M.R.O. 14—18,000—27-9-24.

MADRAS RECORD OFFICE.

Government of Madras.

Revenue **DEPARTMENT.**

G.O. No. 1474 Press Mis.—

35-46

Dated 3 — 7 — 1867.

Not to be folded or roughly handled

Proceedings of the Madras Government, Revenue Department,
3rd July 1867.

No. 39. Read the following Proceedings of the Madras Government in the Public Works Department :—

Declining to accede to the recommendation of the Superintending Engineer to keep up the road from Bellary towards Mangalore viâ Hurryhur and Sheemooga from Imperial Funds. } (Here enter 27th June 1867, No. 1,918.)

No. 40. ORDER THEREON, 3rd July 1867, No. 1,474.

Miscellaneous.

Communicated to the Revenue Board.

(True Extract.)

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

To the Board of Revenue, with Proceedings Public Works Department, No. 1,918.

Exd. S. T. Augustin.

No. 580. Read the following letter from the Superintending Engineer, 3rd Division, to the Secretary to Government, Public Works Department, dated Bellary, 14th June 1867, No. 702 :—

G. O. No. 790 of 2nd April 1859.
,, ,, 1,535 of 23rd June ,,

1. With reference to Government Orders as per margin, I have the honour to inform you that, after careful inquiry as to the line the traffic would take in passing from Bellary to the Western Coast, and also as to the nature of the country, I have come to the conclusion that Government have made a wrong decision in choosing the line from Bellary, viâ Heerihall, on the Bangalore road, Kudlighi, Coottoor, and Hurpunhully to Hollal ; and would beg to suggest that the line should be taken viâ Hospett, Humpasaugur, and Hoovinhudgully to Hollal.

2. The alteration to this line will in no way affect any work performed under the Bombay Government, as it comes to the same place, viz., Hollal.

3. Between Heerihall, on the Bellary and Bangalore road, and Kudlighi the road will have to be taken through a rocky and hilly country, with only a few small villages : in the whole distance there are only two places of any importance, viz., Coottoor and Hurpunhully ; Kudlighi, though the cusbah of a talook, being a place of little importance. The whole distance from Bellary to Hollal by this route is about ninety-five miles.

4. On the other hand, on the line that I recommend, and which Colonel Faber appears to have considered desirable, though he laid no stress on it, there are the important villages of Hospett, Humpasaugur, and Hoovinhudgully.

5. As far as Humpasaugur, the line would be a portion of the Bellary and Dharwar road : on the greater portion of this line bridges and tunnels have been constructed, and for the remaining portion I have called for plans and estimates. There are also travellers' bungalows at Coodatunny, Gadiganoor, Hospett, Bellahoonsy, and Humpasaugur. The distance from Bellary to Hollal by this route is about ninety-six miles, and of this up to Humpasaugur (sixty-five miles) would be common to both routes, and it will only be necessary to take up the remaining portion of thirty-one miles.

6. When at Hollal, in the end of May, I made inquiries from the merchants at that place as to the best route, and they informed me that their correspondents were in Hospett, Chitwaddy (a large village close to Hospett), and Humpasaugur ; that their bandies would always pass along that line of road, and begged that steps might be taken to make the portion between Humpasaugur and Hollal.

7. In thus advocating that the road from Bellary to Hollal should pass through Hospett and Humpasagur, instead of through Heerihall, Kudlighi, and Hurpunhully, I do not wish Government to understand that I would recommend giving up the Kudlighi and Hurpunhully line, I merely suggest that it should be removed from the list of Imperial lines.

8. I would recommend that, for the present, the road from Kudlighi, viâ

only constructed as a second class district road, until we see the probable amount of traffic. From Kudlighi, instead of going nearly east to Heerihall, I would suggest that the line should be taken past Bundaree to join a road which the Agent of the Soondoor Rajah is anxious to make from Somalapoor through Soondoor, to join the Bellary and Ramandroog road near the twenty-eighth milestone from Bellary.

9. I trust that Government will agree in my opinion, and permit me to strike out, from my List of Unanswered References, their orders of 1859, and direct me to submit in lieu a survey and estimate for a road from Humpasaugur to Hollal.

10. There is another road which I cannot help considering should be looked upon as an Imperial line, and kept up from Imperial funds. The line to which I refer is the road from Bellary to Hurryhur, Sheemooga, and Mangalore : it turns off in the fortythird mile of the Bellary and Dharwar road at the village of Gowripoor, and passes through Narraindaverkerra and Hurpunhully to Hurryhur. At present it is kept in repair from Local Funds ; but, as I have said already, I think it should be considered as an Imperial line, as it connects the Military stations of Mangalore, Hurryhur, and Bellary.

11. The accompanying sketch plan shows all the roads to which any reference has been made.

No. 581. ORDER THEREON, 27th June 1867, No. 1,918.

CIVIL WORKS, No. 69.

1. In the year 1859 the Madras Government, in communication with the Government of Bombay, decided that the Trunk line which it was proposed to open from Bellary to the Western Coast should follow the direction of Heerihall, Kudlighi, Coottoor, Hurpunhully, Hollal, and Havanoor, and thence, crossing the Dharwar Collectorate, go by way of Ekumby and Sirey to Coomptah. An estimate for the completion of this line was accordingly called for in G. O. of 5th April 1859, No. 790, and it is on this requisition, which stands on the list of references remaining unanswered by the Superintending Engineer of the 3rd Division, that Major Moberly now addresses the Government.

2. After careful inquiry as to the line that the traffic would take in passing from Bellary to the Western Coast, and as to the nature of the country to be traversed, the Superintending Engineer reports that he considers it would be preferable to adopt the line viâ Hospett, Humpasaugur, Hoovinhudgully, and Hollal, and thence to Coomptah in the direction already determined upon. The grounds upon which Major Moberly bases this recommendation appear conclusive, and His Lordship in Council accordingly directs the preparation of the necessary estimates, in forwarding which Major Moberly will obtain and submit the opinion of the Collector both upon the proposal under notice, and on those contained in paragraph 3.

Proceedings of the Madras Government, Public Works Department,
27th June 1867.

3. The Government are not prepared to accede to the recommendation in paragraph 10. They are of opinion that the road from Bellary towards Mangalore viâ Hurryhur and Sheemooga is essentially a district line, and as such should be maintained as hitherto from Local Funds.

(True Extract.)

Colonel, R. E.,
Secretary to Government.

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

Encl. S. T. Augustin.

Revenue 1867 - Oct.r
Pet.n of Grant for Lady
Jr. — 1662 —

Proceedings in the
P. M. Office —

Dated 27th June
Received 28th 1867.
Jr. — 1918 —

Declining to accede
to the recommendation
of the Supt. Engr. to keep
up the road from Bel-
fast towards Mango.
Core via Hurryhurry and
Sheemoga from Im-
perial Funds —

No. 1174 3rd July

No. 1174.

From A.G. Esq.

3rd July/67.

To Advise Petr. of Decision. Ret'd No. 1918 Recd 28.

A. 39440