for communication from Humpsagur to meet the Cootoor* line. At the same time, he said that in any case, a complete communication between Hollah and Bellary being Estimated† for, he was of opinion that it might be at once determined with reference to the enquiry of the Bombay Government in January 1857, that Hollah should be on the Trunk Road from Bellary to Sedashegur, via Bunkapore, Moondagode, and Yellapoor, whether the Bellary portion of the Trunk Road run through Humpsagur, or through Cunnavoyhully, or through Cootoor.

E. M. C. 18th May 1857,
No 951.

4. To enable the Government to understand the subject properly, they asked for a Skeleton Map, to be drawn up in communication with the Engineers of Dharwar and Canara and the Officers of the Raichoor Dooab, shewing all the Roads in Bellary proposed or decided on, formed or to be formed, as well as those in Bombay and Canara, with which it was proposed to connect them, in order to judge which would be the most convenient lines to Sedashegur and Coomptah, and would obviate the necessity of the Bombay Government forming the proposed Road from Moondagode to Bunkapore. This Map is now before Government with the Chief Engineer's letter dated 22nd October 1858 recorded above.

5. The Governor in Council agrees with Colonel Faber that the Trunk line from Bellary to the Western Coast should go by way of Hollah; and considering the line reported to have been Surveyed and Estimated for via Herrihully, Khoodligee, Cootoor, Hurponhully, Hollah and Havanoor, and proceeding thence to Coomptah on the Western Coast, via Ekumby, and Sircy, to be the most direct from Bellary to Western Coast, they resolve that it shall be adopted as the best line for that purpose. They further resolve to communicate this decision to the Bombay Government with reference to their letter of the 15th January 1857, and to recommend that the Road there spoken of from Moondagode to Bunkapore should be made. It will rest with that Government either to continue that Road from Bunkapore to Havanoor, or to leave the traffic passing from the Eastward to Sedashegur to reach Bunkapore by following the Sircy Road till it meets the Belgaum and Hurryhur Road, and then turning North up that Road.

6. The Chief Engineer will lay before Government at the proper time the Estimate stated to have been prepared for completing the Road from Bellary by Herrihully and Cootoor to Hollah.

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 13. Ordered in consequence that the following letter be dispatched.

From J. D. BOURDILLON, Esq., Secretary to the Government of Fort Saint George; to W. HART, Esq., Secretary to the Government of Bombay, dated 2nd April 1859, No. 791.

SIR,

1. In your letter dated 15th January 1857, No. 136, you intimated that a proposal had been submitted to the Bombay Government, for constructing a first class Road of eleven and a half miles, from Moondagode on the frontier of North Canara, to Bunkapore in the Dharwar Collectorate, in order to open the Central and Southern parts of Dharwar to the Port of Sedashegur, via Moondagode and Yellapoor; but that the scheme of the proposed Road would be held in abeyance, pending the determination of the best line from Bellary to Sedashegur. You intimated at the same time, the opinion of the Right Honorable the Governor in Council that this Road between Moondagode and Bunkapore would not be required, if any line Eastward from Moondagode, and crossing the Poona and Hurryhur Trunk Road a little to the North-west of Bunkapore, could be found better adapted as a Trunk line from Bellary to Sedashegur. To enable this Government to furnish a reply on this point, they called upon their Chief Engineer to procure the necessary information from the District Engineers of Bellary and Canara; and they have obtained a Sketch Map drawn up in communication with the Engineer of Dharwar and the Officers of the Raichoor Dooab, shewing all the Roads in Bellary proposed or decided on, formed or to be formed, as well as those in Bombay and Canara with which it is proposed to connect them.

