

(1) Number of pages_____

(2) Date of repair_____

(3) Initials of the Referencer_____

MADRAS RECORD OFFICE

Government of Madras

Public works.

DEPARTMENT

G.O. No.	801	Press
B.P. No.		Mis
609.610.		
Dated	23 - 3 - 1874	195 .

Not to be folded or roughly handled

M. J.

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*Proceedings of the Madras Government, Public Works Department,
23rd March 1874.*

No. 609. Read the following letter from Messrs. P. CHRYSTAL and Co., Gudduck, to Colonel G. W. WALKER, R.E., Secretary to Government, Public Works Department, Madras, dated Gudduck, 14th February 1874:—

WE have now the honour to address you regarding road-communication between the river Toongabudra at Hessröor and Bellary, the subject of a conversation between our Mr. Chrystal and yourself a short time ago.

1. We are erecting a Steam Cotton Press here, which will be ready for work in a month, and, as during the south-west monsoon all communication with the West Coast is cut off, we intend sending cotton in full-pressed bales to Madras *via* Bellary.

2. Until the Railway, either east or west, is constructed cotton must follow the best route procurable, and we take the liberty of saying that in the Madras Presidency there is great room for improvement on the road leading direct from this to Bellary.

3. We should be very glad if your Government would take up this matter, as we doubt not that the difficulties on the road in question will be a serious drawback to the development of trade. While, on the other hand, were the road in good order, we quite believe a large portion of the cotton crop of this district would find its way to Madras.

4. We are not in a position to note down any statistics of traffic, but, irrespective of trade in piece goods and other miscellaneous articles, it is computed that about 30,000 cwts. of cotton left our districts last monsoon for Bellary. There is every prospect of a much larger business during the coming monsoon.

5. In many places the road is in a very bad state of repair, deep ruts left open, rough unbroken stones project from the ground, and approaches to nullas so bad that carts have to pass through the fields, and ford either above or below the proper passage.

6. Repairs of a temporary nature might be executed to these places before the monsoon sets in at a very small expense, and we would respectfully request that such might be taken in hand at once as the fair season is fast passing away.

7. The greatest difficulty, however, on the whole road is the passage of the Toongabudra, and to this we call your special attention.

8. On the Bombay side there are two small boats which, during the monsoon, are used for transporting passengers and goods; but they are far too small to meet the growing requirements of the trade. On the Madras side there is, we believe, only a small basket-boat. If, therefore, the boat accommodation on the Madras side can be increased, say to equal that on the Bombay side, we think, that for a time at least, the requirements of trade would be met.

9. The style of boat required is simply a large Madras goods surf boat, two lashed together side by side, and a stage (or jangal as it is called) erected on the top. We suggest this being tried, and the expense of transport and of erection would not be great.

These boats should be of size and tonnage sufficient to carry six carts fully loaded. The carts would be run on to the stage, and the bullocks would swim across.

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*Proceedings of the Madras Government, Public Works Department,
23rd March 1874.*

10. In conclusion, we beg you will be good enough to give this matter your earnest attention, and we may add that the Revenue Commissioner, Southern Division, Bombay, is strongly urging upon his Government the necessity of improving communication between this and the river Toongabudra.

No. 610. ORDER THEREON, 23rd March 1874, No. 801.

CIVIL WORKS, No. 64.

COMMUNICATED to the President of the Local Fund Board, through the Financial Department, and to the District Engineer, Bellary.

2. The District Engineer will report on the road without delay, explain how the annual maintenance allowance of Rupees 200 a mile has been spent, and submit to the Local Fund Board estimates of the work necessary to put the road in efficient order with means of transit across the Toombuddra at Sovambully when in flood.

(True Extract.)

Colonel, R.E.,

Secretary to Government.

To the District Engineer, Bellary.
,, Financial Department.
,, Officiating Controller of Public Works Accounts.

Exd. S. T. Austin.
Spare Copies

*Gudduck in the February
1874*
Colonel Walker R.E.
Secretary to Government P.W.D.
Madras.
Sir
Since we have now the honor to address you
regarding road communication between the river
Toongabudra at Hesseroot, and Bellary, the
subject of a conversation between our Mr. Christie
and yourself a short time ago.
1. We are erecting a steam cotton press
here which will be ready for work in a month,
and as during the S.W. monsoon all communication
with the west coast is cut off, we intend sending
cotton in full pressed bales to Madras via Bellary.
2. Until the railway either east or west
is constructed - cotton must follow the best route
practicable, and we take the liberty of saying
that in the Madras presidency, there is great
room for improvement on the road leading direct
from this to Bellary.
3. We should be very glad if your Government
would take up this matter, as we doubt not
that the difficulties on the road in question
will be a serious drawback to the development
of trade - while, on the other hand, were the
road in good order we quite believe a large
portion

portion of the cotton crop of this district would find its way to Madras.

4. We are not in a position to note down any statistics of traffic, but, irrespective of trade in piece goods and other miscellaneous articles, it is computed that about 30,000 bales of cotton left our district last monsoon for Bellary. There is every prospect of a much larger business during the coming monsoon.

