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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No.	1983	Press
395-96		Mis.
Dated	18-6	1869.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
18th June 1869.*

No. 395. Read the following letter from the Superintending Engineer, 3rd Division, to the Secretary to Government, Public Works Department, dated Bellary, 20th May 1869, No. 575:—

With reference to G. O., No. 915, of 19th March 1869, I have the honour to forward an original letter from Mr. Assistant Engineer Porter, together with

sketch of the country between Ooravacondah and Roopengoody, showing a length of thirteen miles. From Roopengoody to Bellary the distance is eleven miles, thus making a total of twenty-four miles, or three miles shorter than the present line, via Joladrassy.

2. You will observe that Mr. Porter roughly estimates the cost of a metalled road at Rupees 80,000, and a further sum of about Rupees 40,000 would be required for the portion between Bellary and Roopengoody, making a total of Rs. 1,20,000.

3. As regards the state of the road between Ooravacondah and Bellary, via Joladrassy, I have the honour to point out that in G. O. No. 23, of 5th January 1869, sanction was granted for an estimate of Rupees 92,500 for this road from Joladrassy to the Pennar river near Pen-Hoblum, of which about Rupees 52,000 appertain to the thirteen-and-a-half miles between Joladrassy and the 27th milestone, where Mr. Porter has taken off his line to Roopengoody. From Joladrassy to Bellary the road requires metalling, but is otherwise in fair order, and the cost of this would be about Rupees 20,000, or a total of Rupees 72,000.

4. With respect to maintenance there would be a saving of Rupees 600, or Rupees 200 per mile for three miles by taking the direct line.

From the Officer in charge of Gooty Range, to the Superintending Engineer, 3rd Division, dated Gooty, 30th April 1869, No. 22.

AGREEABLY to instructions contained in your Memorandum, No. 4,394, of 24th ultimo, I beg to forward a sketch of the country lying between Ooravacondah and Roopengoody, showing the present line of road used by traffic between these two villages, and the line which I should recommend to be followed if a new road is made.

2. I have taken off the road from the 27th mile stone (on the Anantapur and Bellary road), as by this a mile of very good road can be made available, and the making a mile of new road avoided. I have kept the line to the south of the village of Kurakamookaloo, one reason for this is that the ground to the north is very low, and the south side has the advantage of being higher as also the shorter line; by taking the new road to the north of the hill at Haurligay a considerable saving in distance is gained, and the difficulty of getting through the village, which is very straggling, surrounded by uneven ground and large prickly-pear hedges, is avoided; I do not think there is any absolute necessity to go through this village, it is too close to Roopengoody to be used as a halting place; the village of Kurakamookaloo is more likely to be used as a stage, it being exactly half way between Roopengoody and Ooravacondah. I propose joining in with the old road near a fort, situated four-fifths of a mile east of Roopengoody, from thence to the river the present line is the best that can be taken; it would not be convenient to go to the south of the village, as there is a great length of sand drift between it and the river; nor to the north of the present road, as there is much wet cultivation, and numerous irrigation channels which diverge immediately below the present place of crossing, where there is a bridge.

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18th June 1869.*

3. The length of the new road will be thirteen miles, ending near the bridge over irrigation channel, of which about five-and-a-half miles will be on red soil, favorable for road making, the remaining length is black cotton. On the whole line there is only one nullah of any size, that near Roopengoody, which is 300 feet in width, and runs about eight feet deep in freshes; it is the drainage for more than 100 square miles of country. Excluding the cost of bridging this nullah, I consider a good gravel road (including masonry works) might be made for 4,000 Rupees per mile, if metalled 6,000 Rupees, or from 50,000 to 80,000 for the whole. There is only one other point connected with construction to be mentioned, which is taking the road over the sand drift from the bridge to the river's bank, a length of 800 yards.