2. I am now directed to communicate for the information of the Bombay Government two letters from the Chief Engineer of Madras, dated 24th March and 27th April 1857, Nos. 11245 and 12138, with a Resolution of this Government of this date containing a brief resumé of the correspondence since the first application of the Bombay Government in March* 1855. From these papers, it will be observed

* From Bombay 5th March 1855
No. 979.

that there are two approved routes from Bellary towards the Western Coast; one to Sedashegur from Hospett, via Hossoor, Copul, Hoobly, and Yellapoor; and the other to Coomptah, from Herrial or Herrihully, via Khoodligee, Cootoor, Hurponhully, Hollah, Havanoor, Ekumby, and Sircy; and that in connection with the former, there is a branch South-westwards from Hospett, which stops short at Humpsagur on the Toombuddra, or intermediately between the two routes. For the purpose contemplated by the Bombay Government of opening the Centre and South of Dharwar to the Western Coast, I am directed to recom-

Fort Saint George, Public Works Consultation of 5th April 1859.

mend that the Road between Moondagode and Bunkapore, referred to in your letter under reply should be made. It will then rest with the Bombay Government either to continue that Road from Bunkapore to Havanoor, or to leave the Traffic passing from the Eastward to Sedashegur to reach Bunkapore by following the Sirey Road till it meets the Belgaum and Hurryhur Road, and then turning North up that Road.

Memo for Secretary's Orders

Letter from Chief Engr, 22^d Oct/58, No 4777, forwarding Sketch Map, in order to determine the best line from Bellary, thro' Sharwar, to the Port of Sedashegur.

From Bombay, 5 March/55, No 979. In March/55, the Bombay

Govt requested information or assistance towards determining the line of direction which the road, in contemplation from the Bellary frontier to the Port of Sedashegur, should take thro' the Sharwar country, which was desired to open out to the Western Coast. The Colrs of Bellary and Canara and the Civil Engr of the 3^d Divⁿ having been called upon, thro' the Lieut Board of Public Works to cooperate with the Bombay Govt in the scheme they had in view, a correspondence was sent in, from which it appeared that there were two lines from Bellary towards the Western Coast, which had connection with the Bombay Territories and the portions of which in Canara were either already made, in process of formation, or designed, viz

E. M. C. 20 March/55, No 126.

I. From Hospett (near the N.W. frontier of Bellary) thro' Copul (in the Raichow Dooab) to Hoobly

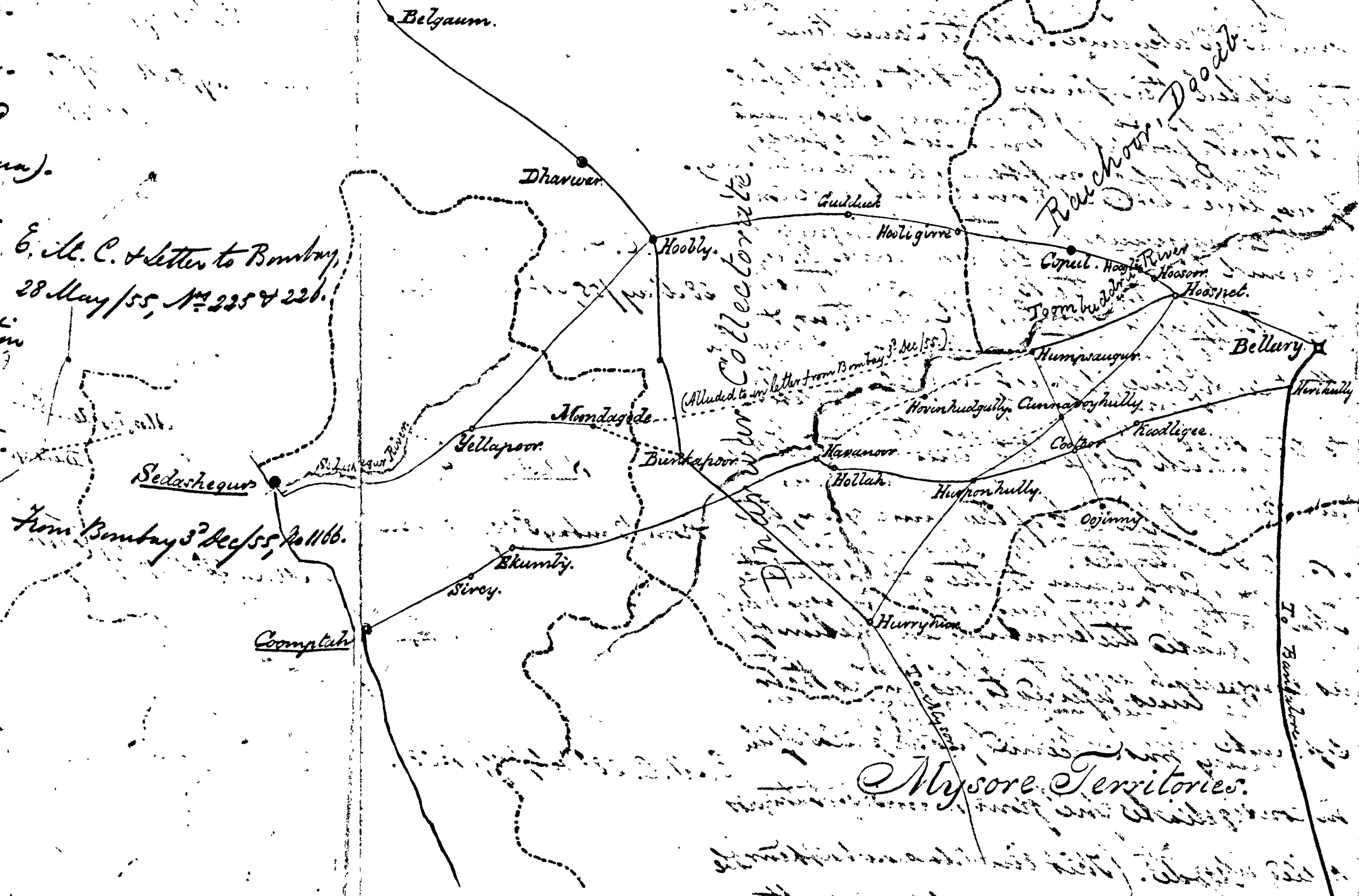
(in Sharnwar) and thence by Gillapoor
(in Canara) to the Port of Sedashegur.