5. In many places the road is in a very bad state of repair, deep ruts left open, rough unbroken stones project from the ground, and approaches to nullas so bad that carts have to pass through the fields and ford either above or below the proper passage.

6. Repairs of a temporary nature might be executed to these places before the monsoon sets in, at a very small expense, and we would respectfully request that such might be taken in hand at once as the fair season is fast passing away.

7. The greatest difficulty, however, on the whole road is the passage of the Joongabudra and to this we call your special attention.

8. On the Bombay side there are two small boats which, during the monsoon, are used for transporting passengers and goods, but

but they are far too small to meet the growing requirements of the trade. On the Madras side there is we believe only a small basket boat. If, therefore, the boat accommodation on the Madras side can be increased, say to equal that on the Bombay side, we think that for a time at least, the requirements of trade would be met.

9. The style of boat required is simply a large Madras goods swift boat - two lashed together side by side - and a stage (or saugab as it is called) erected on the top. We suggest this being tried, and the expense of transport and of erection would not be great.

These boats should be of size and tonnage sufficient to carry 6 carts fully loaded. The carts would be run on to the stage, and the bullocks would swim across.

10. In conclusion, we beg you will be good enough to give this matter your earnest attention, and we may add, that the Revenue Commissioner, Southern Division Bombay, is strongly urging upon his Government the necessity of improving communication between this and the river Joongabudra.

We have the honor to be,

Sir,
your most obedient servants.

J. Crystal & Co.

Curry

P. W. D.
G.O. no: 801 Dated 28th March 1874

71

Proceedings of the Madras Government,
Under date the 187

Read the following:—

From Messrs P. Chrysal & Co.
Gunduck — 27.14 Feb 1874)

Communicated to the
President of the Local
Land Board through
the Financial Depart-
ment and to the Dis-
trict Engineer
Bellary.

The District
Engineer will report
on the road without
delay, explain how
the annual maintenance

*msl
19/3*

*Pls. Mark 1874. Department
No. 1 sent for file to
28-1025-*

From

*Mr. P. Chrysal & Co.
Gunduck*

*Dated 14th Feb 1874
Received 20th Feb 1874*

*Requesting
that steps may
be taken for im-
proving the com-
munication be-
tween the river
of Bangalore and
Bellary, and
suggesting a
meeting of the
committee there
regarding the
No. 801-23th March 1874*

*Mr. P. Chrysal & Co.
Gunduck
The District
Engineer will report
on the road without
delay, explain how
the annual maintenance*

allowance of Rs 200.
 a mile has been spent,
 and submit to the Local
 Land Board estimates
 of the work necessary
 to put the ^{road} in efficient
 order with means of
 transit across the
 Jambuddra at Savam.
 hully when in flood.
C.M.W.

to be.

34

609-610.

20.3.74

5-D. Engr Bellary.
 11/11/74
 Contr. to Bellary 23/1/74
 to Bellary 23/3/74
 to Bellary 18/4/74

1025

P. H. Patel

Proceedings of the Madras Government
 Read the following

from Mr. J. Chrysalis } No. 64 of 14 February 1874
 Mr. J. Chrysalis }
 Mr. J. Chrysalis }
 Mr. J. Chrysalis }

I shall prefer
 not assuming that
 Mr. Chrysalis are
 quite correct. and
 getting some thing
 done. Why not
 know the S. Engr. to
 be but on the road
 with the delay. &
 I am sure the main
 force is all over
 has been spent &
 found in estimate
 for which is opposite

Communicated
 for the information
 of the President of the
 Local Land Board
 and District Engineer
 of Bellary.
 His Excellency the
 Governor in Council
 with disapproval
 regrets to receive so
 unfavorable an
 account of the state
 of a Road which has
 for years been considered

one of the main commu-
-nications of the country
and ~~is~~ ^{to the} ~~which~~ ^{is} a main
-tenance allowance
of Rs. 200 a mile has
long been granted! It
is perhaps the tendency
of placing all commu-
-nications in the hands
of Local Fund Boards
to subject those roads
or portions of roads
which are through rather than
local lines, to compara-
-tive neglect, which
must be guarded
against by the Govern-
-ment officials and
Local Fund Boards.

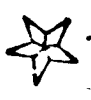
The District Engineer
is specially charged
to devise efficient means
of

but the road which
also be succeeded
//

Who is responsible for the
L. F. Board on the
D. P. W. officers
they cannot write
so in this
case. //

[illegible]

1025



Gobt. of 1874. Madras.
PUBLIC WORKS.

To

The Dist. Engineer
Bellary.

NP

Dated

Recd.

Encl.

G. O. Bellary 1874, No. 801

Nos. 609-610

Communication between
the River Tungabhadra &
Bellary - Letter from
Messrs P. & Lupton & Co.
requesting that steps may
be taken for improving the
communication, and
suggesting a method of
crossing the river, Comd.
to the Officers concerned of
the instructions -