M.R.O. 14—18,000—27-9-24

MADRAS RECORD OFFICE.

Government of Madras.

Revenue **DEPARTMENT.**

G.O. No. 2695 Press ~~Mis.~~

55-56

Dated 6 — 11 —1865.

Not to be folded or roughly handled

Proceedings of the Madras Government, Revenue Department, 6th November 1865.

No. 55. Read the following Proceedings of the Madras Government in the Public Works Department :—

Requesting Revenue Board to submit their opinion on the proposition of the Superintending Engineer, 3rd Division, for improving certain roads in the Western Talooks of the Bellary District, maintained by Local Funds. } (Here enter 30th October 1865, No. 3,264.)

No. 56. ORDER THEREON, 6th November 1865, No. 2,695.

Local Funds, No. 3.
Civil Works.

1. Forwarded to the Revenue Board for the desired report.

2. They will call on the Collector to submit, with his opinion, a Statement shewing the income of his District Road Fund from each source, with remarks as to the possibility of increasing it, and a Memorandum of the fixed charges already debitable to it. He will also state how far he has attempted to work the system of grants-in-aid of local contributions for the construction of cross roads.

(True Extract.)

(Signed) J. GROSE,
Acting Under Secretary to Government.

To the Board of Revenue, with Proceedings Public Works Department, No. 3,264.

Exd. S. T. Augustin.

No. 748. Read the following letter from the Superintending Engineer, 3rd Division, to the Secretary to Government, Public Works Department, dated Camp, Ramandroog, 5th October 1865, No. 144 :—

1. In continuation of my letter No. 82 of the 19th July last, and with reference to G. O. No. 1,269 of the 10th May 1865, calling for a report upon the roads in the Western Táluqs which have been kept up from Local Funds, I have the honor now to submit a report upon the roads in the Koodlighi Range, which comprises the Koodlighi, Hurpenhulli, and Hoovin Hadgalli Táluqs.

2. The most important line of road in this Range is, in my opinion, the one from Hirrahall, on the Bangalore and Bellary road, through Koodlighi, Cottoor, and Hurpenhulli to Hollal, a large village about half mile from the right bank of the Toongabudra river : from Hollal I am informed that the carts pass through Sirci to Coompta on the Western Coast.

3. An estimate for this road has been called for by Government, and is now under preparation. A survey and estimate were made in 1859 by Assistant Overseer Erskine, and were sent in September 1864 by my predecessor to Serjeant Supervisor Hasler, who is in charge of the Koodlighi Range, for revision of the rates. On its being returned to me, I found so many evident mistakes in Mr. Erskine's calculations and survey, that I have been obliged to return them, and I have directed Supervisor Hasler to prepare a fresh survey and estimate. The only money that has been expended on this road from Local Funds, during the past eight years, is, as far as I can hear, the amount allotted in this year's Local Fund Budget for the portion between Koodlighi and Hurpenhulli.

G. O. No. 790, dated 2nd April 1859.

Rupees 1,220.

4. From Hirrahall to Koodlighi the track is very rough and stony, and passes over four or five small ghauts, and through low scrub jungle ; this part of the Koodlighi Táluq has no roads, and it would be very beneficial to open up this line as soon as possible, as I learn that there is a good deal of iron ore taken from the hills to the north-east of Chornoor and smelted in the neighbouring villages.

5. From Koodlighi to Hurpenhulli and Hollal the only difficulties will be the crossing of some of the nullahs, and a small ghaut, a few miles east of Hollal.

6. I do not think that this line of road should be looked upon as a local, but as an Imperial road, and as the estimate cannot be prepared in time for the Budget of 1866-67, I would request permission to be allowed to enter a sum of Rupees 5,000 in the Budget for opening up the most difficult parts, and more especially that portion between Hirrahall and Koodlighi.

7. The next in importance is the road from Hospett to Hurryhur. This road turns off in the 43rd mile of the Bellary and Dharwar road, at the village of Gowrypoor, and passes through Narraindaverkerra and Hurpenhulli to the Mysore frontier near Duggauritty, a small village in the Bellary District about six miles from Hurryhur.

About 24 miles.