II. From Hospatt, south west to Cannaray-
hully (in Bellary), and thence to Ha-
vanoor in the Toombiddin (West fron-
tier of Bellary) to Ekumby, Sirey, and
the Port of Coomplah (all three in Canara).

Govt communicated their willingness to
cooperate with the Bombay Authorities, 28 May/55, No 225 & 226.
but in the meantime called for information
from their own Officers, in order to deter-
mine which of the two lines was the better.

2. In Decr of the same year, the
Bombay Govt again, to the effect that they
contemplated the eventual completion of
both the lines referred to, as far as their
Presidency was concerned, as well also of an
intermediate one from Humsoogur towards
Moondagode. (This line does not appear to be
marked in the Sketch Map from the
Central Office now before Govt, but its bearing
is perhaps somewhere about the direction
shown in the rough sketch overleaf, which
also more readily than the large sketch
shows the bearing of the other roads in
question). The letter from Bombay, moddy E. M. C. 22 June/56, No 90,
communicated to the Chief Secy, in order

that the necessary measures should be
taken as far as related to this Presidency.



From Bombay, 15 June/57, No 136.

While this matter was pending
here, the Bombay Govt intimated that a
proposal was before them to construct a
clap road (of 11 1/2 miles) from Moondagode
(5 miles within the W. frontier of Canara) to
Binkapoor in the Sharnwar Collectorate,
which would have the effect of opening the

Southern part of Dharmwar to Sedashegur
via Yellapoor, but pending the determina-
tion of the best line from Sedashegur towards
Bellary, it was resolved that this line should
remain in abeyance. At the same time,
they stated their opinion that the Moondagode
and Bunkapoor road would not be required,
if any line eastward from Moondagode could
be found better adapted as a trunk line
from Bellary to the Port of Sedashegur, &
that such a line, if direct, would cut a little
to the N. W. of Bunkapoor the Ponnah
and Kurnool, Trunk Road, which runs
North & South thro' the Deccan and Southern
Maharatta Country, and would give very nearly
as convenient access to Sedashegur, as the
separate line proposed. ^{the expense which they said it would be saved.} The Chief Engr was
in consequence of this communication,
called upon to report what measures had
been taken in pursuance of the orders of
the 22^d January 1856, to form a road from
Kurnool to the Bombay frontier, to
meet the line to Moondagode

4. Two letters were received from
the Chief Engr in reply to this call, in
the latter of which he explained with reference
24 March /57, No. 11245.
27 April /57, ... 12138.