4. From an estimate for improving the present road, from Bellary towards Anantapur, which was forwarded on the 29th October 1868, I have extracted the estimated cost, and find that for metalling and constructing masonry works from the 13½ mile to the 27th mile is Rupees 51,743, to this must be added the cost for the thirteen-and-a-half miles, not in this Range, to the amount I have mentioned in paragraph 3, as the probable cost for constructing the new road; if the cost is added for continuing the road to Bellary, a certain amount will be arrived at, the difference will be the balance in favour either of making an entirely new road, or thoroughly improving the old. The cost of maintenance, allowing the same rate per mile, will be in the case of the old road twenty-seven miles, the new twenty-four.

No. 396.

ORDER THEREON, 18th June 1869, No. 1,983.

CIVIL WORKS, No. 65.

In his letter of the 3rd February 1869, No. 3,798, the Superintending Engineer of the 3rd Division recommended that the road from Ooravacondah to Bellary, on the line from Chittoor towards the Bombay frontier, should be taken via Haurligay and Roopengoody instead of by Joladrassy, as the former was not only a shorter line, but that by which the greater portion of the traffic passes. Before taking the proposed diversion into consideration the Government requested the Superintending Engineer to furnish a statement of the comparative cost of making, improving, and maintaining the two lines respectively, with a report on the present condition of that by Joladrassy. The letter at the head of these Proceedings is the Superintending Engineer's reply to this reference.

2. The Government observe that the line by Roopengoody will be twenty-four miles in length, or three miles shorter than the alternative route, and that it is approximately estimated to cost Rupees 1,20,000. With regard to the road by Joladrassy, Major Moberly states that the estimate of Rupees 92,500 sanctioned in G. O., No. 23, of the 5th January 1869, for a line from that place to the Pennair river provides for the improvement, at a probable cost of Rupees 52,000, of the thirteen-and-a-half miles between Joladrassy and the point from which the line to Roopengoody is proposed to be taken off. The road from Joladrassy to Bellary is represented to be in fair order, but to require metalling, which is estimated to cost Rupees 20,000, making a total of Rupees 72,000. Major Moberly reports that the saving in the cost of maintenance will be at the rate of Rupees 200 per mile, or Rupees 600, by the adoption of the shorter and more direct line.

*Proceedings of the Madras Government, Public Works Department,
18th June 1869.*

3. As the road from Bellary to Joladrassy is in fair order, and it will be necessary only to improve its continuation to Ooravacondah to place the line in good order, His Excellency the Governor in Council, looking to the limited sums which are annually available for works of public improvement, does not consider it expedient to incur the additional expenditure of forming and keeping up the line by Roopengoody which has the advantage of being only three miles shorter than the other

(True Extract.)

Colonel, R. E.,
Secretary to Government.

Superintending Engineer's Office

Bellary 20th May 1869

No 575

From The Superintending Engineer
to The Secretary to Government

Public Works Department

Sir, With reference to G.O. No. 18 of 19th March 1869 I have the honor to forward an original letter from Mr. Assistant Engineer Porter together with sketch of the country between Oravaconda and Roopengoody, showing a length of 13 miles. From Roopengoody to Bellary the distance is 11 miles, thus making a total of 24 miles or 3 miles shorter than the present line via Goladrassey.

2. You will observe that Mr. Porter roughly estimates the cost of a metalled road at Rs. 8,000 and a further sum of about Rs. 4,000 would be required for the portion between Bellary and Roopengoody, making a total of Rs. 12,000.

3. As regards the state of the road between Oravaconda and Bellary via Goladrassey, I have the honor to point out that in G.O. No. 23 of 8th January 1869 sanction was granted for an estimate of Rs. 92,500 for this road from Goladrassey to the Penna river near Pennaholli of which about Rs. 52,000 pertains

1, 22 and 30
April 1869.
Enclosures.
1 letter
1 sketch
2

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tioned
Pennair
of the
line to
Bellary
to

W. H. Linsley, Esq.,
3^d L. W.

to the 13 $\frac{1}{2}$ miles between Joladrasay and the
27th milestone where Mr. Paton has taken
off his line to Roopenoody. From Joladrasay
to Bellary the road requires metalling, but
is otherwise in fair order and the cost of
this would be about Rs 20,000, or a total
of Rs 72,000.

