

(1) Number of pages

(2) Date of receipt

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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No.

Press

Mis.

Dated

18

Not to be folded or roughly handled

17

*Proceedings of the Madras Government, Public Works Department,
1st July 1871.*

No 3 Read the following Proceedings of the Board of Revenue, dated 10th June 1871, No. 2,338

Read the following letters —

From the Acting Collector of Bellary, to the Acting Secretary to the Board of Revenue, dated Ramandioog, 11th May 1871, No 182.

I HAVE the honour to report on the administration of the Public Works Department in this district during the past official year 1870-71

2 The allotment from Imperial Funds on account of the construction and maintenance of the public works in this district amounted to Rupees 2,56,474, of which Rupees 1,34,666 was apportioned for Original works, and the balance, Rupees 1,21,808, for Repairs. The outlay on account of Original works during the above period amounted to Rupees 1,34,160, and Rupees 1,25,723 on Repairs, showing the total outlay on both descriptions of works to be Rupees 2,59,883, or an increase of 3,409 Rupees above the grant. This will be explained under each head of service.

3 There is a small excess of 5 Rupees in the outlay on Military buildings above the grant of Rupees 89,661, which I need not here refer to. The expenditure on account of Civil buildings amounted to Rupees 34,748, being less by Rupees 337 than the grant on that account. The charges incurred in the construction of Agricultural works amounted to Rupees 8,360 against a grant of Rupees 8,483. The allotment of Rupees 1,337 on account of Communications was fully expended on that description of work, while only Rupees 49 were expended in the purchase of tools from the grant of 100 Rupees for that purpose.

4. In the repairs of Military buildings a saving of 54 Rupees is exhibited in a grant of Rupees 27,008, and Rupees 284 in the allotment of Rupees 2,484 on account of Civil buildings, but the cost of repairing Agricultural works has exceeded by Rupees 4,333 the allotment of 42,500 Rupees, while the savings under Communications and Tools are Rupees 26 and 54 from the grants of Rupees 49,726 and 90 respectively.

5 The principal original works undertaken during the past year were as follow —

(a) The new Court-house at Bellary, the erection of which has been estimated to cost 46,020 Rupees. A sum of Rupees 19,999-10-11 out of the allotment for the current year of Rupees 20,000 has already been expended, which, including the charges incurred up to the end of 1869-70, shows a total outlay of Rupees 31,997-12-2. The building is very near completion, the upper story being ready for roofing.

(b) The improvements to the Jail at Bellary, to which I alluded in my report for 1869-70, have, up to the close of the year under review, cost Rupees 65,080-2-1. The improvements altogether are estimated to cost Rupees 95,000, of which 10,000 Rupees were allotted for the period under report, and the charges incurred therefrom amount to Rupees 9,999 6-7.

(c). Some minor works which I need not here particularize are reported to be completed during the past official year.

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6. *Agricultural*—In my report last year I alluded to the improvements to the Nanaindeverkera tank supply channel, which up to that time cost Rupees 12,181. A further grant of Rupees 217 has been allotted for the year under report which has been fully worked out, showing the total expenditure on that account to be Rupees 12,398. The small outlay on this account is stated to be for its completion in 1870-71.

(b) The restoration of the Thaloor anicut has been estimated to cost Rupees 2,400. Of this sum Rupees 1,000 was allotted for 1870-71, which has been fully worked out. The progress made on this work is simply that the foundation has been built in.

(c) Much progress is reported to have been made towards the restoration of the Gootloo tank, for which an estimate for Rupees 60,500 has been sanctioned. The expenditure on this work up to 1869-70 amounted to Rupees 43,522 7-10, and nearly the whole allotment of Rupees 5,000 sanctioned for the year under review has been expended on the work. Good progress on the new north calingulah has been reported to be effected, the stone revetment to the inner slope of the tank bund still remaining to be done.

7. The expenditure sanctioned has been for the most part incurred during the year, and the works appear to have been well done.

