

(1) Number of pages _____

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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No.	2344	Press
		~~Mis.~~
325-326		
Dated	12-8-	1865

Not to be folded or roughly handled

No. 325. Read the following letter from Captain A. S. MOBERLY, R. E.,
Superintending Engineer, 3rd Division, to Colonel C. A. ORR, R. E.,
Secretary to Government, Public Works Department, dated Bellary, 19th
July 1865, No. 82 :—

SIR,

1. In G. O. No. 1,269 of the 10th May 1865, I was desired to report upon
the roads in the Western Tálúqs which have been kept up from Local Funds.
During the past month I have inspected the roads in the Hospett Tálúq, and now
beg to submit my report thereon. As regards the other roads in the Harpenhully
and Hoovin Hadgully Tálúqs, as also in the Bellary Tálúq, I will report further as
soon as I have had an opportunity of inspecting them.

2. Road from Codatunny to Kumply.

This road leaves the Bellary and Dharwar road at the village of Codatunny,
passes through Darojee and close past Davallapúr and Mettra to Kumply, where
there is a ferry across the Toongabuddra river, and thence into the Nizam's terri-
tories : after leaving the left bank of the river it divides into two branches, the
one leading to Kulladaghee and the other to Sholapúr : the old line after turning
off at Codatunny passed through Yailbenchy and Jonk and crossed the Toonga-
buddra river at Hurlyhally, a village a short distance lower down the river than
Kumply. The traffic now passes through Darojee and Kumply, both of which are
very large and important villages.

3. The distance from Codatunny to Kumply is 20 miles, and I think a great
mistake has been made in including it in the District roads ; as, in my opinion,
it should be looked upon as a main line of road, it being the direct line from
Bellary to Sholapúr and Bombay.

4. From Codatunny to Darojee the road has bridges and tunnels and is in
fair order, but, in one place, I observed that the waterway of the tunnel was
insufficient, and that the water had passed over the road. After passing Darojee
there is a short pass which is rather steep and much cut up ; just before reaching
the village of Davallapúr, where the road to Camalapúr turns off, a road dam is
required to carry off the drainage from the hills, another small road-dam is also
required just beyond Davallapúr. Besides these two, there are several other small
road dams which are very necessary, and which might be constructed gradually, if
an annual maintenance allowance is granted ; but there are two drainage nullahs,
one to the south, and the other to the north of Mettra, for which separate provision
should be made.

5. The expenditure on this road, during the last nine years, is shown in the
accompanying Statement, and, considering that there has been no annual mainte-
nance grant for keeping what had been made in repair, it is a wonder that the road

*Proceedings of the Madras Government, Public Works Department,
12th August 1865.*

is in such good order as it is: on the whole it may be said to be in very fair order, though much cut up in parts in consequence of the catch and side-drains being choked, and thus causing the water to run over the road.

6. An annual maintenance allowance is required for keeping this road in proper repair, and as I have already stated that I consider this road should be looked upon as a main line of road, I would request an annual grant of Rupees 100 per mile from the Imperial Funds; the whole distance being 20 miles, the grant required is Rupees 2,000.

7. For the present year there is an allowance of Rupees 510 in the Local Fund Budget under the head of "Repairs," the greater part of which will be swallowed up in clearing the catch and side-drains and repairing the pass near Darojee.

From Codatunny to Darojee	...	...	Rs. 270
Do. Darojee to Kumply	...	...	270
			<u>540</u>

8. Road from Darojee to Camalapúr.

This road turns off from the Darojee and Kumply road at the village of Davallapúr; for about a mile it is in fair order, but then it is very rocky and stony as far as the village of Ooperhully; from thence to Nellapúr it is very passable, but after passing Nellapúr it goes down a ghaut which is very rough and stony: beyond that into Camalapúr, though I cannot say it is good, it is in fair order.

9. The distance is 12 miles, and the expenditure during the last nine years has been Rupees 2,710-3-10, as shown in the accompanying Statement.

10. The great requirement of this and all the other roads is an annual maintenance grant; if Rupees 50 per mile or Rupees 600 for the whole distance were allowed, in a few years this road might, I think, be brought into order.

11. Road from Hospett to Kumply.

This road is 20 miles long; it passes through the villages of Camalapúr, Venketapúr, Bookasaugur and Ramsaugur. In the Statement this road is entered in two portions, but I have entered it as one, as I consider that it should be looked upon as one road.

12. I cannot hear of any survey or estimate having been made for this line of road, and it appears to me as if merely portions, here and there, had been put in order, and no regular line marked out.

13. On leaving Hospett the road has been made for a short distance; then there is a gap where the road follows the old landy track; near the village of Malpangoody a small portion has been made, but, generally speaking, until within about two miles of Camalapúr, there is nothing but the landy track, which, in many parts, is below the level of the fields on either side. On the last two miles into Camalapúr there has evidently been some expenditure, but the tunnels, having been constructed merely of rough stone in mud, are giving way.

