

REPORT
ON THE
ADMINISTRATION OF THE LOCAL BOARDS
IN THE
BOMBAY PRESIDENCY,
INCLUDING
SIND.
FOR THE YEAR 1899-1900.

Bombay:
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1901.

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APPENDIX V.

BELGAUM.

*Statement of Local Fund Roads in charge of the Public Works Department
for the year 1899-1900.*

No.	Names of Roads.	Actual original Cost per Mile.	Mileage.	Estimated Cost per Mile.	Present condition.
1	2	3	4	5	6
		Rs.		Rs.	
1	Road from Kudchi to Terdal.	6,310	10 $\frac{51}{220}$	6,310	Entirely completed.
2	Road from Gotur to Tásgaon.	Not known.	47	Not known.	In indifferent order. The original construction of this road was badly carried out and the repair allotment is insufficient to thoroughly improve it.
3	Road from Nipáni to Mahálingpur.	8,645	53	9,851	In good order.
4	Road from Dhupdal Railway Station to Gokák Mills.	7,900	3 $\frac{1}{2}$	8,122	Do.
5	Road from Sankeshvar to Hukeri.	2,473	9	2,219	In fair order. A cheaply made road.
6	Road from Hukeri to Gokák.	9,928	18 $\frac{1}{2}$	12,039	In fair order; partially mured and partially metalled. Repair allotment insufficient to keep it up as a metalled road.
7	Road from Saundatti to Dhárwár.	6,409	10	6,454	Metalled throughout and quite passable during the rains.
8	Road from Manoli to Saundatti.	5,034	6 $\frac{1}{2}$	5,038	In fair order.
9	Road from Gokák to Nargund.	8,977	45	9,004	In fair order. Repair allotment insufficient to maintain it as a metalled road throughout.

No. 3843 of 12th June 1900.

Forwarded to the Commissioner, Southern Division.

A. W. SHEPARD, C.E.,
Executive Engineer, Belgaum District.

APPENDIX V—continued.

BIJÁPUR.

Note in respect of Local Fund Roads in charge of Executive Engineer, Bijápur District, for 1899-1900.

No.	Names of Roads.	Length in Miles.	Original Cost.	Remarks as to the present condition of the Road.
			Rs.	
1	Bágalkot - Hungund Road.	27½	67,338	In good order.
2	Guledgudd - Katgeri Road.	6½	29,278	Do.
3	Road from Hungund to Ilkal.	8	23,121	Do.
4	Kerur - Katgeri Road ...	9	25,930	Do.
5	Bijápur-Sindgi Road...	35½	Not known ...	In fair order. Improvement to the road was done during the year at an expenditure of Rs. 6,056, total expenditure from commencement being Rs. 1,27,028 against the estimate of Rs. 1,35,561.
6	Bijápur-Bágevádi Road.	24	Do. ...	In good order. Improvements to the portion of the road from Don Nála to Mangoli have been completed at a total expenditure of Rs. 39,281, expenditure of the year being Rs. 65. The estimate for improvements amounted to Rs. 39,283.
7	Muddebihal-Chimalgi Road.	19½	85,260	In good order.
8	Road from Indi to Indi Road Station.	3½	12,068	Do.
9	Bijápur-Indi Road (portion from Bijápur to Nagthan).	10	Not known ...	Do.
10	Indi-Sindgi Road vid Almel.	31½	Do. ...	In fair order. Improvements were being done towards completion of the 1st Section of the road from Indi to Almel.
11	Sholápur-Bellári Road (portion between Indi and Tambe).	13	Do. ...	In fair order.
12	Huvin-Hippargi-Telgi Road.	19½	Do. ...	In fair order. Improvements were done towards completion of the 2nd Section of the road from Bágevádi to Telgi.
13	Bádami-Mudkavi Road.	27	Do. ...	The road was being completed by famine labour. The road is in fair condition.
14	Improving Horti-Nimbal Road.	5½	Do. ...	The road was being improved by famine labour and an expenditure of Rs. 22,927 was incurred on it against the estimate of Rs. 31,416.
15	Nimbal-Tadvalga Road.	4	Do. ...	An expenditure of Rs. 7,158 was incurred in constructing the road by famine labour, against the estimate of Rs. 28,628.

IBRAHIM SHAIKH DAUD AHMEDI, L.C.E., A.R.I.B.A.,

Executive Engineer, Bijápur District.

APPENDIX V—continued.

DHA'RWA'R.

Statement showing the Original Cost, Mileage and present condition of Local Fund Roads in charge of the Executive Engineer, Dhárwár District, for 1899-1900.

