1) Number of pages:—30
(2) Date of Repair:—12.288
(3) Initial of the Referencer:—Lom

P. W. Department
G.O. No 1496
Dated 3-6-1887

AH

3RD JUNE 1887, No. 1496 W., PUBLIC WORKS.

1496/1

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

READ the following papers :—

Proceedings of the Board of Revenue, dated 1st September 1886, No. 1945.

From the Hon'ble H. St. A. GOODRICH, Collector of Bellary, to the Secretary to the Board of Revenue, dated 20th August 1886, No. 2652.

I have the honor to request that the orders of Government in the Financial department may be taken on the following subject.

2. The sanitarium of Rámandrug is situated in the Native State of Sandúr; after correspondence cited in Proceedings of the Madras Government, Financial department, 14th May 1873, No. 659, it was ordered that about twenty-six out of thirty-six miles of road which had been constructed to give access to the Rámandrug plateau from points on the trunk roads of the district should be maintained at an annual cost of Rs. 3,790, Local funds supplying the balance of the necessary expenditure, Rs. 1,810.

3. For seven * years this arrangement subsisted, as far as the Provincial grant and its amount are concerned; but in the seven years, out of Rs. 26,530 granted, only Rs. 19,593 were spent, the balance lapsing.

* 1873-74 to 1879-80 both years included.

In this period Local funds to the amount of Rs. 11,674 were granted and Rs. 11,102 expended.

4. I am unable to ascertain under what orders the grant of Rs. 3,790 was withdrawn in 1880-81; certain it is that in the second period of seven years (1880-81 to 1886-87 inclusive) no grant has ever been drawn, with the following single exception; in G.O., No. 1966, Financial department, 12th October 1881, the Government sanctioned the transfer of Rs. 3,790 to the Local Fund from the unallotted balance of the Provincial grant.

The Local Fund allotments for the upkeep of the portion of these roads within the Bellary circle amounted during the second period of seven years to Rs. 12,710 † and the expenditure to no more than Rs. 8,786 (Rs. 1,500 in addition is available for allotment during the current year); Rs. 7,030 out of Rs. 8,786 was spent on the ghât roads beyond Local Fund limits and within Sandúr State.

† Including allotment for 1886-87.

5. Now the Local Fund Board has but a limited interest in these roads. The sanitarium of Rámandrug has not been of late years in favor with the Brigadiers and Commanding officers who have decided whether detachments of troops should be sent thither or not, and it has been almost deserted.

If the Government in the Military department decide to maintain the sanitarium, the grant of money for the repair of the roads leading thereto would seem to be desirable.

6. The most convenient route to Rámandrug is *viâ* Hospet at present. By road from Bellary the distance is (19 to Tornagal, 5 Tornagal to Sandúr frontier, 5 frontier to Sandúr town, 10 Sandúr town to Rámandrug) 39 miles. The alternative routes are:—

Rail, Bellary to Tornagal station, 20;
Road, Tornagal station to Rámandrug, 21;
Forty-one miles and-a-half.
Rail, Bellary to Hospet, 40½;
Road, Hospet to Rámandrug, 13;
Fifty-three miles and-a-half.

Five miles of the road from Hospet towards Rámandrug is within the Local Board circle limits.

The road westwards from Rámandrug is not one which has ever served any considerable traffic and should be made over to the Forest department.

7. The Local Board are prepared to maintain the road from Tornagal to the Sandúr frontier and the road from Hospet to the Sandúr frontier, and cannot, I submit, be fairly asked to do more.

From the Sandúr frontier near Yettinahatti to Somalapur the Sandúr State will keep in order the road which crosses there the most populous tract in the State and connects its chief town with Mysore *viâ* Kúdligi and with the railway at Tornagal; west of Sandúr town this road was constructed at the cost of the Sandúr State.

