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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 1978-	Press
580-581.	~~Mis.~~
Dated 27-6-1867.	

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
27th June 1867.*

No. 580. Read the following letter from the Superintending Engineer, 3rd Division, to the Secretary to Government, Public Works Department, dated Bellary, 14th June 1867, No. 702 :—

G. O. No. 790 of 2nd April 1859.
,, ,, 1,535 of 23rd June „

1. With reference to Government Orders as per margin, I have the honour to inform you that, after careful inquiry

as to the line the traffic would take in passing from Bellary to the Western Coast, and also as to the nature of the country, I have come to the conclusion that Government have made a wrong decision in choosing the line from Bellary, via Heerihall, on the Bangalore road, Kudlighi, Coottoor, and Hurpunhully to Hollal; and would beg to suggest that the line should be taken via Hospett, Humpasaugur, and Hoovinhudgully to Hollal.

2. The alteration to this line will in no way affect any work performed under the Bombay Government, as it comes to the same place, viz., Hollal.

3. Between Heerihall, on the Bellary and Bangalore road, and Kudlighi the road will have to be taken through a rocky and hilly country, with only a few small villages: in the whole distance there are only two places of any importance, viz, Coottoor and Hurpunhully; Kudlighi, though the cusbah of a talook, being a place of little importance. The whole distance from Bellary to Hollal by this route is about ninety-five miles.

4. On the other hand, on the line that I recommend, and which Colonel Faber appears to have considered desirable, though he laid no stress on it, there are the important villages of Hospett, Humpasaugur, and Hoovinhudgully.

5. As far as Humpasaugur, the line would be a portion of the Bellary and Dharwar road: on the greater portion of this line bridges and tunnels have been constructed, and for the remaining portion I have called for plans and estimates. There are also travellers' bungalows at Coodatunny, Gadiganoor, Hospett, Bellahoonsy, and Humpasaugur. The distance from Bellary to Hollal by this route is about ninety-six miles, and of this up to Humpasaugur (sixty-five miles) would be common to both routes, and it will only be necessary to take up the remaining portion of thirty-one miles.

6. When at Hollal, in the end of May, I made inquiries from the merchants at that place as to the best route, and they informed me that their correspondents were in Hospett, Chitwaddy (a large village close to Hospett), and Humpasaugur; that their bandies would always pass along that line of road, and begged that steps might be taken to make the portion between Humpasaugur and Hollal.

7. In thus advocating that the road from Bellary to Hollal should pass through Hospett and Humpasagur, instead of through Heerihall, Kudlighi, and Hurpunhully, I do not wish Government to understand that I would recommend giving up the Kudlighi and Hurpunhully line, I merely suggest that it should be removed from the list of Imperial lines.

8. I would recommend that, for the present, the road from Kudlighi, via Coottoor and Hurpunhully, to Hollal should be laid out as a first class district, but

N^o 702

Supoy Eng^{rs} Apr 3rd
Bellary 14th June 1859
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From

The Superintending Eng^{rs}.
3rd Division,

To The Secretary to Government,
Public Works Deptt.

Sir,

With reference to Government
G.O. N^o 790 of 2nd April 1859 - orders as per margin, I have the honor to
G.O. N^o 1535 of 23rd June 1859 - inform you that, after careful inquiry as
to the line the traffic would take in passing
from Bellary to the Western Coast and also as
to the nature of the Country, I have come to the
conclusion that Government have made a
wrong decision in choosing the line from
Bellary via Meerhaball on the Bangalore Road,
Kudligu, Cotton, and Harpembully to
Hollal; and would beg to suggest that the
line should be taken via Hospett, Hampa-
sagar and Hoornibudgully to Hollal.

2 The alteration to this line will
in no way affect any work performed under
the Bombay Government; as it comes to the
same place, viz. Hollal.

3 Between Meerhaball, on the Bellary
and

and Bonga low road and Kudlighi the road will have to be taken through a rocky and hilly country with only a few small villages: in the whole distance there are only two places of any importance, viz Caloor and Harpenhully. Kudlighi, though the Cashah of a Taluq, being a place of little importance. The whole distance from Bellary to Kollal by this route is about 95 miles.

4. On the other hand on the line that I recommended, and which Colonel Tiber appears to have considered desirable though he had no stripe cut, there are the important villages of Harpell, Humpasagar and Hoonhuddigilly.

5. As far as Humpasagar, the line would be a portion of the Bellary and Phariwar road: on the greater portion of this line Bridges and Tunnels have been constructed and for the remaining portion I have called for Plans and Estimates. There are also Travellers' Bungalows at Coodatunny, Gadedaganow, Harpell, Bellahoonny and Humpasagar. The distance from Bellary to Kollal by this route is about 96 miles.

and of this, up to Humpasagar (65 miles), would be common to both routes and it will only be necessary to take up the remaining portion of 31 miles.