8. *Communications*—The general condition of the roads in this district is good. Estimates for numerous railway feeders have been sanctioned, and progress in forming these is being made.

The Head Assistant reports unfavourably on parts of the trunk road running from Ghooty towards Bangalore. He also states that allotments for the maintenance of certain district roads are not spent. I have communicated his remarks to the Superintending Engineer. Of course no bridges exist on district lines for which no estimate has been framed.

9. The annual clearance of the Toongabudra channels in this district has been effected at a cost of Rupees 15,196-9-11 against a grant of Rupees 15,120, exceeding the amount disbursed on that account in the previous year by Rupees 670.

Sixty-four tanks
Twenty-four river spring and supply channels,
seven sluices, eight anicuts, sixteen calingulahs, and three aqueducts repaired

10. Repairs to the Agricultural works specified in the margin have also been executed during 1870-71, besides road dams, tunnels, and bridges built and repaired, and 295 miles of road repaired.

11. The Superintending Engineer has not furnished the requisite information as to Imperial roads. I have applied for it, but as it is in arrears now for many years I presume it cannot be supplied.

12. Copies of the reports of the Division Officers are enclosed

From the Deputy Collector, to the Acting Collector of Bellary, dated Hurpunhully, 22nd February 1871, No 57

With reference to your memorandum of the 19th ultimo, requiring the transmission of a report on the condition of the existing public works at the close of the official year, I have the

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honour to submit the same now as I have seen nearly all the roads in my division. In the district roads there are no bridges over the nullahs, whether they are small or large. It is well known that bandies always pass on district roads for which a separate cess is being levied called "Road Cess".

2. I submit that, as a general rule, a well should be dug at each mile-stone for the use of passengers in the hot weather.

3. There is no road from Huvinhadgally to Kudlighi. The existing one, via Hurpunhully, is a circuitous one. I recommend that a direct road to connect these two talooks may be opened.

4. I am unaware whether there is any rule in Department Public Works directing as to the space to be left from the road in digging for the gravel. I found on my way from Kudlighi to Goodacota that pits have been made very close to the road, (one or two feet distance). They will prove dangerous to bandies and bullocks and men if they happen to contain water.

Mile stones 38 to 40

5. On my way from Mylar I saw the tank of Hicrahadgally, which is a large one, some parts of the bund appear to be in an insecure state. The Curnum informed me that the same was repaired last year by a Contractor of Department Public Works at a cost of more than 1,000 Rupees; we have no means to ascertain the amount expended.

6. The Tahsildar informed me that the villagers complained at the time of repairs that the work was not being properly done, and that he has brought this to the notice of the Department Public Works.

From E GIBSON, Esq., Head Assistant Collector, to the Acting Collector of Bellary, dated Pennacondah, 29th April 1871, No 111.

I HAVE the honour to submit my annual report upon the state of public works in this division during the past official year. The Departmental "Progress Reports" of the Pennacondah Range for the month of March have not yet reached me, my remarks upon expenditure are, therefore, founded upon the outlay incurred in eleven months only.

2. *Civil Buildings*—No new works under this head have been constructed during the year, nor have any repairs of importance been executed.

3. *Irrigation Works*—The expenditure sanctioned has been for the most part incurred during the year, and those works which I have inspected appear to have been well done.

4. *Communications*—The only road in these four talooks which is completed is the trunk road running from Bangalore to Ghooty. I have ridden or driven over the whole distance several times during the past year, but as I am concerned only with that portion which lies between the Mysore frontier and Maroor, about 55 miles, my remarks will be confined to that section. I observe that my predecessor, Mr Sharpe, writing in June 1869, says of this road that "it is kept up generally in very good order." I do not know what Mr Sharpe's standard may be, but if in good order then it has sadly deteriorated in the last two years. I say it emphatically, without fear of contradiction by any competent and unbiassed authority, that of the 55 miles comprised within the limits of this division there is not one which can in any true sense be said to be in "good order."*