4. With respect to maintenance there would be a saving of \$2,600. or \$200 per mile for 3 miles by taking the direct line.

I have, yes
 A. M. C. C.
 Superintendent Engineer 3rd Div.

No 395
2-29-77 1869 A. J. D. D. D.

Tomatoes are abundant here
from the Port of Callao, with
a little yellow, Monterey, white,
Cervina and our California.

March 20 - May 1899
Feb. 25 - Mar. 2

1865 to 1868
 of the 1st
 2159
 The 1st of Aug. 1865
 3rd Division

2. I have taken off the road from the 27th Mile Stone (on the Amnabapin & Killy Road) as by this route of very good road can be made available, and the making a track of New Road avoided. I have kept the line to the South of the village of Nussakharoo. One reason for this is, that the ground to the North is very low, and the South Side has the advantage of being higher. As also the shorter time, by taking the New Road to the South of the hill at Nussakharoo a considerable saving in distance is gained. And the difficulty of getting through the village, which is very straggling surrounded by uneven ground & large Bickies near by is avoided. I do not think there is any absolute necessity to go through this village, it is too close to Nussakharoo to be used as a halting place. The village of Nussakharoo is more likely to be used as a stage, it being exactly half way between Nussakharoo & Amnabapin. I propose joining on north the old road near a Fort. Situated 4 1/2 miles East of Nussakharoo from Chence to the River, the present line is the best that can be taken, it would not be convenient to go to the South of the village as there is a great length of land drift between it & the River, nor to the North of the present road as there is much not cultivated & numerous Irrigation channels & low storage, immediately below the present place of crossing where there is a bridge.

3. The length of the New Road will be 13 miles being

In his letter of the 2^d February 1869 No 3798, the Superintending Engineer of the 3^d Division recommended that the road from Poorevacondah to Bellary, on the line from Chittoor towards the Borabay frontier, should be taken via Haverligay and Sood-pengoody instead of by Soladrasht as the former was not only

a shorter line, but that
by which the greater
portion of the traffic
passes. Before taking
the proposed diversion
into consideration, the
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Proceedings is the
Supt. Engineer's reply
to this reference.

The

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The Govern-
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by Hoopendooddy will
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than the alternative route,
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road by Soladraspy,
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that the estimate of
Rupees 92,500 sanctioned
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5th January 1869 for
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to the Tenniscie river is
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bable cost of Rs 52,000
of

of the 13 1/2 miles between
Soladraspy and the
point from which the
line to Poopengooddy
is proposed to be taken
off. The road from
Soladraspy to Bellary
is represented to be
in fair order, but to
require metalling,
which is estimated to
cost Rupees 20,000, -
making a total of
Rupees 72,000. Major
Moberly reports that
the saving in the cost
of maintenance will
be at the rate of
Rupees 200 per mile,
or Rs 600, by the adoption
of the shorter and
more direct line.
Savings

to place the line in
good order, His Excellency
the Governor in Council

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As
Savings that the
road from Bellary
to Soladraspy is in
fair order, and that
it will be necessary
only to improve its condition
to make and main-
- tain the portion of
the line between the
latter place and Corva-
- condah, and look-
ing to the limited
sums which are
annually available
for works of public
improvement, His
Excellency the Governor
in Council does not
consider it expedient
to incur the addi-
- tional expenditure
of forming and
Keeping

Dec: 19/6/69

Keeping up the lines

Ac 2159

Court. of 1869 Madras.

PUBLIC WORKS.

To
The Superintending Engineer
B. Division

Dated

15. 11

Recd.

G. O. 15th June 1869, No. 1953

No. 395-396

Road. Passing orders on the letter
from the Deputy Engineer of the 3rd Div.
furnishing the information
called for in G.O. 915 of 1869
regarding the road from Corva.
Cuduh to Bellary.