8. The Hospet road to Rámandrug is the best for invalids and convalescents, and it seems unnecessary to maintain two lines; if, however, the Hospet ghât is to be kept in good order, I consider that an allowance of Rs. 500 per mile would be required. The Local Fund Engineer has plenty of other work, and the subordinate of the Public Works department who (under the direction of the Executive Engineer here) has charge of Rámandrug barracks would seem the best agent to employ as road overseer.

9. A succession of years of abnormal drought has been experienced and the condition of the roads on the Rámandrug hill is not so bad as might be expected from a consideration of the small allotments of the past few years; the very light traffic they have to carry must be considered.

10. Whether the Forest department shall be charged with the maintenance of the road from Sandúr to Rámandrug is a question for consideration. It would be a pity to waste the fruits of good work done some years ago when the road was made; eventually there will be much forest produce to be brought down. Such produce, however, will be more likely to be attracted to Hospet than to a longer route, and if extensive fellings of timber take place, the removal of timber will probably be most cheaply effected by the laying of a light tramway to Hospet along the roadway.

11. The subject is one which requires an illustrative sketch-map to show the position of the roads, railways and leased forests and the run of the boundaries, and I enclose such a map.

12. A grant of Rs. 4,000 from Provincial funds is, in my opinion, needed to secure the due maintenance of the principal line of communication with Rámandrug. The estimate will, if the Imperial department is to control this expenditure, be framed by the officers of that department; there are reasons against committing the control of this Military road traversing a Native State to the Local Fund Board staff, and the resolution of the District Board, which I enclose, states the grounds for the opinion held by the Board that the legality of their expenditure of the funds under their control within the Sandúr State is doubtful.

13. I could only advocate the continued permission to apply the Local funds to these roads on the ground that the Government are spending Rs. 10,000 per annum on the rent of the Sandúr forests solely in the interests of the district of Bellary and its population. If this argument is allowed to prevail, the amount of expenditure which the District Board may fairly incur in subvention of the outlay on forest on the ground that they thus indirectly contribute to the improvement of their fuel, fodder and water-supply must be discussed; and the fact must not be overlooked that the Board has spent Rs. 7,030 in this manner during the last seven years.

1496/2

ENCLOSURE No. 1.—Sketch-map.

ENCLOSURE No 2.

PROCEEDINGS of the District Board, Bellary, dated 16th August 1886.

* * * * *

Resolution No. 16.

Read Local Fund Engineer's letter, No. 158-C., dated 16th July 1886, and other papers on the subject of repairing the Rámandrug ghât roads by the Local Board.

Whereas certain funds whose legal application is limited to the circle limits have been during the past seven years diverted from their legal application and expended upon the maintenance of certain roads within the Native State of Sandúr, this Board desires the President to move the Government to make provision for such expenditure as they desire to be made on these roads from other sources in future.

ENCLOSURE No. 3.—Statement.

Resolution—dated 1st September 1886, No. 1945.

Submitted for the orders of Government.

2. The 8 miles of road from Rámandrug to the frontier on the Hospet side and the 12 or 13 miles from Rámandrug to the junction with the Sandúr-Yettinahatti road might, the Board think, be maintained from Provincial Funds, "Forests" paying one-third.

(True Copies and Extract.)

(Signed) H. A. SIM,
Acting Sub-Secretary.

No 1621 C, Financial.

Transferred to the Public Works Department.

(Signed) E. F. WEBSTER.
Chief Secretary

30th September 1886.

From Major A. C. SMITH, R.E., Superintending Engineer, III Circle, to the Chief Engineer, Public Works Department, dated Bellary, 21st October 1886, No. 1410.

With reference to your endorsement, No. 3443 C., dated 5th October 1886, I have the honor to report that the portions of roads mentioned in the Revenue Board's Resolution, viz., eight miles of road from Rámandrug to frontier on Hospet side and thirteen miles from Rámandrug towards Sandúr can be maintained by the Public Works Department and a regular estimate will be forwarded if required.