8. From Gowrypoor to within a short distance of Oorlawutty the soil is favorable for road-making, but numerous nullahs are crossed, for all of which road dams or tunnels will be required. The line has been marked out, catch drains and side channels dug, but which are now almost obliterated, and some tunnels and Irish bridges constructed ; most of these, however, are in a very bad state of repair, and will have to be re-constructed ; as, in almost every instance, there is an insufficiency of water-way. The Uggry river is crossed near the village of Bomanhully ; but I do not think that any provision in the shape of bridge or causeway will be needed.

9. Just to the north of Oorlawutty is a large nullah falling into the Uggry river, a good road dam will be required here. From thence to about two miles beyond Nundy Bayoor, the soil is an earthy loam, overlying decayed granite. There are two large nullahs, one to the north and the other to the south of Hittigay, where good road dams should be built, and near Nundy Bayoor is a deep nullah which should be bridged. From this the ground rises, and the road runs over a low pass to Cunnavyhully; the soil is hard and stony, and little else will be required than side channels and catch drains.

12 Miles.

4 Miles.

10. Just before reaching Cunnavyhully, there is a tunnel of two vents of 4½ feet span over a jungle stream, the waterway is quite insufficient, and, as the torrent brings down bushes and grass, and during last year breached the road on the north side of the tunnel, it would be advisable to put a bridge of one arch, which would not get choked.

11. After passing Cunnavyhully, the road descends and crosses a nullah coming out of an old ruined tank, a road dam will be required here, up to this the soil is good. From thence to Sringartota the road passes through low jungle, and the soil gets very bad after rain; near Sringartota a causeway has been made through a portion of the water spread of the Bangaly tank, but is very much out of repair; there are four nullahs between the foot of the pass and Sringartota which require road dams.

4 Miles.

3 Miles.

12. From Sringartota to Hurpenhulli the soil is hard and stony, and the only work that has been done has been to cut side channels, which are now nearly obliterated, and the ascent over the pass reduced to admit of bandies passing over more easily; it would be better to cut away a little more as, in one portion, the slope is still rather steep. For the last half mile into and through Hurpenhulli as far as the tank bank the road has been regularly made, and all that is required is to remove some large stones that are in the roadway.

13. After leaving Hurpenhulli the road passes along the bund of the Hurpenhulli large tank, and at the west end there is a steep descent and very sharp turn round the bastion of an old fort: this bastion should be removed the road straightened, and the slope of the descent reduced.

14. The road then crosses a pass to Anantanhully, about three miles from Hurpenhulli, and passing Talladhully goes to, ten miles from Hurpenhulli, Sheristadhully. Up to about a mile from Sheristadhully, the ground is hard and stony, but there are numerous nullahs which will require road dams or tunnels. From about one mile north of Sheristadhully past Tellaghi and Duggauritty up to the Mysore frontier the soil is of the nature of black cotton, and there are several nullahs which will require road dams: this portion will require to be metalled.

8½ Miles.

15. I have directed Supervisor Hasler to prepare an estimate for the road dams, &c., and for completing the road, which I will submit as soon as it can be prepared. To keep in order what has been done, to clear the catch drains and side channels, and to fill in ruts an annual maintenance allowance is necessary, and for this I would request Government to grant an annual allowance of Rupees 50 per mile: as the whole distance from Gowrypoor is 64½ miles the amount now asked for will be Rupees 3,225. I do not think that this road should be considered a local road as it connects two Military Stations, viz., Bellary and Hurryhur, and through the last mentioned place and Talgoopa with the West Coast at Hoonaurir, and would therefore request that this grant may be from Imperial Funds.

16. I have learnt from several sources, and amongst others from Mr. Lilly, the Acting Head Assistant of the Bellary District, that the road from our frontier into Hurryhur is in a very bad state, and I would suggest that an application be made to the Commissioner of Mysore to put it into good order.