* I must make an exception in favour of the 89th and 90th miles, which have recently been gravelled and rolled at my suggestion, and are now very good.

the Mysore boundary (63 miles) is for the most part in excellent order, and in traveling from Bangalore by bullock dak at night the soundest sleeper would be instantly awake upon passing the frontier into British territory. The comparison—I might almost say the contrast—between the work done by Mysore Officers and that carried out under the direction of our Department Public Works is not flattering to the members of the latter department. Every one of these 55 miles is rough and rugged enough, but some are exceptionally bad. I may mention particularly the 85th, 86th, 87th, and 88th in the immediate neighbourhood of Pennacondah, the head-quarters of the Range Officer and of an Overseer. These have the appearance, and have always had through-

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out the year, of having been newly deeply ploughed. This effect is produced by throwing down broken stone to a depth of about four inches, and allowing it to settle of its own accord, untamped, unrolled, and ungravelled. In driving home in a dog-cart last night by the light of a brilliant moon, I was unable to travel at more than a foot's space, and this is a trunk road which has been completed for many years, and for which an annual allotment is made for maintenance. I know that it will be said that the four miles which I have selected run up the ghaut on to the plateau, but the plateau is only some 500 feet above Pennacondah, the general incline is, therefore, insignificant, and, excepting the absence of water in some places, the material in the neighbourhood is excellent. No masonry works of any importance have been in hand during the year. On one occasion I observed a small culvert partly built on the 82nd mile, and upon closer examination found that the masonry was very bad. I mentioned this to the Range Officer, and he told me that prior to my inspection the work had been stopped by him and the contractor ordered to pull it down. It would probably have been well if Mr Watkins had been here some years ago, when the majority of the culverts in this neighbourhood were built. One's attention is attracted here and there by a parapet in ruins, it would seem that a blow from an erratic cart-wheel must have struck the wall causing it to crumble away, and the mortar to resolve itself into its component parts. It is possible, of course, that this kind of work is limited to parapet walls, and that the arches below are "made of sterner stuff," but it is not possible to avoid a suspicion that it may not be so. The outlay upon the repair of this road during the year has been very slightly in excess of half the allotment.

5 I will now turn to local roads. The late Sub Collector, in the report alluded to above, says, "the sub-division is so very well supplied with made roads." Here again I fail to understand Mr Sharpe's terminology. With the exception of the trunk road of which I have been speaking, all the roads in these southern talooks are absolutely incipient. Estimates for them have never been sanctioned, and in many cases they have not, I believe, been prepared. The roads have not been "formed," but have merely been "marked out." Under these circumstances, I would not be severe upon their present condition if I could discern in the work hitherto done any promise that it would be unimpeachable or at least not altogether to be condemned in its further development. In his minute, as Member of the late Public Works Commission, Major Mullins says, if I remember rightly, that he "knows something of the Bellary District, and that the roads there used to consist of two parallel lines of aloe hedge." We have got beyond this and "made roads" now consist of two parallel channels. Now, as a good system of drainage is the very first requisite in the construction of a new road, this work, as a commencement, is very good, but it is essential to a good system of drainage that these side channels should be tapped at short intervals by diagonal channels to carry off the water, to check its speed, and to limit its bulk. As a general rule this is neglected, and where it has been attempted it has been upon no system, every channel runs at a different angle to the road, all are of different lengths and some are constructed upon the hypothesis that water runs up-hill. What are known as "check channels" scarcely exist, and when they have been dug they have been dug unsystematically. Again, excellent material abounds in these talooks, and a very little care in its selection would ensure the roads being useful at all times of the year, even in their present inchoate condition. No care, however, appears to be exercised, and material of all kinds is spread without regard to the fact that, being composed largely of clay and loam, it must pulverize in dry weather and form ruts in the rains. The present state of these local roads is to my mind eminently unsatisfactory, and I almost despair, under existing arrangements, of any great improvement during the current year. By the Progress Report's I find that very little more than half the allotment for "Maintenance," a modest allotment of Rupees 50 a mile, had been spent up to the end of February, and yet there is abundance of work to be done, which is urgently needed. I spoke to the Range Officer upon this matter, and he told me that he could not get coolies. I cannot, of course, say whether or not this is really the case, but if it be I suppose the difficulty might be met by raising the rate of wages.