* see rough sketch foregoing.

Kurnool to Orpenny via Coonor,
* Estimate of Rs. 11,456, originally
in the Budget of 1856/57, but
now brought forward as item
No 352 of Statement II of that
of 1859/60.

o The estimate does not
however appear to have
ever been laid before Govt.

(9) to Lieut Fischer's statement, that a road
had been surveyed and estimated for from
Bellary to Kollah (near Hassanur on the
Toombudda on the N. Frontier of Bellary),
that it was not the line via Hospett &
Cannarayhully, but the one from near Heri-
hall (or Herihully on the Bellary & Bangalore
road) via Khodlizee, Coonor, and Kurnool-
hully, to Kollah, to which place, Lieut
Fischer said, the Dharmwar Engr was to bring
a road. Col Faber thought the extension of
the Hospett and Kurnool road to Kollah
was desirable; but he did not think that
the Cannarayhully line was required,
more particularly ^{provision was made for} as a communication
from Kurnool to meet the Coonor line.
At the same time, he said that in any
case, a complete communication between
Kollah and Bellary being estimated for,
he was of opinion that it might be at-
once determined with reference to the
enquiry of the Bombay Govt in January
1857 (Para 3 of Memo), that Kollah should
be on the Trunk Road from Bellary to Sedashegur,
via Bunkapoor, Moondagode, &
Yellapoor, whether the Bellary portion of the

Trunk Road run thro' Rumpasagar, or
thro' Cannavoyshully, or thro' Cooror.

5. To enable the Govt to understand
the subject properly, they asked for a Sketch
Map (to be drawn up in communica-
tion with the Engrs of Dharmar and Cannara
& the officers of the Raichoor Doab), showing
all the roads in Bellary proposed or decided
on, formed or to be formed, as well as those in
Bombay and Cannara, with which it was pro-
posed to connect them, in order to judge
which would be the most convenient lines
to Sedashegar and Coomplah, and would
obviate the necessity of the Bombay Govt
forming the proposed road from Moondagode
to Brunkapoor. This map is now
laid before Govt with the current letter
from the Chief Engr, with the simple
expression of trust that the information
afforded will meet the requirements
of Govt.

A reply perhaps will now
have to be sent to Bombay with reference
to their letter of the 22nd January 1857,
in which they, their proposed road from

E. M. C. 18 May/57, No 957.

Moondagode to Brunkapoor must remain
in abeyance. If a continuous line from
Bellary to Coomplah be decided upon,
in the route which according to Lieut. Kitchin's
statement has been surveyed and estimated
for, and which Col. Fane himself appears
to be in favor of, viz from Kerihully to
Kollah via Koodijie, Cooror, ^{and} Rurpombully,
and thence to Coomplah via Shanuby and
Sirep, then perhaps it may be deemed
proper to tell the Bombay Govt that if
they ^{after all} construct the road from Moondagode
to Brunkapoor, their object of opening
out the southern parts of Dharmar to
the Western Coast will be accomplished;
for Brunkapoor ^(in Dharmar) stands on the Belgaum,
or Ponnah, & Hurryhur road, and by it
would gain access to the Bellary & Coomplah
road, or it could gain access to Sedashegar
by Moondagode and Yellapoor; provided
of course that the roads from Belgaum
to Hurryhur, and from Kollah to Coom-
plah, are in existence, which ^{however} they do
not appear to be as made roads, judging
from the Chief Engr's Sketch Map.

P. W. Dept

(12)

No 790

Extract from the Minutes of Consultation
Under date the 2^d April 1859

Read again letters from the Chief
Engineer dated 24th March & 27th April 59
nos 11245 and 12138 and recorded
in Dy to Cons. 19 May 1859 ch. 951.

Read also letter from
the Chief Engineer.

(Whereunder 22^d Cons. 58 ch. 477)

From Bombay 5th March 51.