17. Of the purely local roads the most important is that connecting the Cusbah Towns of Hurpenhulli and Hoovin Hadgalli. For the first three miles from Hurpenhulli the ground is hard and stony, and nothing has been done besides cutting side channels and filling up ruts, a tunnel near Hurpenhulli and a few small road dams are wanted. After that, for about a mile, the soil is sandy with loose stones, and then for about another mile of a loose nature, along which a causeway has been partly formed up to Bunday. After passing Bunday to within about a quarter of a mile of Nagty Bussapoor, the soil is a red clay with loose stones, which becomes very heavy in the wet weather, and there are several nullahs. For about a quarter of a mile on either side of Nagty Bussapoor the soil is a black loam. After that, with the exception of about 1½ mile near Hoovin Hadgalli, the ground is hard and stony: there are in this portion three large nullahs which will require good road dams. The only expenditure during the last eight years was Rupees 999-3-0 in 1864-65.

16 Miles.

18. I would propose an annual grant from Local Funds of Rupees 30 per mile, or Rupees 480 for the whole distance; with this money the worst portions could be gradually improved, and work done can be kept in repair. As the amount of the Local Funds increases, special grants might be allowed for constructing any particular masonry work.

19. The next road I would mention is from the Mysore frontier near Oojenny to Cottoor. From Cottoor, for about eight miles, the soil is favorable and is along a watershed; there is then a strip of about three miles near Oojenny which is loamy, and which gets very heavy after rain, and then to the frontier it is again hard. The work that has been done on this road is not good; at the nullahs, instead of road dams, a number of rough stones have been piled up, and every time there is any rush of water across stones get displaced. In some parts decomposed granite has been spread over the loam, but care has not been taken to remove large stones; the side channels have not been dug parallel to the road, and the scrub has been cut instead of being rooted out, and is now beginning to grow again. I severely reprimanded the Táluq Overseer, and informed him that I could not accept his plea that this work was done when he was sick and the Supervisor was in another part of the Range. The Supervisor gives the man a good character, and so I thought a severe reprimand would be sufficient warning for this occasion.

12 Miles.

C. Veloyden Mudali.

20. The traffic on this line is said to be very good at times; there are weekly markets held at Cottoor and Koodlighi, and grain, &c., are brought from the Mysore country viâ Oojenny. I would propose an annual grant from Local Funds of Rupees 30 per mile, or Rupees 360 for the whole distance. The expenditure on this portion of road has been, as may be seen from the accompanying Statement, Rupees 1,516-14-1 during the last eight years.

21. I observed a track going northwards from Cottoor, which is not shown in the maps, and, on inquiry, learnt that there is at times a good number of cotton bandies passing along between Cottoor and Humpasaugur on the Bellary and Dharwar road. From what I could learn at the time, and afterwards from what I saw myself when inspecting the other roads in these Táluqs, I am led to think that a fair weather line of road might be opened at no great expense by keeping along the water shed from Cottoor to Kogala, then across the Uggry river, and passing midway between Hunchinhall and Nellacoodray viâ Sonnah, Moragary, and Ben-

uacull to Humpasaugur. As the Local Funds of this District are, however, very limited, I cannot at present recommend any grant until we see if the funds are likely to increase. As regards the portion between Bennacull and Humpasaugur I shall have something further to say presently.

22. The road from Hoovin Hadgalli to Tumberhully turns off from the Hurpenhulli and Hoovin Hadgalli road exactly opposite the new Cutcherry. For the first half mile the soil is loam, then for about three miles a hard stony soil, and then for 1½ miles into Holagoondy, a loam with stones. This portion has been completed with side channels and check drains, which are however getting obliterated and require attention. There are three large nullahs which will require road dams, and places will have to be constructed for the passage of drainage water where the road passes along the slope of the hill. From Holagoondy the soil continues to be loamy with stones for about a mile, and is then hard red soil as far as Bennacull, from whence to a nullah, about half a mile, it is again loamy. After crossing the nullah the soil is red and hard up to Tumberhully, with the exception of about a quarter of a mile where the road passes through the bed of the Codyhully ruined tank. For this line of road, along which I am told there is a tolerable amount of traffic, I would request an annual grant from the Local Fund of Rupees 20 per mile, or Rupees 360 for the whole distance, viz., 18 miles.