6. When at Kollal, in the end of May, I made inquiries from the Merchants at that place as to the best route and they informed me that their correspondents were in Harpell, Chetwaddy (a large village close to Harpell) and Humpasagar; that their houses would always pass along that line of road; and begged that steps might be taken to make the portion between Humpasagar and Kollal.

7. In thus advocating that the road from Bellary to Kollal should pass through Harpell and Humpasagar, instead of through Koonhall, Kudlighi, and Harpenhully, I do not wish Government to understand that I would recommend giving up the Kudlighi and Harpenhully line; I merely suggest that it should be removed from the list of Imperial Lines.

8. I would recommend that, for the present, the road from Kudlighi via Caloor and Harpenhully to Kollal should be

be laid out as a 1st Class District, but only constructed as a 2nd Class District road until we see the probable amount of traffic.

From Kundligli, instead of going nearly East to Skerhall, I would suggest that the line should be taken past Rindaree to join a road which the Agent of the Soondoor Rajat is anxious to make from Somalapur through Soondoor to join the Bellary and Phanoar-droog road near the 28th milestone from Bellary.

9. I trust that Government will agree in my opinion and permit me to strike out from my list of Unanswered References, their orders of 1859 and direct me to submit in lieu a Survey and Estimate for a road from Him-pasagur to Kollal.

10. There is another road which I cannot help considering should be looked up-on as an Imperial line and kept up from Imperial Funds. The line to which I refer is the road from Bellary to Hurrykur, Sheeringa and Mangalore: it turns off on the 43rd mile of the Bellary and Phanoar road at the village of Gownpoor and passes through Narrendavertarra and Harpendully to Hurrykur.

Hurrykur. At present it is kept in repair from Local Funds; but, as I have said already, I think it should be considered as an Imperial line, as it connects the Military Stations of Mangalore, Hurrykur and Bellary.

11. The accompanying sketch plan shows all the roads to which any reference has been made.

I have &c.

W. H. H. Major R. B.
Superintending Engineer
30th Dec.

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Public Works Department

1918
No 1918

PROCEEDINGS of the MADRAS GOVERNMENT.

Under date the 27th June 1867

Read the following

From the Superintending Engineer
of the S. S. S. S.

(Here enter No. 702 dated 15th June 1867)

In the year 1859 the
Madras Government and Comm-
-unication with the Govern-
-ment of Bombay decided that
the Trunk line which at was
proposed to open from Bellary
to the Western Coast should
follow the direction of Sherihalli,
Kudlighe, Cooloor, Hux-
-punchetty, Nollal & Narayan,
and thence crossing the
Dharwar Collectorate, go by
away of Chumby and direct
to Coomptah. An estimate
for the completion of this line

1104

Received 11/11/18

1867. 11/11/18
The Supty Engr
of the S. S. S. S.
11/11/18

21/11/18

27. 14. June. 1867

27. 14. June.

27. 14. June.

27. 14. June.

27. 14. June.

27. 14. June 1867

27. 14. June 1867

was accordingly called for
on 10 of 5 April 1891,
to 1890, and it is on this
question, which stands on
the list of references remaining
unanswered by the Supy Engr
of the 3^d Div, that Major Moberly
now addresses the Government

After careful en-
quiry as to the line that
the traffic would take in passing
from Bellary to the Western
Coast, and as to the nature of
the country to be traversed,
the ^{Supy Engr} reports that he considers it
would be preferable to adopt the
line via Hospett, Hampden,
Moorinbudgully, and Nollah,
and thence to Coomptah in the
direction already determined
upon. The grounds upon which
Major Moberly bases this

Recommendation appear con-
clusive, and His Lordship
in Council accordingly directs
the preparation of the necessary
estimate, in forwarding which
Major Moberly will obtain and
submit the opinion of the Collector
both upon the proposal under
notice and on those contained
in Para 8.

The Government are
not prepared to accede to the
Recommendation in Para 10.
They are of opinion that the
road from Bellary towards
Mangalore via Hurreywar &
Sheemorga is essentially a Dis-
trict line and as such
should be maintained as hitherto
from Local funds.

The Supy Engr 3^d Div ✓
of Bellary Dist ✓
18/4/91

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P. W. 1867. Department.

Pro. of Govt. for same
No. 1918

PROCEEDINGS OF GOVERNMENT *of Madras*

Dated 27th June 1867

Forwarding the
Supr. Engineer of the 3^d
Division with certain
instructions and requesting
to him submit Estimates
for the Trunk line of Road
from Bellary to the Western
coast. Via Hospett, Hums
padangur, Hoorinkudgully,
and Hollar &c.