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14. From Camalapúr to Venketapúr the road is in pretty fair order, but repairs are required: where it crosses the Gundlakerry nullah a good road dam is wanted. At Venketapúr an embankment has been raised and tunnels built, but sufficient water-way not having been allowed, this portion has been very much damaged by the drainage.

15. From Venketapúr to Bookasaugur no work seems to have been carried out; after leaving Bookasaugur the road passes over a short ghaut which is steep, but in fair order, and continues in about the same state over level ground for about two miles, when it comes to a pass to the west of Ramsaugur: the work done on this pass is much damaged, and requires a great deal of repair; from thence to Ramsaugur it is pretty good. Through Ramsaugur, the road at one place passes over rock, some of which should be removed: after leaving Ramsaugur an embankment with tunnels has been formed for about 200 yards, but has been breached in several places, from the tunnels not admitting of sufficient water-way.

16. From this point as far as Kumply I could see no signs of any road having been made, but as the ground is hard and dry for the greater part of the way, no difficulty is experienced except at one place, near the village of Moodapúr.

17. An annual grant of Rupees 50 per mile, or Rupees 1,000 for the whole distance is required: the expenditure that has been incurred on this road has been Rupees 4,738-3-7 during the years 1861-62 to 1863-64; there was no money granted in 1864-65.

18. In conclusion, I would remark that it is of no use making any of these roads, unless an annual grant is given for keeping in repair work that may have been executed. I would beg to propose that an annual allowance be allotted, with which a fresh piece could be made every year, and what was done in previous years kept in repair. I am having prepared a Statement of all roads in the Bellary District on which funds are required, and which I hope to submit shortly.

*Proceedings of the Madras Government, Public Works Department,
12th August 1865.*

Statement showing the expenditure from Local Funds, for the past nine years, on the several roads in the Western Taluqs of Bellary District.

Roads.	EXPENDITURE IN.									Total.
	1856-57.	1857-58.	1858-59.	1859-60.	1860-61.	1861-62.	1862-63.	1863-64.	1864-65.	
Road from Bellary to Sir- gooppah							2,333 15 10	2,820 0 11	2,009 4 4	RS. A. P. 7,163 5 1
Do. Darojee to Camalapúr.		1,540 2 0	.....	.....	.....	485 12 8	385 2 10	299 2 4	.....	2,710 3 10
Do. do. to Codatunny ...		482 9 6	424 7 2	.....	.....	527 1 10	500 15 2	300 0 0	.....	2,235 1 8
Do. do. to Kumply ...						1,026 8 1	429 5 9	300 0 0	.....	1,755 13 10
Do. Hospett to Cama- lapúr						1,502 4 10	434 13 10	200 10 0	.....	2,137 12 1
Do. Camalapúr to Kumply.						1,597 6 7	504 10 11	498 6 0	.....	2,600 7 6
Camalapúr and Paupinoik- enahalli roads		556 4 0	.....	.....	.....	.....	.....	.....	.....	556 4 0

(Signed) A. S. MOBERLY, Captain, R. E.,
Superintending Engineer, 3rd Division.

BELLARY,
19th July 1865.

*Proceedings of the Madras Government, Public Works Department,
12th August 1865.*

No. 326. ORDER THEREON, 12th August 1865, No. 2,344.

CIVIL WORKS, No. 43.

1. Under the circumstances explain-
ed by the Superintending Engineer of the
3rd Division, the Governor in Council
authorizes the transfer of the road from Codatunny to Kumply to the List of Impe-
rial Lines, and sanctions the entry, in future Budgets, of a sum of Rupees 2,000 for
its maintenance, being at the rate of Rupees 100 per mile.

2. The Superintending Engineer's application for a maintenance allowance of
Rupees 50 per mile from Local Funds for
the roads marginally noted, will be con-
sidered in the Revenue Department.

(True Extract.)

(Signed) CHARLES, A. ORR, Colonel, R. E.,
Secretary to Government.

To the Superintending Engineer, 3rd Division.
" Controller of Public Works Accounts.
" Accountant General.
" Revenue Department, with Proceedings Nos. 67 and 1,269 of 1865.

Exd. S. T. Augustin.

in including it in the District Roads; as in my ...

N^o 82.

From

Supp. Engineers Office, 3 Division
Bellary, 19th July 1865.

Captain A. S. Roberts, R.E.

To

Supp. Engineer, 3 Division

The Secretary to Government

Public Works Department

Sir,

In S.O. N^o 1269 of the 10th May 1865, I was desired to report upon the roads in the Western Taluqs which have been kept up from Local Funds during the past month. I have inspected the roads in the Hoopeth Taluq and now beg to submit my report thereon; as regards the other roads in the Harpenbully and Hooie Nagully Taluqs as also in the Bellary Taluq I will report further as soon as I have had an opportunity of inspecting them.