From Colonel H. M. VIBART, R.E., Superintending Engineer, III Circle, to the Chief Engineer, Public Works Department, dated Rámandrug, 16th April 1887, No. 73.

With reference to your memorandum, No. 3884 C., dated 5th November 1886, I have the honor to submit estimates of Rs. 3,520 and 6,133 for the maintenance of the eight miles of road from Rámandrug to the Sandúr frontier on the Hospet side and thirteen miles from Rámandrug to the junction with the Sandúr-Yettinahatti road, respectively.

2. As the roads have had but little done to them of late years, provision is made in the estimate for special repairs also.

No. 70 D.

MEMORANDUM.

With reference to letter from the Superintending Engineer, III Circle, No. 73, dated 16th April 1887, submitting estimates for maintaining the road from Rámandrug to the Sandúr frontier on the Hospet side, and from Rámandrug to the junction with the Sandúr-Yettinahatti road, the undersigned has the honor to request that explanation may be afforded as to the high rates * proposed for annual maintenance.

2. In paragraph 9 of the Collector's letter printed with Proceedings † of the Board of Revenue, No. 1945, dated 1st September 1886, reference is made to the very light traffic the roads have to carry; and paragraph 2 of the same letter shows that, for many years, the total annual grant from Provincial and Local funds for the maintenance of twenty-six miles of road giving access to Rámandrug was Rs. 5,600. The annual cost of maintaining twenty-one miles of road is set down in the Superintending Engineer's present estimates at Rs. 8,620. It is thought that, after the roads have once been put in good order, an annual grant of Rs. 150 or Rs 200 per mile should be ample for their proper maintenance.

3. The estimates are therefore returned for reconsideration and revision.

3rd May 1887.

(Signed) J. O. HASTED, Colonel, R.E.,
Secy. to Govt., P.W.D.

* Rs. 350 and 450 per mile, respectively.

† Re-enclosed for reference; return requested.

From C. J. PETERS, Esq., Superintending Engineer, III Circle, to the Chief Engineer, Public Works Department, dated Rámandrug, 21st May 1887, No. 301.

With reference to your memorandum, No. 70 D., dated 3rd May 1887, I have the honor to state that the estimates for the ghât roads only provide for actual requirements of the roads at present. The Executive Engineer reports that they will not admit of any reduction this year.

2. After they have been once put in order the annual maintenance ought not to cost more than Rs. 150 or 200 per mile.

3. The traffic on them at present is very small indeed and a small number of troops up here would not make much difference.

Order—dated 3rd June 1887, No. 1496 W., Public Works.

The Government approve the proposal that the eight miles of road from Rámandrug to the Sandúr frontier on the Hospet side, and thirteen miles from Rámandrug to the junction with the Sandúr-Yettinahatti road, be maintained by the Public Works Department. The requisite orders transferring the charge of the roads to the Public Works Department will be issued in the Financial Department.

2. From the estimates submitted by the Superintending Engineer, it appears that to put the roads into good order an expenditure of Rs. 3,520 will be necessary on the first-named section, and of Rs. 6,133 on the second. The last letter from the Superintending Engineer above recorded shows that the items erroneously termed "annual cost" in his previous communication are in reality part of the special repairs required. No charge for annual maintenance will be required in the first year, and the Superintending Engineer will submit the usual estimates for such in subsequent years.

1496/3

3. On receipt of the orders in the Financial Department, referred to in paragraph 1, the estimates will be formally sanctioned, and the question of providing funds for their execution will be considered.

(True Extract.)

Captain, R.E.,
Under Secy. to Govt., P.W.D.

To the Superintending Engineer, III Circle.
" Examiner, Public Works Accounts.
" Financial Department.
" Revenue "
" Military "

Exd. A. Aubert.
Spare Copies

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of {1887} Madras.

PUBLIC WORKS.

Dated June, 3rd.

Recd. *Encl.*

G.O., 3rd June 1887, No. 1496 W.