No.	Name of Road.	Length in Miles.	Original Cost.	Remarks as to present condition.
	(I)—METALLED ROADS.		Rs.	
	<i>A.—Bridged and drained throughout.</i>			
1	Dhárwár-Haliyál Road between Dhárwár and Mavinkop.	16 M. 2,640 ft.	21,980	Is in fair condition. Portions requiring repair will be attended to from the current repair grants.
2	Karajgi to Southern Marátha Railway Station, Karajgi.	3 M. 239 ft.	14,300	Is in fair condition. Two of the drains need repairs, for which funds have been provided during 1900-1901.
3	Motebenur-Byádgi Road ..	3	6,720	Owing to heavy traffic, the road is badly rutted. A special Repair Estimate was submitted, but returned for want of funds. Attention is being paid to the road so far as funds permit.
	<i>B.—Partially bridged and drained.</i>			
4	Dhárwár-Saundatti Road <i>via</i> Aminbhavi between Dhárwár and Hirebelwadi.	11 M. 1,320 ft.	29,825	Is in fair condition.
5	Navalgund-Annigeri Road ..	11 M. 2,640 ft.	1,10,226	Is in good condition. Three unbridged nálas give some trouble during the rains.
	(II)—UNMETALLED ROADS.			
	<i>A.—Bridged and drained throughout.</i>			
	<i>Nil.</i>			
	<i>B.—Partially bridged and drained.</i>			
6	Harihar-Sámasgi Road ...	51 M. 1,980 ft.	Not known.	Is in fair condition. Portions have been metalled and others will be attended to in like manner as funds permit. Miles 18, 32, 33, 36, 42 and 43 were metalled during 1899-1900.
7	Byádgi-Hávasbhávi Road ...	10 M. 3,960 ft.	24,690	Is a fair weather road only. Mile No. 14, which was in a bad state, was metalled during 1899-1900.
8	Tadas-Gundi Road ...	34 M. 3,960 ft.	Not known.	The road starts from Tadas in Bankápur Táluka and runs <i>via</i> Dhundshi and Hángal southward to Gundi. Portions have been metalled and others will be attended to as funds permit. Miles 15, 16, 17 and 19, and 5 furlongs in each of 28 and 36 were metalled during the year. The road has suffered much owing to most of the allotments for reserve metal being withdrawn for famine and plague purposes during the past years.

APPENDIX V—continued.

No.	Name of Road.	Length in Miles.	Original Cost.	Remarks as to present condition.
			Rs.	
9	Masur-Mundargi Road ...	47 M. 600 ft.	32,248	Portions of this road near Dandkihalli and Halgeri and from Guttal to Bilhatti which pass through Native States are unmade and forms a serious break. Miles 4, 5, 18, 19, 20, 21, 22, 24, 25 to 32 are metalled.
10	Palla-Bádami Road ...	78 M. 1,980 ft.	1,45,600	This is a fair weather road metalled in parts. Miles 34, 35 and portions of miles 32, 31, 46 and 48 were metalled during 1899-1900, and metal has been collected for further repairs in miles 52, 54, 61, 62, 64 and 66. Some crossings and nálas between Mulgund and Kotumchgi have been improved.
11	Dhárwár-Tadas Road ...	27 M. 600 ft.	37,188	Portions of the road are metalled. Miles 29, 23 and portions of 21, 22 and 31 and the whole of the 3rd mile were improved.
12	Navalgund-Ron Road ...	28	1,49,007	This is a fair weather road, in pretty good order. Certain nálas require bridges and drains.
13	Kotumchgi-Gajendragad Road .	20	Still in- complete.	The portion from Naregal to Gajendragad was constructed during the Famine of 1896-97. Dips and drains have yet to be constructed. A portion of about 3 miles lying in the Nizám's territory is unmade.
14	Nargund-Mallapur Road ...	13 M. 1,675 ft.	Do. ...	This road was also started in 1896-97 to afford labour to the famine-stricken people is in fair order, but incomplete so far as drains and dips are concerned.
15	Ron-Gajendragad Road ...	16 M. 3,168 ft.	Do. ...	Was started as a semi-famine relief work in 1896-97, and the earth-work and spreading and consolidating murum up to Sudi only have been completed. Road in fair order.
16	Harlapur Railway Station to Ad- visomapur Road.	10½	Do. ...	The construction of this road was started to afford relief during the year. The 1st Section from Harlapur Railway Station to Harlapur village, and part of the 2nd Section from Harlapur to Lakkundi have only been completed.

HUGH WRAY,
Acting Executive Engineer, Dhárwár District.

APPENDIX V—continued.

KANARA.

Statement showing the Cost of Construction, Maintenance and Length of Local Fund Roads in charge of Public Works Department during 1899-1900, with a short note on their present condition (in the Kanara District).