23. A road has been commenced from Hoovin Hadgalli to Humpasaugur, and work has been done up to Heera Mullankerra : beyond that to Humpasaugur several nullahs will have to be crossed, and I think therefore that it would be better to give up forming the road between Heera Mullankerra and connect Humpasaugur with the Hoovin Hadgalli line somewhere near Bennacull, which would thus form a portion of the road to Oojenny referred to in paragraph 21. The work done between Hoovin Hadgalli and Heera Mullankerra would not be wasted, as I propose continuing the line along the water-shed to Moodlapoor, a village on the road between Humpasaugur and Sovinhally. At Sovinhally is a ferry, and the Bombay Government is now making a road from Moondurghi to the left bank of the Toongabudra river opposite Sovinhally. The portion of the road between Humpasaugur and Sovinhally has never been completed, nor can I learn of any estimate having been prepared or sanctioned, and as this portion is very necessary in order to complete the line from Bellary to Dharwar I have given directions to submit an estimate as soon as possible.

24. Immediately on leaving Hoovin Hadgalli en route to Heera Mullankerra the road passes through a broad sandy nullah which, during the rains, is occasionally impassable for some hours ; after this the soil is loamy for about two miles : in this portion side channels have been dug, but are nearly obliterated, and some small road dams have been constructed, but on such an economical principle that they have given way and will have to be re-built. On the roadway some decomposed granite has been spread which has been very beneficial, but the thickness is insufficient. In the third and fourth miles the ground is hard and stony and then is sandy into Heera Mullankerra. For keeping in repair the five miles between Hoovin Hadgalli and Heera Mullankerra I would request an annual grant of Rupees 20 per mile from the Local Funds, and would suggest that, if funds are available, a small amount be allotted for opening up the road so far as Moodlapoor.

25. The present road from Koodlighi to Goodicotta was opened in the famine year 1854, the expenditure on it during the last eight years has been Rupees 887, the distance is 18 miles. The soil is very favorable for a road, being hard and stony : some of the nullahs are very difficult and require to have their banks sloped more, and the side channels and catch drains require clearing out. I would propose an annual grant of Rupees 20 per mile for keeping the side channels clear and filling in ruts, &c., or Rupees 360 for the whole distance.

26. At about two miles west of Goodicotta a branch has been taken off, passing above the Goodicotta tank viâ Uppanihully and Wudderhully to the Bangalore and Bellary road, about 1½ miles south of Rampore. From enquiries made in the Talúq I cannot think that it is worth while going to any expenditure on this portion of the road, and that it would be of more benefit to the Táluq to open the line from Koodlighi, viâ Sovinhally and Chornoor, to Hirrahall, already referred to in paragraphs 4 to 6.

27. I was also informed that it would be of great benefit to open up the line from Goodicotta to Raidrug : as a portion of this line would pass through the Mysore territory, application should, I think, be made to the Commissioner of Mysore to know if he would have constructed the portion in the Mysore territory.

28. The road from Koodlighi to Hospett passes Belladoo and Dunnaikenkerra, and joins the Bellary and Dharwar road in the 43rd mile from Bellary, at the village of Gowrypoor. With the exception of a short distance near Belladoo, where there are three small muddy nullahs which will require road dams, the ground is hard and favorable for a road, though in some places very rocky and stony. Between Shevapoor and Topanihully is a small pass, and beyond that, to opposite the ruins of Timlapore, the ground is hilly, and near Dunnaikenkerra and Murrayamanhully it is rocky. The side channels and check drains are nearly obliterated and require attending to and, in one part, at about three miles south of Gowrypoor, I observed that the villagers have encroached on the road limits : this I have brought to the notice of the Head Assistant. The distance from Koodlighi to Gowrypoor is 24 miles, and for this road I would request an annual grant of Rupees 480, or Rupees 20 per mile.

29. There is one other line of road in this Range which is stated to be very much required, and that is from Hoovin Hadgalli to Hollal, a distance about 18 miles. No money has, as far as I can learn, ever been spent on it, the traffic is said to be very considerable at times, as it is the outlet of the southern part of the Nizam's country and of the Hospett and Hoovin Hadgalli Táluqs to the Western Coast at Coompta. The Supervisor in charge of the Range informs me that he has seen a good number of bandies laden with cotton passing out in that direction during the last two years, the period he has been in charge there.