JUNE.

Road

Approving the proposal that eight miles of — from Rámandrug to the Sandúr frontier on the Hospet side, and thirteen miles from Rámandrug to the junction with the Sandúr-Yettinahatti road, in the Bellary district, be maintained by the Public Works Department.

3d June /87 No 1496 W
P.W.D.
Civil Works.
Read the following papers

1496/4

CURRENT No. 12

p 1

BOARD OF REVENUE, 1ST SEPTEMBER 1886, No. 1945.

PROCEEDINGS OF THE BOARD OF REVENUE,

READ—the following letter from the Hon'ble H. St. A. GOODRICH, Collector of Bellary, to the Secretary to the Board of Revenue, dated 20th August 1886, No. 2652:—

I have the honor to request that the orders of Government in the Financial department may be taken on the following subject.

2. The sanitarium of Rámandrug is situated in the Native State of Sandúr; after correspondence cited in Proceedings of the Madras Government, Financial department, 14th May 1873, No. 659, it was ordered that about twenty-six out of thirty-six miles of road which had been constructed to give access to the Rámandrug plateau from points on the trunk roads of the district should be maintained at an annual cost of Rs. 3,790, Local Funds supplying the balance of the necessary expenditure, Rs. 1,810.

3. For seven* years this arrangement subsisted, as far as the Provincial grant and its amount are concerned; but in the seven years, out of Rs. 26,530 granted, only Rs. 19,593 were spent, the balance lapsing.

In this period Local Funds to the amount of Rs. 11,674 were granted and Rs. 11,102 expended.

4. I am unable to ascertain under what orders the grant of Rs. 3,790 was withdrawn in 1880-81; certain it is that in the second period of seven years (1880-81 to 1886-87 inclusive) no grant has ever been drawn, with the following single exception; in G.O., No. 1966, Financial department, 12th October 1881, the Government sanctioned the transfer of Rs. 3,790 to the Local Fund from the unallotted balance of the Provincial grant.

The Local Fund allotments for the upkeep of the portion of these roads within the Bellary circle amounted during the second period of seven years to Rs. 12,710 † and the expenditure to no more than Rs. 8,786 (Rs. 1,500 in addition is available for allotment during the current year); Rs. 7,030 out of Rs. 8,786 was spent on the ghât roads beyond Local Fund limits and within Sandúr State.

5. Now the Local Fund Board has but a limited interest in these roads. The sanitarium of Rámandrug has not been of late years in favor with the Brigadiers and Commanding officers who have decided whether detachments of troops should be sent thither or not, and it has been almost deserted.

If the Government in the Military department decide to maintain the sanitarium, the grant of money for the repair of the roads leading thereto would seem to be desirable.

6. The most convenient route to Rámandrug is *viâ* Hospet at present. By road from Bellary the distance is (19 to Tornagal, 5 Tornagal to Sandúr frontier, 5 frontier to Sandúr town, 10 Sandúr town to Rámandrug), 39 miles. The alternative routes are:—

Rail, Bellary to Tornagal station, 20;
Road, Tornagal station to Rámandrug, 21;
Forty-one miles and-a-half.
Rail, Bellary to Hospet, 40½;
Road, Hospet to Rámandrug, 13;
Fifty-three miles and-a-half.

Five miles of the road from Hospet towards Rámandrug is within the Local Board circle limits.

The road westwards from Rámandrug is not one which has ever served any considerable traffic and should be made over to the Forest department.

---

* 1873-74 to 1879-80 both years included.

† Including allotment for 1886-87.

7. The Local Board are prepared to maintain the road from Tornagal to the Sandúr frontier and the road from Hospet to the Sandúr frontier, and cannot, I submit, be fairly asked to do more.

From the Sandúr frontier near Yettinahatti to Somalapur the Sandúr State will keep in order the road which crosses there the most populous tract in the State and connects its chief town with Mysore *viâ* Kúdligi and with the railway at Tornagal; west of Sandúr town this road was constructed at the cost of the Sandúr State.