No.	Classification and Names of Roads.	Length of roads maintained.	Original cost of construction.	Cost of maintenance during the year.	Average cost of maintenance during the last 5 years per mile.	Short note on present condition.
		M.	Rs.	Rs.		
	<i>Village or cleared roads with some Nālas drained and bridged.</i>					
1	Road from Aminhally to Kumta <i>via</i> Nilkund.	32 M. 1,870 ft.	Unknown ...	3,245	93.41	Moderate, except in Nilkund Ghāt, which is very bad and is being improved. Bridges that were in bad order are being put in order. River crossing bad.
2	Road from Yellāpur to Kodkani <i>via</i> Sirsi...	63	Do. ...	4,860	86.41	Moderate. Steep gradients require improvement between Yellāpur and Sirsi. Some culverts require renewal.
3	Road from Siddāpur to Nilkund ...	19 M. 3,750 ft.	Do. ...	1,521	85.84	Fair, except at a place where a very large slip has occurred. A deviation line is surveyed and the project is under preparation.
4	Road from Ankola to Madras Frontier <i>via</i> Mirjan, Kumta and Honāvar.	62 M. 2,248 ft.	Do. ...	4,536	80.92	Fair, except steep gradients at Hebbankeri and Vandoor. A deviation line has been surveyed and the project is under preparation.
5	Road from Sadāshivgad to Kadra ...	19	Do. ...	600	32.84	Surface partly fair and partly indifferent. It is being improved. It is quite impassable in rains owing to large unbridged nālas crossing it.

N.B.—The roads were constructed by Local Fund Agency and transferred to this Department for maintenance.

No. 3230 OF 1900.
Kārwār, 10th July 1900.

Forwarded to the Commissioner, S. D.

G. V. GAYATONDE, L.C.E.,
Executive Engineer, Kanara District.

APPENDIX V—continued.

RATNA GIRI AND KOLA BA.

Statement showing the Local Fund Roads in charge of the Executive Engineer, Ratnagiri and Kolála Districts, with the Original Cost, Mileage and present condition for the year 1899-1900.

No.	Names of Roads.	Length in Miles.	Original Cost.	Present condition.	Remarks.
			Rs.		
1	Road from Alibág to Revas.	15	1,54,188	In good order; bridged and drained throughout. Last three miles embanked through salt marsh. The pitched embankment is gradually setting in some places.	Good in all seasons. It would be well if the pitching is thoroughly renewed by special repairs as much cannot be done at a time from current repairs allotment. The 15th mile is submerged under water at high tides and is much cut up thereby: it should be raised slightly.
2	Alibág-Revdanda Road (portion from Sakher to kevda).	8	Not known.	This road is in some places merely a narrow lane winding through the villages and gardens of the locality; the road being in some places lower than the girders and compounds. The water in rainy weather collects in pools over its surface or becomes a running stream.	Good in fair weather and fairly good in rains. Some encroachment of the creek at Rayawari is going on and threatens to affect the embanked road. A plan and estimate for remedial measure was lately submitted, but this has not been sanctioned for want of funds.
3	Salao-Korlai Road.	2½	5,359	In good order	Passable at all times.
4	Pen-Panvel Road (portion from Pen to Kharepáda).	8	Not known.	In very good order, but crosses three unbridged creeks which at some time, in rainy season, are quite impassable, and in fair season at high tides are more or less so. The approaches of the first creek on the Pen side are much cut up. They require to be made with a coat of blasted metal. The bed is also very rocky and uneven.	Good in fair weather.
5	Pen-Pnvel Road (portion from Duswiford to Palaspe).	9½	Do.	This road from the creek at Kharepáda is bridged and drained and completed in every respect as a murum road and is in very good order.	Good road throughout.
6	Pen-Panvel Road (portion from Palaspe to Kolkha).	1	Do.	A good fair weather road, requires one nála to be bridged and, owing to defect in constructions, is susceptible of much improvements, especially the Palaspe village portion, which is narrow and rocky.	Good road in fair weather. There is a famine project prepared for a much better and shorter line, which might be taken up without waiting for the next famine.

APPENDIX V—concluded.

No.	Names of Roads.	Length in Miles.	Original Cost.	Present condition.	Remarks.
			Rs.		
7	Uran-Karanja Road.	5	Not known.	In good order, but the masonry of drains and culverts is old and has a dilapidated appearance, most likely owing to faulty or very cheap class of construction originally adopted.	Good in all seasons. The surface is in course of further improvement by substituting blasted metal for murum when annual repairs are made.
8	Road from Guhágar to Chiplún, Section from Guhágar to Chikli.	8	20,163	The length of the road from Chiplún to Guhágar is 27 miles, out of which a portion of 8 miles from Guhágar to Chikli has been improved by this Department. The first portion is bridged and drained throughout, except No. 7 place, where water-courses are large and, therefore, causeways are built over them.	
9	Road over Mutholi Khind (Section from Indápur-Tale Road).	2½	17,066	The road commences from a point about one mile west of Nágothna-Mahád Road near Indápur, and runs towards Tullah through Mutholi Khind. The length through the hills, which is repaired by the Public Works Department, is surfaced with murum and is bridged and drained throughout, and is in good condition.	

