

(1) Number of pages 16
(2) Date of repair _____
(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

Public works DEPARTMENT.

G.O. No. <u>2260</u>	Press Mis. <u> </u>
<u>148-42</u>	
Dated <u>26</u> <u>7</u>	18 <u>67</u> .

Not to be folded or roughly handled

*61-
19-4-73*

No. 642. Read the following letter from the Superintending Engineer, 3rd Division, to the Secretary to Government, Public Works Department, dated Bellary, 8th July 1867, No. 992:—

1. With reference to G. O. No. 3,712, of 21st November 1866, I have the honour to submit the accompanying estimate,* &c., for putting in order the 78 miles of the Bellary and Cuddapah road, between Joladrassy (13 miles from Bellary) and the Cuddapah frontier, at Bondal-dinny.

* Rupees 43,000.

2. I have lately inspected this road, and tried to see if any comparative statement could be prepared, but found that it was not practicable to compile one.

3. Between Joladrassy and Goontacul the road passes for the greater part of the way over black cotton soil, over which moorum has been spread: this is gradually being worked into the soil below, and should have a good coat of metalling. Several road dams are required on this portion.

4. From Goontacul to Royalchervoo the road is in fair order; but a few road dams are required, and the road should be straightened and taken through the upper part of the bed of the Pathakottachervoo tank, instead of by the detour over a short steep ghaut, very difficult for carts, and across the supply channel of the above named tank.

5. Between Royalchervoo and Tadputry the road has been very badly constructed, and the tunnels which have been built of round boulders in clay, are falling down. Beyond Tadputry to the Cuddapah frontier very little has been done, and the greater part of it must be re-made, as stones of all sorts of sizes and shapes have been used in some places; in other parts no work has been done at all.

6. It seems to me as if attempts had been made to open up as much of the road as possible with the small sums granted, and that no endeavour was made to complete any portion thoroughly.

7. I would beg that, if possible, a grant of Rupees 15,000 be made for the current year, and that the balance be given in next year's Budget.

ORDER THEREON, 26th July 1867, No. 2,260.

No. 643.

CIVIL WORKS, No. 91.

1. In May 1862, the Deputy Chief Engineer of the Central Circle submitted an estimate of Rupees 3,07,000 for the construction of a first class road between Bellary and the Cuddapah frontier, but the Government were of opinion that, with the prospect of the Railway being eventually opened between those places, it was inexpedient to incur so large an outlay as that proposed. They considered it desirable, however, to maintain a fair road for the local traffic, and accordingly called for a revised estimate prepared upon a plan suggested by the Deputy Chief Engineer for considerably reducing the cost of the work.

*Proceedings of the Madras Government, Public Works Department,
26th July 1867.*

2. The revised estimate, amounting to Rupees 1,02,200, was laid before Government in April 1863, but in G. O. of the 8th May 1863, No. 1,174, the Government deferred its consideration until the direction of the North-West Line of Railway was decided.

8th September 1863, No. 150.

3. Subsequently the Superintending Engineer pressed upon the consideration of Government, the importance of the road in question, on which the traffic averaged daily 749 carts, carrying chiefly cotton in the direction of the Tripatti Station on the North-West Railway and of the Vellore Station on the South-West Railway, and he remarked that, in his opinion, on no road in the Division was a liberal expenditure of money more urgently needed than on that connecting Bellary with Cuddapah. Concurring in these views, the Government sanctioned the estimate of Rupees 1,02,200 above referred to; and they observe that the expenditure upon the work up to 30th March 1867 was Rupees 1,03,452, or Rupees 1,252 in excess of the estimate.

4. It having come to the notice of Government that the road under notice was in very bad condition, the Superintending Engineer was requested in Proceedings of the 21st November 1866, No. 3,712, to inspect it, and to report upon its condition, furnishing an estimate for its thorough repair if the maintenance allowance for it was found inadequate. In compliance with these instructions the Superintending Engineer now submits an estimate of Rupees 43,000 for the improvement of 78 miles of the road between Joladrassey (13 miles from Bellary) and Bondaldinny on the Cuddapah frontier.