8. The Hospet road to Rámandrug is the best for invalids and convalescents, and it seems unnecessary to maintain two lines; if, however, the Hospet ghât is to be kept in good order, I consider that an allowance of Rs. 500 per mile would be required. The Local Fund Engineer has plenty of other work, and the subordinate of the Public Works department who (under the direction of the Executive Engineer here) has charge of Rámandrug barracks would seem the best agent to employ as road overseer.

9. A succession of years of abnormal drought has been experienced and the condition of the roads on the Rámandrug hill is not so bad as might be expected from a consideration of the small allotments of the past few years; the very light traffic they have to carry must be considered.

10. Whether the Forest department shall be charged with the maintenance of the road from Sandúr to Rámandrug is a question for consideration. It would be a pity to waste the fruits of good work done some years ago when the road was made; eventually there will be much forest produce to be brought down. Such produce however will be more likely to be attracted to Hospet than to a longer route, and if extensive fellings of timber take place, the removal of timber will probably be most cheaply effected by the laying of a light tramway to Hospet along the roadway.

11. The subject is one which requires an illustrative sketch map to show the position of the roads, railways and leased forests and the run of the boundaries, and I enclose such a map.

12. A grant of Rs. 4,000 from Provincial funds is, in my opinion, needed to secure the due maintenance of the principal line of communication with Rámandrug. The estimate will, if the Imperial department is to control this expenditure, be framed by the officers of that department; there are reasons against committing the control of this Military road traversing a Native State to the Local Fund Board staff, and the resolution of the District Board, which I enclose, states the grounds for the opinion held by the Board that the legality of their expenditure of the funds under their control within the Sandúr State is doubtful.

13. I could only advocate the continued permission to apply the Local Funds to these roads on the ground that the Government are spending Rs. 10,000 per annum on the rent of the Sandúr forests solely in the interests of the district of Bellary and its population. If this argument is allowed to prevail, the amount of expenditure which the District Board may fairly incur in subvention of the outlay on forest on the ground that they thus indirectly contribute to the improvement of their fuel, fodder and water-supply must be discussed; and the fact must not be overlooked that the Board has spent Rs. 7,030 in this manner during the last seven years.

ENCLOSURE No. 1.—Sketch Map.

ENCLOSURE No. 2.

PROCEEDINGS of the District Board, Bellary, dated 16th August 1886.

* * * * *

Resolution No. 16.

Read Local Fund Engineer's letter, No. 158-C, dated 16th July 1886, and other papers on the subject of repairing the Rámandrug Ghât roads by the Local Board.

Whereas certain funds whose legal application is limited to the circle limits have been during the past seven years diverted from their legal application and expended upon the maintenance of certain roads within the Native State of Sandur, this Board desires the President to move the Government to make provision for such expenditure as they desire to be made on these roads from other sources in future.

ENCLOSURE No. 3.—Statement.

RESOLUTION—dated 1st September 1886, No. 1945.

Submitted for the orders of Government.

2. The 8 miles of road from Rámandrug to the frontier on the Hospet side and the 12 or 13 miles from Rámandrug to the junction with the Sandúr-Yettinahatti road might, the Board think, be maintained from Provincial Funds, "Forests" paying one-third.

(True Copies and Extract.)

Acting Sub-Secretary.

To the Chief Secretary to Government, Financial Department,
with a sketch and statement.

Copy to the Collector of Bellary.

Exd. W. J. Lewis.

III Cir. S. E. R[illegible]

12th October 1886 No. 1966

To be returned [illegible]

1 OCT 86

R3

No. 1621C d/ 30-9-86.

Transferred to the Public Works Department.

[illegible]

Chief Secretary

P. W. Dept.

No. 3443C d/ 5th Octr 1886.