No 979

Handwritten initials:
L
L
M
W

In March 1855, the
Bombay Government request-
ed information or assistance
towards determining the line
of direction which the road,
in contemplation from the
Bellary frontier to the port
of Sedasigur, should take
through the Dharwar country,
which it was desired to open
to the Western Coast. The
Collector

c 24 March

5

collectors of Bellary and
Canara and the Civil
Engineer of the 3^d Division
having been called upon,
through the late Board of
Public Works, to cooperate
with the Bombay Govern-
ment in the scheme they
had in view, letters from
these officers were submitted
by the Board, from which
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two lines from Bellary
towards the western Coast,
which had connection
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ries, and the portions of which
in Canara were either al-
ready made, in process
of formation, or designed,
viz.

I. From Hospett (near the
North western Frontier of
Bellary

C. M. L. 20th March 1856¹²⁶.

C. M. L. 8th letter to Bombay,
28th May 1856, Nos 225 & 226

Bellary) through Hospett
(in the Raichoor District) to
Hosobly (in Dharwar), and
thence by Yellapoor (in Can-
nara) to the Port of Sedai-
sheghur.

II. From Hospett south-
west to Ginnaroy
hully (in Bellary), and
thence to Kavanor on the
Tombuddra (West frontier
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In

2 In December
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Bombay Government From Bombay 3 Dec 55, No 1166
wrote again to the effect
that they contemplated
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and their letter was duly
communicated to the
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that the necessary mea-
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Madras Presidency.

Subsequently, the Bombay Government intimated
that a proposal was
before them to construct

a

a first class road (of 11 1/2 miles)
from Moondagode (5 miles
within the West frontier of
Banara) to Puntapoor
in the Shaver collectorate,
which would have the ef-
fect of opening the
Southern part of Shaver
to Sedashegur via Yellapoor;
but pending the deter-
mination of the best line
from Sedashegur towards
Bellary, it was resolved,
they said, that this line
should remain in abey-
ance. At the same time
they stated their opinion
that the Moondagode
and Puntapoor road
would not be required,
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a trunk line from
Bellary

Bellary to the Port of
Sedashgar; and that
such a line, if direct, —
would cross a little to
the North West of Beun-
Napoor the Poornah and
Thurghur Trunk Road,
which runs North and
south through the
Deccan and South-
ern Mahratta country,
and would give very
nearly as convenient
access to Sedashgar,
as the separate line
proposed, the expense
of which they said
would be saved.

The Chief Engineer C. M. 628⁴ Feb/57, No 388,
was in consequence
of this communication,
Called upon to report
what measures
had

24th March/57, No 11245.
27 April/57 . 12138.

19/
had been taken
in pursuance
of the orders of
the 22^d January
1856, to form a
road from Hump-
sagar to the Bom-
bay frontier, to
meet the line to
Moondagade.

3. Two letters
were received from
the Chief Engineer
in reply to this
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of which, he said
that Lieut Fisher
the Civil Engineer of
the Division was not
aware of the formation
of any road from Humpagar
to

to the Bombay frontier, but
that he spoke of a line
surveyed and estimated
for from Bellary to Kollah
on its west boundary, -
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pett to Bunnawayhully,
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nel Faber added that
Lt. Fisher would be again
requested to expedite the
preparation of surveys
and estimates for the
roads from Hospett to Sedash-
gur via Boopud, Hooblay,
and Jellapoor, and from
Kumpagar to the Bom-

bay frontier to meet the
line to Moondagode, ^{and that the attention of the District Engr of}
in the Canara would be called to previous
second letter, Colonel orders requesting the early submis-
Faber explained with reference sion of an estimate for the road be-
tween Jellapoor & Sedashgur.
No

Item N^o 16 by Statement II, Budget of
1856/57, brought forward on
363, Statement II, Budget of 1857/58.