30. As the amount of Local Funds in this District is small, I am unable to recommend any amount for opening this road, as the present funds will be required for keeping the different roads in repair; but I will consult with the Collector on the subject, and try and allot some money next year from the discretionary allowance placed at our disposal.

List of roads in the Kudlighi Range, showing the expenditure during the last eight years.

	Length in miles.	Amount expended in 1857-58.	1858-59.	1859-60.	1860-61.	1861-62.	1862-63.	1863-64.	1864-65.	Remarks.
		Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs.	Rs.	Rs. A. P.	Rs. A. P.	Rs. A. P.	
Koodlighi to Hurpenhulli...	30	....	....	....	.....	.....	....	....	....	Rupees 1,220 allotted in this year.
Hospett to do. ...	47	....	....	3,963 0 0	.....	*1,000	3,019 9 7	470 13 3	1,205 15 3	
Hurpenhulli to Mysore frontier near Hurryhur.	17½	....	....	....	.....	.....	810 11 4	2,999 9 4	999 15 2	
Do. to Hoovin Hadgalli.	16	....	....	....	.....	.....	....	....	999 3 0	
Oojenny to Cotoor ...	12	17 1 8	....	....	.....	.....	....	999 14 2	499 14 3	
Hoovin Hadgalli to Tumberhully... ...	18	....	....	....	.....	.....	1,907 12 0	500 0 0	499 15 10	
Do. to Humpasaugur...	10	....	252 14 4	....	.....	.....	441 10 4	500 0 0	....	
Koodlighi to Goodicotta...	18	....	....	....	.....	.....	337 0 0	500 0 0	....	
Do. to Hospett ...	24	....	....	1,971 6 6	.....	*1,000	223 9 4	....	....	

* A sum of Rupees 4,995-14-4 has been expended on these roads, besides the amounts entered above.

(Signed) A. S. MOBERLY, Captain, R. E.,
Superintending Engineer, 3rd Division.

CAMP, RAMANDROOG,
5th October 1865.

No. 749. ORDER THEREON, 30th October 1865, No. 3,264.

Roads & Funds

CIVIL WORKS, No. 105.

1. The Board of Revenue will be requested, through the Revenue Department, to submit their opinion on the propositions made by the Superintending Engineer of the 3rd Division, for the improvement of certain roads in the Western Táluqs of the Bellary District kept up by Local Funds.

From Hirrahall to Hollal.
Do. Gowrypoor, to the Mysore frontier near Duggauritty.

Vide paragraph 18 of Circular from the Government of India, No. 2, dated 6th January 1865, communicated in G. O. No. 361, dated 7th February 1865, and paragraph 1 of Colonel Dickens's letter; circulated with the Orders of Government, No. 2,705, dated 14th September 1865.

2. As respects Captain Moberly's recommendation for the transfer of the roads marginally noted from the list of Local to that of Imperial lines, the Government observe that such transfers are considered by the Government of India to be opposed to the policy which they are most desirous of encouraging all over India.

(True Extract.)

Colonel R. E.,
Secretary to Government.

No. 2695 Forwarded to the Revd Bd for the required report. They will call the Collr to submit with his opinion a statement showing the income of the Br. Road fund from each source with remarks as to the probability of increasing it. and a Memo: of the first charges on Road Cesses in Br. Dt. which also state how far he has attempted to work the system of grants in lieu of local contribn for the construction of new roads.

To the Revenue Department.
,, Superintending Engineer, 3rd Division.

Exd. T. O'Connor.

14 to Rd Board of Revenue with Enc. & W.O. dd 30th Oct 65 No 2695

6th December 1865

Rec'd 1865 Dec 6
Rec'd of Govt Trans Dept
No 3116
Corr of the Inspr Gen
in the Milit Dept
Dated 30 Oct } 1865
Rec'd 2 Nov }
No 3260

Requesting Rec'd
Board to submit their
opinion on the proposition
of the Supt Engr 3d Division
for improving certain roads
in the Western Districts of the
Bellary District maintained
by Local Funds.

No 2695 6 Nov

W Trotter

No 55456