S. E. Cir[illegible]

Referred to the Supdg. Engineer III Circle for report whether the sections of road mentioned in the Revenue Boards' Resolution can be maintained by the P.W. Dept.

R. J. [illegible], Colonel R.E.
Secy: to Govt. P.W. Dept.

To ~~The Public Works Dept.~~

4/10/86

P.W. Cell No. [illegible]

1953
No. 3954/87

FINANCIAL DEPARTMENT.

1886.

Board of Revenue,

MADRAS.

[illegible] 2

Recd: 1. 10. 86

Printed September th.

16. 7. 86

E. 2.

Proceedings, 1st September 1886, No. 1945.

Submitting, for the orders of Government, with Board's opinion, letter from the Collector of Bellary on the subject of repairing the *roads* leading to *Ramandrug sanitarium* at the joint cost of Provincial, Local and Forest Funds.

Transferred

R4

No. 1410

Superintending Engineer's Office,
3RD CIRCLE
Bellary 21 October 1886.

FROM,
Major A. C. Smith R.E.
~~THE~~ SUPERINTENDING ENGINEER,
IIIRD CIRCLE.

1496/6

To,
THE Chief Engineer
P. W. Department
Madras

SIR,

With reference to your endorsement No. 3443 C dated 5th October 1886. I have the honor to report that the portions of roads mentioned in the Revenue Boards Resolution viz: 8 miles of road from Ramandrug to frontier on Moopett side and 13 miles from Ramandrug towards Sandur can be maintained by the P.W. Department and a regular Estimate will be forwarded if required.

Enclosures.
1 Original Endorsement No. 3443 C with enclosures.

I have the honor to be
Sir
Your most Obedient Servant
A C Smith Major R.E.
Superintending Engineer 3rd Circle

P.W.C. No. 8239

From,
The Superintending Engineer,
IIIrd Circle.

G.O. No. 2052 W, 29.10.86

To,
The Chief Engineer
P.W.D.

22 OCT 86

3554 C of 5 86

Dated 21 } October 1886
Received }

Enclosures. B &
(plan)

No. 1410

Portions of roads from Ramandrug towards Hospett and Sandur Sides

---

Reporting that [ ] can be maintained by the P.W.D.

145

Superintending Engineer's Office,
No. 73
Ramandroog. 3RD CIRCLE
~~Bellary~~ 16th April 1887.
Opd 18

FROM,
Colonel H. M. Vibart R.E.,
~~THE~~ SUPERINTENDING ENGINEER,
IIIRD CIRCLE.

1496/7

To,
THE Chief Engineer
P. W. Department
Madras.

SIR,

With reference to your Memorandum No. 3884 C, dated 5th November 1886, I have the honor to submit Estimates of Rs 3520, and 6133 for the maintenance of the 8 miles of Road from Ramandroog to the Sandur frontier on the Hospett side and 13 miles from Ramandroog to the junction with the Sandur - Yettinahatti Road respectively.

2. As the roads have had but little done to them of late years, provision is made in the Estimate for special repairs also.

Enclosures.
2 Detailed & Abstract Estt.

Ramandroog Hospett Road.
Annual Cost Rs 2,792.
Special repairs which will not recur —— " 728.
Annual Maintenance —— " 350.
per mile

Yettinahutty Ramandroog Road
Annual Cost Rs 5,828.
Special repairs " 305.
Annual Maintenance —— " 450.
per mile.

I have the honor to be
Sir
Your most obedient Servant.
H. M. Vibart Col. R.E.,
Superintending Engineer
3rd Circle

No 3854 C. 5-11-86
B. No 2652 of 29-10-86
1621 C. of 30-9-86
3443 C. of 5-10-86

P.W.C. No 3822

(4)

From,
The Superintending Engineer,
IIIrd Circle

To,
The Chief Engineer
P.W. D
Madras

Dated 16 } April 1887.
Received 2 }

Enclosures. ~~2 Estimates~~ 6

No. 73.