to Lieutenant Fisher's state-
ment, that a road had been
surveyed and estimated for
from Bellary to Kollah, that
it was not the line via Goodoor
and Bunnawayhully, but the
one from near Berihall (or
Berihully on the Bellary and
Bangalore road) via Khodli-
ge, Goodoor, and Bunnawayhully,
to Kollah, to which place, Lieut.
Fisher said, the Dharwar Engr^s
was to bring a road. Colonel
Faber added that for the small
portion from Hospett to the
Goodoor ferry on the Loombudora
an estimate of 19,430 Rupees
had been sanctioned on the
8th March 1856, and that it
appeared from a letter from the
Deputy Commissioner of the
Coimbatore District, that for its
further extension from Goodoor
on the left bank of the Loombudora
towards

towards Dombay, via Hoslegur
(on the eastern frontier of Dhar-
war), an estimate prepared
in January 1856 by Capt. Walker,
late Civil Engineer of the 3rd Div.,
had been sanctioned by the
Government of India. As
Bumsagar also was on the
Lombudra, and the road
between it and Bellary was
under construction, he was of
opinion that it only remained
for the Dharwar Engineer to
arrange for its extension. As
Colonel Fisher further thought
the extension of the Hospett
and Bumsagar road to
Hollah was desirable, but
he did not think that the
Bumwayhully line was
required, more particularly
as provision was made for
a communication from
Bumsagar to meet the
Cootoor

* Under an Estimate of 59,200 Rs.
entered in Budget of 1857/58 as
item No. 169 of Statement II, but
since deferred and brought forward
as item 468 of Statement II of
Budget of 1859/60.

* via Bumsagar to Bujim. Estimate Cootoor line. At the same time
of 11,486 Rs originally in the Budget
of 1856/57, but now brought forward he said that in any case,
as item No. 352 of Statement II of that a complete communication
of 1859/60.

between Hollah and Bellary
being estimated for, he was
of opinion that it might be
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January 1857, that Hollah
should be on the Trunk Road
from Bellary to Sedashegar,
via Dinkapoor, Alloodagode,
and Yellapoor, whether the
Bellary portion of the Trunk
Road run thro Bumsagar,
or thro Bumwayhully, or
thro Cootoor.

4. To enable the Govt.
to understand the subject
properly, they asked for a
Sketch Map, to be drawn
up in communication
with the Engineers of Dharwar
and

24: 11: 6: 18th May 1857, 1859/60.

and Comara and the officers
of the Perichoor Dooab), showing
all the roads in Bellary, ~~on~~
proposed or decided on, former
or to be formed, as well as
those in Dombay and Comara
with which it was proposed
to connect them, in order to
judge which would be the
most convenient lines to
Seclachegur and Coomptah,
and would obviate the
necessity of the Dombay
Government forming the
proposed road from Alondaga
to Dumbapore. This
map is now before Govt
with the Chief Engineer's letter
dated 22nd October 1858 recorded
above.

5. The Governor in Council agrees
Colonel Faber that the route
line from Bellary to the Western
^{should go by way of Nollahy}
Coast, and considering the line
~~that~~
reported.

reported to have been surveyed
and Estimates for via Heri-
hully, Koudlighe, Coosoor Harpon-
hully, Nollah and Haranon,
and proceeding thence to
Coomptah on the Western
Coast, via Ekindy, and
Durey, to be the most
direct from Bellary to
Western Coast, they resolve
that it shall be adopted
as the best line for that
purpose. They further
resolve to communicate
this decision to the Dombay
Govt with reference to their
letter of the 15th January
1857, and to recommend
that the road there spoken
of from Alondaga to
Dumbapore should be
made. It will rest with
that Govt either to con-
tinue that road from
Dumbapore

Bunkapore to Haranor,
or to leave the traffic
passing from the Eastward
to Sadashegar to reach
Bunkapore by following
the Srey road till it
meets the Belgaum
and Herrybur road, &
then turning north
up that road.

5. The Chief Engineer
will lay before Comr.
at the proper time the
Estimate stated to have
been prepared for com-
pleting the road from
Bellary by Herrybur Cg
and Coorcom to Kollah.

ASA

10 Copies to the Chief Engr & Distd 4th
3 - - - - - Bombay Govt

Public Works 1859 Sept 10th

Dto Cons: 5th April.

N. 790.

Extract of Cons:

22 April 1859.

From the Govt of Bombay.

27th June 1859 C. 1626 in Cons.

Laying orders on the

subject of the Trunk line

from Bellary to the Western

Coast.