6 I much regret that it is my duty to write thus of the road-work in this division, especially as I have always found Mr Watkins most willing to accept and to act upon suggestions which

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I have made from time to time about particular works, and he is exceedingly obliging in furnishing any information, and in framing, with promptitude, any petty estimates which I may require, at the same time I cannot but consider that these works are not in the state in which they ought, and in which we have a right to expect them to be. I have seen much of the Public Works Department and know it to be capable of better things.

From the Sub-Collector of Bellary, to the Acting Collector of Bellary, dated Hospet, 29th March 1871, No 125.

In reply to your docket No 15, dated 6th January 1871, calling for a report on the operations of the Public Works Department in the sub-division, I have the honour to mention that I have only just returned from leave, and that the division has been altered during my absence, so that I cannot give you any report from personal observation.

2 *Civil Buildings*—The Talook Cutcheries at Ghooty and Tadpatry and Allur are in tolerably good repair, that at Adoni is not. The Cutcherry at Anantapore is very bad, that at Yemmiganoor is disgraceful, and the Sub-Collector's Cutcherry does not exist.

3 No tanks have breached during the year. The roads, I hear, are in fair order. I have not heard of any bridges being built, we want them very much. I would propose that some arrangements might be made with the Railway Company to get them to have a foot-path along the side of their bridges over the large rivers.

From the Head Assistant Collector, to the Acting Collector of Bellary, dated Pennacondah, 8th May 1871, No 131.

I HAVE this day received from the Range Officer of Pennacondah the Progress Report for the month of March, and, from information contained in it, I find it necessary to add a few lines in modification of some parts of my letter of the 29th ultimo, No. 111.

2. In speaking in that letter of the expenditure incurred during the year, I was forced, owing to the Progress Reports not being filed in this office, to rely entirely upon my memory. In stating (in paragraph 4) that up to the end of February the outlay upon the trunk road had been only slightly in excess of one-half of the allotment it appears that I was in error. It was, I think, in the month of January that I remarked, in forwarding the Progress Report to the Superintendent Engineer, that just one-half of the allotment was exhausted. I find that at the end of the official year the whole allotment was spent. Such being the case it is clear, considering the state of the road, either that the maintenance allowance has not been utilized to the best advantage, or that it is insufficient for the work required.

3. With regard to the expenditure upon "local roads," alluded to in paragraph 5 of my letter, I observe by the Progress Report just received that by the end of the year nearly five-sixths of the annual allotment was spent; but of this sum more than one-third was laid out during March. The grant for the year was Rupees 12,496-12-8, the expenditure up to the end of February Rs. 6,456-7-10, during March Rupees 3,828-13-9; total Rupees 10,285-5-7.

FORWARDED to the Secretary to the Board of Revenue, Madras, in continuation of this office letter No. 182, dated 11th May 1871.
(Signed) J. H. MASTER,
Acting Collector.
RAMANDROOG,
15th May 1871.

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From the Acting Head Assistant Collector, to the Acting Collector of Bellary,
dated Pennacondah, 15th May 1871, No 135.