Roads from Ramandrug to the Sandur frontier and from Ramandrug to the junction with the Sandur Yettinahatti

Forwarding Estimates for maintaining the: —

P.W.D.

No 70 D/ of 3rd March 1887

Memo

1496/8

With reference to letter from the S.E. III Circle No 73 dated 16 April 1887, submitting estimates for ~~construction~~ maintaining the roads from Ramandrug to the Sandur frontier on the Hospet side, & from Ramandrug to the junction with the Sandur Yettinahatti road, the undersigned has the honor to request that explanation may be afforded as to the high + rates proposed for annual maintenance.

+ Rs 350 & 400 per mile respectively

2. In para 9 of the Collector's letter printed with Pro.†† of the Board of Revenue No 1945 dy 1st Sept. 1886, reference is made to the very light traffic the

†† Reenclosed for reference, return requested

roads have to carry; and para 2 of the same letter shows that for many years the total annual grant from Provincial & local funds for the maintenance of twenty six miles of road giving access to Ramandroog was Rs 5600. The annual cost of maintaining twenty one miles of road is set down in the Deputy Engr's present estimates at Rs 8,920. It is thought that after the roads have once been put in good order, an annual grant of Rs 150 or Rs 200 per mile should be ample for their proper maintenance.

3. The estimates are therefore returned for reconsideration & revision.

Fowle
3/5/87 E.W.

No 70 D of 3rd May

To the S.E. III Circle
with estimates & [illegible]

---

p7

No. 301 Camp Ramandroog
Superintending Engineer's Office,
3RD CIRCLE
~~Bellary~~ 21st May 1887.

From,
C. J. Peters Esqr
~~THE~~ SUPERINTENDING ENGINEER,
IIIRD CIRCLE.

1496/9

To,
THE Chief Engineer
P.W.D.
Madras

Enclosures.
1 Endorsement
No. 3443C of 5th
Octr. 1886 with
enclosures

SIR,

With reference to your Memorandum No. 70 D dated 3rd May 1887 I have the honor to state that the Estimates for the Ghaut roads only provide for actual requirements of the roads at present. The Executive Engineer reports that they will not admit of any reduction this year.

2 After they have been once put in order, the annual maintenance ought [illegible] more than Rs 150 or 200 per [illegible]

3. The traffic on them at present is very small indeed and a small number of troops up here would not make much difference.

I have the honor to be
Sir
Your most obdt. Servant
C J Peters
Supdg. Engineer 3rd Circle

No 3462 C d 5-10-86
B. No 2652 W Da 29-10-81

P.W.C. No 3954.

(4)

From,
The Superintending Engineer,
IIIrd Circle.

To,
The Chief Engineer
P. W. Deptt

Dated 21st
Received 25 } May 1887.

Enclosures. 4 8

No. 301

Ghaut Roads leading to Ramandroog Sanitarium

Reporting that the Estimate for the ⌴ provides for actual requirements and will not admit of any reduction this year.

C.A.W.
25/5

C. 25-5-87.

With estimates

Public Works Department.

Current No. 3022 1496/10
Letter No. 73
Dated the 16th April 1887
From the S. E. III Circle

Note of Remarks.

1. The following estimates for works in the Bellary District are submitted with reference to Chief Engineers' memo No. 3884 C of the 5th November 1886. —

(a) Repairing 8 miles of road from Ramandroog to Sandur frontier on the Hospet side Rupees 3520.

(b) Repairing 13 miles of road from Ramandroog to the Junction with the Sandur-Yettinahutti Rs 6133.

2. The S. E. Says: — "As the roads have had but little done to them of late years, provision is made in the estimate for special repairs also."

3. As [illegible] date [illegible]

is submitted and which seems to be correct.

4. The charges for contingencies and Petty supervision are 3 & 2 percent respectively.

Attention is invited to the previous papers put up.