5. Major Moberly reports having found it impossible to prepare the usual comparative statement to explain the causes of the insufficiency of the amount sanctioned for the construction of the road, and, describing the condition of different sections of the line as he found them on his recent inspection, he remarks that owing to the smallness of the sums granted at various periods, no portion of the road has been thoroughly completed. The estimate now submitted provides for metalling the road in places, re-forming portions, constructing road dams where necessary, and altering the direction of the line between Goontacul and Royalcherroo to avoid a short steep ghaut very difficult for carts. Major Moberly applies for a grant of Rupees 15,000 for expenditure during the current year upon these improvements; but seeing that the Government are not able to assign any funds during the current year, and can hold out no promise to find a place for the estimate in the Budget of the ensuing official year in consequence of the large number of unfinished works for which provision will have to be made, and taking into consideration that the direction of the road is almost identical with that which the Railway now in course of rapid construction will follow, His Excellency in Council is of opinion that it will not be expedient to authorize so large an outlay as will be required to repair the road on the scale allowed for. His Excellency therefore directs that the estimate be held in abeyance, and he looks to the Superintending Engineer to

*Proceedings of the Madras Government, Public Works Department,
26th July 1867.*

make every exertion to work up the road into a passable condition with the maintenance allowance of Rupees 150 per mile which is at his disposal.

(True Extract.)

(Signed) J. H. M. SHAW STEWART, Major, R. E.,

Under Secretary to Government.

To the Superintending Engineer, 3rd Division.

Exd. S. T. Augustin.

N^o 992.

Supy. Engrs. Office

Bellary 8th July 1887

From

The Superintending Engr.
3 Division

To The Secretary to Government
P. W. D.

Sir,

With reference to G. O. N^o 3712
of 21st November 1886, I have the honor
* Rupees 43,000 to submit the accompanying Estimate for
for putting under the 78 miles of the Bellary
and Cuddapah Road between Joladrapy (13 miles
from Bellary) and the Cuddapah frontier at
Pondalim.

2 I have lately inspected this road
and tried to see if any comparative statement
could be prepared, but found that it was not prac-
ticable to compile one.

3 Between Joladrapy and Goontal
cut the road paper for the greater part of the
way over black cotton soil, over which iron-ore
has been spread. This is gradually being worked into
the soil below and should have a good coat of
metalling. Several road dams are required on
this portion.

4 From Goontal to Rayalchenoor
the road is in fair order; but a few road dams
are required and the road should be straightened
and

and taken through the upper part of the bed of the Pathakotta Chennas Tank, instead of by the detour over a short steep Ghaut, very difficult for Carts, and across the Supply Channel of the above named Tank.

5. Between Rayachewoo and Tandputty the road has been very badly constructed and the Tunnels, which have been built of round Boulders in clay, are falling down. Beyond Tandputty to the Cuddalore frontier very little has been done and the greater part of it must be remade, as stones of all sorts of sizes and shapes have been used in some places; in others ^{parts} no work has been done at all.

6. It seems to me as if attempts had been made to open up as much of the road as possible with the small sums granted and that no endeavour was made to complete any portion thoroughly.

7. I would beg that, if possible, a grant of Rspees 15,000 be made for the current year and that the balance be given in next year's Budget.

I have the

A. Wilson Esq. Major R.E.
Superintending Engineer
30.11.1907

Public Works Dept
No. 2260

Proceedings of the Madras Government
Under date the 26th July 1867

Read the following

From the Supg Engineer
of the S. D. C.

(Here enter 8th July 1867 No 992)

In May 1862, the
Deputy Chief Engineer of the
Central Circle submitted
an estimate of Rs. 3,07,000
for the construction of a
first class road between
Bellary and the Cuddapah
frontier, but the Govern-
ment were of opinion that,
with the prospect of the
Railway being eventually
opened between those places,
it was inexpedient to incur
so large an outlay as that
proposed. They considered
it desirable, however, to
maintain

WOL

29th July 1867
Supt. of Bellary District
Jm. 28/13

Supg. Engineer
S. D. C.

do
Madras Govt
1992

Under Secy. July 1867
H. 103

do
1992

Road from Bellary
to Cuddapah.

