M.R.O. 1—39,000—16-10-29.

MADRAS RECORD OFFICE.

Government of Madras.

Revenue DEPARTMENT.

G.O. No. 1860 Press
Mis.
664-665

Dated 29 th June 1909

Not to be folded or roughly handled

1860 M/

Proceedings of the Madras Government, Revenue Department, 29th June 1869.

No. 664. Read the following Proceedings of the Madras Government in the Public Works Department:—

Passing orders on the letter from the Superintending Engineer of the 3rd Division, furnishing the information called for in G. O., No. 915 of 1869, regarding the road from Ooravacondah to Bellary. } (Here enter 18th June 1869, No. 1,983.)

No. 665. ORDER THEREON, 29th June 1869, No. 1,860.

Miscellaneous.

COMMUNICATED to the Revenue Board.

(True Extract.)

(Signed) H. WELLESLEY,
Acting Under-Secretary to Government.

To the Board of Revenue, with Proceedings Public Works Department, No. 1,983.

Exd. F. R. Bantleman.

Govt. of Madras 23rd June 1869.
No. 1,830.

REVENUE.

To

THE BOARD OF REVENUE.

Dated June, 23rd.

Read.

G. O., 20th June 1869, No. 1,830.

JULY.

Nos. 834-835.

Road from Ooravacondah to Bellary.—Order in the Public Works Department on this subject, communicated to Board of Revenue.

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

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

WITH reference to G. O., No. 915, of 19th March 1869, I have the honour to forward an original letter from Mr. Assistant Engineer Porter, together with sketch of the country between Ooravacondah and Roopengoody, showing a length of thirteen miles. From Roopengoody to Bellary the distance is eleven miles, thus making a total of twenty-four miles, or three miles shorter than the present line, viâ Joladrassy.

No. 22, dated 30th April 1869.

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

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

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

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

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

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

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

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

No. 396.

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

CIVIL WORKS, No. 65.

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

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

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

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

(True Extract.)

Colonel, R. E.,
Secretary to Government.

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

7th 1860
Comm^d. to the
Revenue Board

29th June/69.

Exd. S. T. Augustin.

Victoria Osborne

No. 2042.

Govt. of (1860) Madras.

PUBLIC WORKS.

To

THE SUPERINTENDING ENGINEER,

3rd DIVISION.

&c, &c, &c.

Dated June, 1860.

Recd.

G. O., 1869

Annexures

Nos. 336-336

Read.—Passing orders on the letter from the Superintending Engineer of the 3rd Division, furnishing the information called for in G. O., No. 915, of 1869, regarding the road from Goravacondah to Bellary.

Write Order

No 1860. 24 June