F.B.
26/4/7

25.4.87

Write estima

PUBLIC WORKS DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 14/10/90

READ the following

Endorsement in the Financial Department. R.L. No. 1621 C d/ 20 Septr. 1886.

From the Supg. Engr. III Circle. No. 14,10 d/ 21 Octr 1886.

Memo: to the Supg. Engr. III Circle. No. 3882 C d/ 5 Novr 1886.

From the Supg. Engr. III Circle. No. 73 d/ 16 April 1887

The Government approve the proposal that the eight miles of road from Ramandroog to the Sandur frontier on the Hospet side, and thirteen miles from Ramandroog to the junction with the Sandur-Yettinahalli road, be maintained by the P.W. Department.

2. The estimates submitted by the Supg. Engineer with his later letter above recorded will be considered after the issue of the necessary orders in the Financial Deptt:

Department transferring
the charge of the roads to
the P. W. Department.

(4)

MOR
29.4.87

Jole
27/4/87

JB
29.4.87

Hon: Mr Hutchins

Circd with
70 D. of 3.5.87

With advertence to his note
on the previous Draft.

To
The Chief Secretary
for favor of Councillor's initials.

There is nothing [illegible] that the [illegible] cost of maintaining the roads in one [illegible] [illegible] [illegible] [illegible] Two estimates [illegible] one for [illegible] [illegible] [illegible] the other for maintenance.

Jole
2/5/87

To
S. E. 4th C.
Exr Board.
Finl Depts
Mily Depts

Circ No 3952

To W

1496
17

For orders whether, under the explanation afforded, the estimates shall be approved.

If so, the draft order attached to No 70 D. of 3.5.87 will be faired for circulation.

Ch
27.5.87

The Estimates will need be altered the 'Special repairs which will not recur' being included in the sheet now appears the discrepancy called 'Annual Cost', and the 'Annual Maintenance' stated in margin of S.E.'s No 73 - 16th April/87 struck out. The 'Annual maintenance' will be required for succeeding year. S.E. District will submit estimates in subsequent years. S.E.'s last letter should be sent with proposed G.O

Jole
27/5/87

Department transferring

B & R

PUBLIC WORKS DEPARTMENT.

1496/13

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 2nd June 1887

READ the following

Pros. of the Board of Rev. No 1945 of 1st Sept 1886.
Endt. from the Civil Dept No 1621 C of 30th Sept 1886
From the S.E. III Circle No 1410 of 21st Octr 1886
" " —do— . 73 of 16th April 1887.
Memo to —do— . 70 D of 3rd May 1887.
From the —do— . 301 of 21st " "

The Government approve the proposal that the eight miles of road from Ramandroog to the Sandur frontier on the Hospet side, and thirteen miles from Ramandroog to the junction with the Sandur-Yettinahatti road

road, be maintained by the P.W. Dept. The requisite orders transferring the charge of the roads to the P.W. Dept, will be issued in the Financial Dept.

2. From the estimates submitted by the Supdg Engineer, it appears that to put the roads into good order, an expenditure of Rs 3520 will be necessary on the first named section, and of Rs 6133 on the second. The last letter from the Supdg Engr above recorded shows that the items erroneously termed "annual cost" in his previous communication are

1696/171

are in reality part of the special repairs required. No charge for annual maintenance will be required in the first year, and the Supdg Engr will submit the usual estimates for such in subsequent years.

3. On receipt of the orders in the Financial Dept referred to in para 1, the estimates will be formally sanctioned, & the question of providing funds for their execution will be considered.

H.L.
3/6

Desp 14/6/87

S.E. III Circle
Exn Madras
Fin. Dept

Ans 3.6.87
J.a. 27/5/87

1490/115

CONCERNS BOTH BRITISH INDIA
AND INDIAN STATES.

395W dm

Govt. of (1887) Madras.

PUBLIC WORKS

4/4/8

Recd for

Encl.

G.O. 3rd June 1887, No. 1496 W

Road.

pproving the proposal
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to the Sandur frontier
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