I WRITE to express my regret at having included in the unfavourable remarks which I passed upon the public works in this division, in my letter of the 29th ultimo, those in Dhurmavaram, which are under the charge of the Range Officer of Anantapoor. At the time of writing I had not visited that talook for many months, and, as would appear from the last paragraph of my report, I was contemplating chiefly the works in the Pennacondah Range, which comprises three of my talooks

2. During the last two days I have been travelling in the Dhurmavaram Talook, and am glad to find that my strictures do not fairly apply to Mr Harris's roads. I passed over some six miles (100th to 105th) of the trunk road and found them in such good order as to leave little to be desired and nothing to be complained of. Much work has evidently been done during the last few months and it has been done well. As to local roads, although there is room for improvements, especially as regards drainage, (I may mention the 3rd and 4th miles of the road from Dhurmavaram to Chennacottapully, where, owing to defective channelling, the water has in several places spread itself over the road,) there is no ground for such general condemnation as that called for by the corresponding works in this (Pennacondah) range. It is evident that care is taken in the selection of material, and a neatness of execution is observable, which in the other talooks is wanting. Moreover, I remember that, when on the Calandroog side in November last, I walked with the Maistry over two or three miles of one of the local roads, pointing out to him every place where the provision for drainage was insufficient, and showing him what, in my opinion, was required. As my suggestions on that occasion were kindly received I have reason to hope that they have been acted upon. At any rate from what I have recently seen, and from what upon further reflection I call to mind, I am led to wish to reserve for the present my opinion upon the works in the Dhurmavaram Talook, I shall probably have something more definite to say in my next Annual Report. I may mention that I do not see Mr. Harris's Progress Reports, those of the whole range are sent to the Sub Collector.

To the Secretary to the Board of Revenue, with reference to this office letter No 182, dated 11th instant.

(Signed) J. H. MASTER,
Acting Collector.

From the Acting Collector of Bellary, to the Acting Secretary to the Board of Revenue, dated Hospet, 20th May 1871, No 195

With reference to the Proceedings of the Madras Government, dated 31st August 1869, No 2,460, I have the honour to submit a statement just received from the Superintending Engineer showing the total mileage of Imperial roads in this district, with other particulars for the past year.

ABSTRACT — Statement showing the total mileage of Imperial roads in the Bellary District —
Vide paragraph 11 of Government Order, No 2,831, dated 11th November 1868, Revenue Department

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SUBMITTED for the information of Government.

2. The Collector will be requested in future to remember that he is expected to report on the results of the expenditure, as well as to give information which might be condensed into a tabular statement without much loss.

3. The Collector states that the general condition of roads is good, but he passes over Mr. Gibson's statement to the contrary with regard to the Bangalore road without remark. Mr. Gibson has modified his first strictures, but he still says that part of the road is in very bad order, and that the allotment is either badly utilized or utterly insufficient.

4 Mr. Gibson also writes strongly about some of the district roads. The Collector will give attention to this subject when submitting his report on Local Funds.

ORDER THEREON, 1st July 1871, No. 1,751.

No. 4.

CIVIL WORKS, No. 1

COMMUNICATED to the Superintending
Engineer of the 3rd Division.

(True Extract)

Colonel, R.E.,

Secretary to Government.

To the Superintending Engineer, 3rd Division

to the Secretary
to the Board of
Minerals:
1950 dated
20 May 1871

Office of the
Director of
Biology

Oct 15. May 1891

1320

Enclosure to No. 235.

Station with clearing
the total mileage of
Confidential Board in the
Alleng District 366 from
" to 3rd station to 2831 of
" to 1st Nov. 1868. in the
Revenue Department

2062/11

2832. *Populus*
 11/12/83

3. *Salix longi folia* var.
February 15. 1844.