2. Road from Godatunny to Kimmfly.

This road leaves the Bellary and Pharwar road at the village of Godatunny, passes through Barjee and close past Basallapur and Kikka to Kimmfly, where there is a ferry across the Soongabuddra River, and thence into the Kizani's Territories: after leaving the left bank of the River it divides into two branches, the one leading to Kulladghu and the other to Sholapur: the old line after turning off at Godatunny passed through Gailbushy and Jout and crossed the Soongabuddra River at Hurlyhally, a village a short distance lower down the river than Kimmfly. The traffic now passes through Barjee and Kimmfly, both of which are very large and important villages.

3. The distance from Godatunny to Kimmfly is 20 miles and I think a great mistake has been made in including it in the District Roads; as, in my opinion,

it should be looked upon as a main line of road, it being the direct line from Bellary to Sholapur and Bombay.

4. From Bellary to Dargie the road has bridges and tunnels and is in fair order, but, in one place, I observed that the waterway of the Tunnel was insufficient and that the water had passed over the road. After passing Dargie there is a short pass which is rather steep and much cut up; just before reaching the village of Davallapur, where the road to Limalapur turns off, a road-dam is required to carry off the drainage from the hills; another small road-dam is also required just beyond Davallapur. Besides these two, there are several other small road-dams which are very necessary and which might be constructed gradually, if an Annual Maintenance Allowance is granted; but there are two drainage nullahs, one to the South and the other to the North of Mettra for which separate provision should be made.

5. The expenditure on this road during the last nine years is shown in the accompanying statement and, considering that there has been no Annual Maintenance grant for keeping what has been made in repair, it is a wonder that the road is in such good order as it is, on the whole it may be said to be in very fair order, though much cut up in parts in consequence of the catch and side drains being choked and thus causing the water to run over the road.

6. An Annual Maintenance Allowance is required for keeping this road in proper repair, and as I have already stated that I consider this road should be looked upon as a main line of road, I would request an Annual grant of Rupees 100 per mile from the Imperial Funds, the whole distance being 20 miles.

the grant required is Rupees 2000.
7. For the present year there is an allowance of Rupees 540 in the Local Fund Budget under the head of "Repairs," the greater part of which will be swallowed up in clearing the catch and side drains and repairing the pass near Dargie.

8. Road from Dargie to Limalapur.
This road turns off from the Dargie and finally runs at the village of Davallapur; for about a mile it is in fair order, but then it is very rocky and stony as far as the village of Dargie; from thence to Kallapur it is very passable, but after passing Kallapur it goes down a gully which is very rough and stony. Beyond that into Limalapur, though I cannot say it is good, it is in fair order.

9. The distance is 12 miles and the expenditure during the last nine years has been Rupees 2710-3-4 as shown in the accompanying statement.

10. The great requirement of this and all the other roads is an Annual Maintenance grant; if Rupees 50 per mile or Rupees 600 for the whole distance were allowed, in a few years this road might I think be brought into order.

11. Road from Koppet to Kimmly.
This road is 20 miles long; it passes through the villages of Limalapur, Kallapur, Bookasangur and Kimmly; in the statement this road is entered in two portions but I have entered it as one as I consider that it should be looked upon as one road.

12. I cannot hear of any survey or Estimate having been made for this line of road and it appears to me as if merely portions, here and there, had been put in order and no regular line marked out.

13. On leaving Koppet the road has been made for a short distance, then there is a gap where the road

17. An Animal grant of Rupees 50 per mile or Rupees 1000 for the whole distance is required, the

A. M. Mearns Captain Rb.
Supt. Engineer 3^d Division.

Public Works Dept

N^o 2344

Proceedings of the Madras Government
Under date the 12th August 1865
Read the following

From the Superintending Engineer
of the 3^d Div

Reporting on the state of
the roads in the Western Taluk (Here enter 19th July 1865
of the Bellary District, main-
-tained from Local Funds. N^o 82)

Under the circumstances
explained by the Super-
intending Engineer of the
3^d Div, the Governor in
Council authorizes the
transfer of the road from
Cotaturup to Tumpliy
to the List of Imperial
Lines, and sanctions the
entry, in future Budgets,
of a sum of Rs. 2,000

HR

W. D. Y.

9/10/65

for its maintenance,
being at the rate of Rs.
100 per mile.

The Superintending
Engineer's application for a
maintenance allowance
of Rs. 50 per mile from
Local Funds for the

roads marginally noted
will be considered in
the Revenue Department.

Road from Darojie to
Camalapur - 12 miles.
" from Hoopet to
Kumpli - 20 -

AB -

To The Superintending
" Controller
" Accountant
" Revenue Deptt in the Pro
No. 6741269/865

Dated 14th August

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No. 2344
Pro. of the Melgar
D. 12 Aug. 65

authorizing the transfer
of the road from
Lodatumy to Kimpf
Hallaz St. to the
list of Imperial
Lanes, and sanction
the entry, in future
budgets of a sum of 200
000 for its maintenance

No. 225 226