Subordinate Estimate for
for putting the road in
complete repair.

C. 2260 July 1867. A. 2260

102260. 26th July 1867

No. 642

WOL

maintain a fair road for the local traffic, and accordingly called for a revised estimate prepared upon a plan suggested by the Dy. Chief Engineer for considerably reducing the cost of the work.

The revised estimate, amounting to Rs. 1,02,200, was laid before Govt. in April 1863, but in G. O. of the 8th May 1863, No 1174, the Govt. deferred its consideration until the direction of the North West line of Railway was decided.

Subsequently the Subg. Engineer pressed upon the consideration of Govt. the importance of the road in question, on which the traffic averaged daily 749 carts carrying chiefly cotton in the

8th September 1863. No 150

11-
the direction of the Tripatti Station on the North West Railway and of the Vellore Station on the South West Railway, and he remarked that, in his opinion, no road in the Division was a liberal expenditure of money more urgently needed than on that connecting Bellary with Cuddapah. Concurring in these views, the Govt. sanctioned the estimate of Rs. 1,02,200 above referred to; and they observed that the expenditure upon the work up to 30th March 1867 was Rs. 1,03,452, or Rs. 1,252 in excess of the estimate.

It having come to the notice of Govt. that the road under notice was in very bad condition,

the

the Supy. Engineer was requested in Proceedings of the 21st Nov/66, No 3712, to inspect it, and to report upon its condition, furnishing an estimate for its thorough repair if the maintenance allowance for it was found inadequate. In compliance with these instructions the Supy. Engineer now submits an estimate of Rs 43,000 for the improvement of 78 miles of the Road between Joladrapy (13 miles from Bellary) and Bondaldirmy on the Cuddapah Frontier.

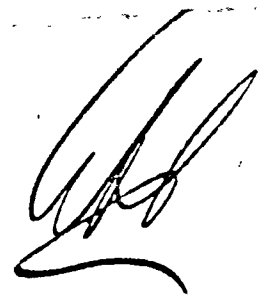
Major Moberly reports having found it impossible to prepare the usual comparative Statement to explain the causes of the insufficiency of the amount sanctioned for the con-

struction of the road, and, describing the condition of different sections of the line as he found them on his recent inspection, he remarks that owing to the smallness of the sums granted at various periods, no portion of the road has been thoroughly completed. The estimate now submitted provides for metalling the road in places, re-forming portions, constructing road dams where necessary, and altering the direction of the line between Gountacul and Royalcherroo to avoid a short steep ghat very difficult for carts. Major Moberly applies for a grant of Rs. 15,000 for

for expenditure during
the current year upon
these improvements; but
seeing that the Govern-
ment are not able to
assign any funds during
the current year, and
can ^{hold out no} promise to find a
place for the estimate
in the Budget of the
ensuing official year
in consequence of the
large number of un-
finished works for
which provision will
have to be made, and
taking into consideration
that the direction of the
road is almost iden-
tical with that which
the Railway now in
course of rapid con-
struction will follow,
His Excellency in Council
is of opinion that it

will

15-
will not be expedient
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outlay as will be re-
quired to repair the
road on the scale al-
lowed for. His Excellency
therefore directs that the
estimate be held in
abeyance, and he looks
to the Supg. Engineer to
make every exertion to
work up the road into
a passable condition
with the maintenance al-
lowance of Rs. 150 per
mile which is at his
disposal.



To
The Superintendent Engineer
for the work on the
the estimate for the
18
Sept 29/76

544 10044
Pub. Works Dept.

Pro. of Cont. for July

No. 2260

Pro. of the Madras Govt.
Of 26th July 1867

Informing the Supg.
Engt. of the 3^d Division that
the estimate of Rs. 43,000 for
works connected with the
Road between the Bellary
and Gundlupet frontier
must be held in abeyance
and that exertions should be
made to put the road in a
passable condition with the
inconvenience allowance.

No. 642 643

e. 22nd July 1867 A-2272