Sept 6. - 1877

3-2-80

Enclosure:
in letter from
the State of Alaska

1891. 12.
17.5.5
Jenny
McDonald
Beyne

1891. 12.
17.5.5
Jenny
McDonald
Beyne

1891. 12.
17.5.5
Jenny
McDonald
Beyne

1891. 12.
17.5.5
Jenny
McDonald
Beyne

[illegible]

Remarks

Of this distance between Addapale frontier near Purnapalla and Anantapur Road for about 12 miles has been made passable for carts from sums allotted from famine grant and discretionary allowances. The Road itself is incomplete but will be kept up by an annual grant of Rs 4000 provided in the Budget for 1917-72. Road between Anantapur and Penna River is in good order but some small masonry works as well as improvements to portions of Road will be required to render the road complete. For the amounting to Rs 92000.

as improvements to portions of Road will be required to render the road complete.
Portions of Road between Ruman River to Jooty Lalash families are in bad order - An estimate amounting to Rs 92000
which includes the improvement of this work has been sanctioned but Government declined to provide funds
The then order No. 1993 dated 18 June 1869
to complete nor budgeted

20 1/2 miles are commenced upon our bridge but not completed and 8 miles neither completed nor bridged.

4 large Nullahs and Sluggish River require bridges

3 " subnodules and immetallous but granulated

Partly broken, unmetalled but gravelled

Bridges and sunstalls

5. Rules mental and bodily

8. Gravelled and embudged

7. _____ and budgeted

7-5-. 7 " " and budget.
An estimate for a branch road from Kumpasagar to Sornubally amounting to Rs 70580 has been submitted for sanction of Government; but was deferred vide G.O. No. 303 of 15 Feb 1911.

Govt. No. 303 of 15 Feb 1971.

Road from the Municipal gate at Bellary to Moka River is commenced upon and bridged but not completed.
Road between Moka River and the frontier of the District has been metalled and partly bridged. Several Nullahs require bridging.

Road from Huron Junction of Bellamy District, via Gusty and Anantagon to Big Horn frontier.

Road between Huron Junction of Belany District and the Gosty Salook Junction is completely constructed bridges and metalled with the exception of one Nullah 455-1-2-3-4-5-6-7-8-9-10-11-12-13-14-15-16-17-18-19-20-21-22-23-24-25-26-27-28-29-30-31-32-33-34-35-36-37-38-39-40-41-42-43-44-45-46-47-48-49-50-51-52-53-54-55-56-57-58-59-60-61-62-63-64-65-66-67-68-69-70-71-72-73-74-75-76-77-78-79-80-81-82-83-84-85-86-87-88-89-90-91-92-93-94-95-96-97-98-99-100-101-102-103-104-105-106-107-108-109-110-111-112-113-114-115-116-117-118-119-120-121-122-123-124-125-126-127-128-129-130-131-132-133-134-135-136-137-138-139-140-141-142-143-144-145-146-147-148-149-150-151-152-153-154-155-156-157-158-159-160-161-162-163-164-165-166-167-168-169-170-171-172-173-174-175-176-177-178-179-180-181-182-183-184-185-186-187-188-189-190-191-192-193-194-195-196-197-198-199-200-201-202-203-204-205-206-207-208-209-210-211-212-213-214-215-216-217-218-219-220-221-222-223-224-225-226-227-228-229-230-231-232-233-234-235-236-237-238-239-240-241-242-243-244-245-246-247-248-249-250-251-252-253-254-255-256-257-258-259-260-261-262-263-264-265-266-267-268-269-270-271-272-273-274-275-276-277-278-279-280-281-282-283-284-285-286-287-288-289-290-291-292-293-294-295-296-297-298-299-300-301-302-303-304-305-306-307-308-309-310-311-312-313-314-315-316-317-318-319-320-321-322-323-324-325-326-327-328-329-330-331-332-333-334-335-336-337-338-339-340-341-342-343-344-345-346-347-348-349-350-351-352-353-354-355-356-357-358-359-360-361-362-363-364-365-366-367-368-369-370-371-372-373-374-375-376-377-378-379-380-381-382-383-384-385-386-387-388-389-390-391-392-393-394-395-396-397-398-399-400-401-402-403-404-405-406-407-408-409-410-411-412-413-414-415-416-417-418-419-420-421-422-423-424-425-426-427-428-429-430-431-432-433-434-435-436-437-438-439-440-441-442-443-444-445-446-447-448-449-450-451-452-453-454-455-456-457-458-459-460-461-462-463-464-465-466-467-468-469-470-471-472-473-474-475-476-477-478-479-480-481-482-483-484-485-486-487-488-489-490-491-492-493-494-495-496-497-498-499-500-501-502-503-504-505-506-507-508-509-510-511-512-513-514-515-516-517-518-519-520-521-522-523-524-525-526-527-528-529-530-531-532-533-534-535-536-537-538-539-540-541-542-543-544-545-546-547-548-549-550-551-552-553-554-555-556-557-558-559-560-561-562-563-564-565-566-567-568-569-570-571-572-573-574-575-576-577-578-579-580-581-582-583-584-585-586-587-588-589-590-591-592-593-594-595-596-597-598-599-600-601-602-603-604-605-606-607-608-609-610-611-612-613-614-615-616-617-618-619-620-621-622-623-624-625-626-627-628-629-630-631-632-633-634-635-636-637-638-639-640-641-642-643-644-645-646-647-648-649-650-651-652-653-654-655-656-657-658-659-660-661-662-663-664-665-666-667-668-669-670-671-672-673-674-675-676-677-678-679-680-681-682-683-684-685-686-687-688-689-690-691-692-693-694-695-696-697-698-699-700-701-702-703-704-705-706-707-708-709-710-711-712-713-714-715-716-717-718-719-720-721-722-723-724-725-726-727-728-729-730-731-732-733-734-735-736-737-738-739-740-741-742-743-744-745-746-747-748-749-750-751-752-753-754-755-756-757-758-759-760-761-762-763-764-765-766-767-768-769-770-771-772-773-774-775-776-777-778-779-780-781-782-783-784-785-786-787-788-789-790-791-792-793-794-795-796-797-798-799-800-801-802-803-804-805-806-807-808-809-810-811-812-813-814-815-816-817-818-819-820-821-822-823-824-825-826-827-828-829-830-831-832-833-834-835-836-837-838-839-840-841-842-843-844-845-846-847-848-849-850-851-852-853-854-855-856-857-858-859-860-861-862-863-864-865-866-867-868-869-870-871-872-873-874-875-876-877-878-879-880-881-882-883-884-885-886-887-888-889-890-891-892-893-894-895-896-897-898-899-900-901-902-903-904-905-906-907-908-909-910-911-912-913-914-915-916-917-918-919-920-921-922-923-924-925-926-927-928-929-930-931-932-933-934-935-936-937-938-939-940-941-942-943-944-945-946-947-948-949-950-951-952-953-954-955-956-957-958-959-960-961-962-963-964-965-966-967-968-969-970-971-972-973-974-975-976-977-978-979-980-981-982-983-984-985-986-987-988-989-990-991-992-993-994-995-996-997-998-999-1000-1001-1002-1003-1004-1005-1006-1007-1008-1009-1010-1011-1012-1013-1014-1015-1016-1017-1018-1019-1020-1021-1022-1023-1024-1025-1026-1027-1028-1029-1030-1031-1032-1033-

bridged and metalled with the exception of one Kullah 495 feet broad and the Luman River 2904 feet broad.
Road between Gooty Calcutta frontier and that of Anantapur is bridged and metalled with the exception of few
Masonry works over small streams.

Road between Anawatapon Salok Jimter and Kyopon Jimter near Pernacundah is completely bridged & metalled.

Gold of 1871 Madrid.

PUBLIC WORKS.

To ^{13/} The Superintending Engr
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Dated

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Board of Revenue
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PROCEEDINGS, 10TH JUNE 1871, No 2,338.

Des^d 17 June 71

Received 19 June 1871.

Encl.

[Signature]

JUNE.

No. 2,338.

Public Works—in Bellary District.—Report from Collector on progress of, during 1870 71 submitted to Government.—Collector directed to give his attention to remarks of Acting Head Assistant with regard to bad state of Bangalore road and some other District roads.

Des^d 17 July 71
With an. enc.