P. H. PATUCK,
Executive Engineer, Ratnágiri and Kolába Districts.

STATEMENT IV.

STATEMENT

Statement showing the Details of the Works undertaken for the Improvement of Sanitation

IMPROVEMENT OF WATER-SUPPLY.									
Name of Local Boards.	New tanks dug.		New wells sunk.		Existing sources of supply repaired or otherwise improved.		Watchmen employed to guard sources of drinking water-supply.		Total Expenditure.
	Number of works.	Cost.	Number of works.	Cost.	Number and description of works.	Cost.	Sources and number of men employed.	Cost.	
1	2	3	4	5	6	7	8	9	10
<i>Kardchi District.</i>									
District Local Board, General	Rs. a. p.	.....	Rs. a. p.	.....	Rs. a. p.	.....	.....	Rs. a. p.
Táluka Local Boards, Kardchi	3 wells	80 0 0	.....	.....	80 0 0
Do. Sákro	7 wells	229 0 0	.....	.....	229 0 0
Do. Tatta	3 wells 3 tanks 1 kassi (water-course)	45 0 0 126 3 1 19 0 0	.....	.....	190 3 1
Do. Ghosábári	6 wells	100 0 0	.....	.....	200 0 0
Do. Sbahbandar	2 tanks	100 0 0	.....	.....	200 0 0
Do. Jati	2 wells	35 0 0	.....	.....	70 0 0
Do. Sujáwal	8 wells 1 tank	150 0 0 270 0 0	.....	.....	420 0 0
Do. Mirpur-Bathoro	4 wells 1 tank	100 0 0 20 0 0	.....	.....	120 0 0
Do. Kotri-Mánjhand...	20 wells	1,112 0 0	(a)	.....	1,112 0 0
Do. Sehwan	1 katcha well in the village of Bago Chano.	100 0 0	13 wells	204 2 2	.....	.....	364 2 2
Do. Dádu	1 well in the camping ground, Dádu. 1 well in the Punhukhan Lunda village.	334 0 0 284 0 0	(a) 12 wells (c) 3 bathing gháts.	310 8 0 22 0 0	(b)	.....	650 8 0
Do. Johi	618 0 0	5 wells 5 tanks	80 14 7 716 14 0	.....	.....	797 12 7
Total	2 pucca wells 1 kucha well	718 0 0	81 wells 19 tanks 1 kassi 3 bathing gháts	3,780 9 11	.....	.....	4,498 9 11
<i>Hyderabad District.</i>									
District Local Board, General	Repairs to the water-course in the Economic Garden. Clearance of Karia in Economic Garden.	38 8 0 100 13 0	.....	.....	139 5 0
Táluka Local Board, Hyderabad	3 wells	99 11 6	.....	.....	99 11 6
Do. Tándo Allahyar	1 well	567 0 0	6 do.	242 11 2	.....	.....	809 11 2
Do. Sháhádápur	Well at Sháhádápur.	420 0 0	1 well	80 0 0	.....	.....	800 0 0
Do. Házla	2 wells	66 3 0	.....	.....	66 3 0
Do. Guni	6 do.	80 0 0	.....	.....	80 0 0
Do. Badin	10 wells... Bathing steps at Mirwah, at Badin. Water-course Kadhan tank	325 11 3 21 8 4 10 0 0	.....	.....	357 3 7
Do. Tándo Bágo	5 wells	139 15 7	.....	.....	139 15 7
Do. Dero Mohbat	Pucca masonry of a well at Gharo.	102 0 0	4 do.	80 0 0	.....	.....	182 0 0
Do. Sákrand	5 do.	96 18 1	.....	.....	96 18 1

(a) Includes Rs. 470 spent on improving Moridkhan's well in Kohistán shown under Original Works in Form No. III and the report in accordance with Rule 16 (a) of the rules framed under Local Boards Act I, 1884.

(b) Includes Rs. 200 spent on improving Moridkhan's well in the nursery at Dádu

do.

do.

do.

IMPROVEMENT OF WATER-SUPPLY.									
Names of Local Boards.	New tanks dug.		New wells sunk.		Existing sources of supply repaired or otherwise improved.		Watchmen employed to guard sources of drinking water-supply.		Total Expenditure.
	Number of works.	Cost.	Number of works.	Cost.	Number and description of works.	Cost.	Sources and number of men employed.	Cost.	
1	2	3	4	5	6	7	8	9	10
<i>Hyderabad District—contd.</i>									
Taluka Local Board, Moro.	Rs. a. p.	.....	Rs. a. p.	4 wells	100 0 0	.....	.....	100 0 0
Do. Naushahro	3 wells at Mithlani.	600 0 0	1 well	20 0 0	.....	.....	620 0 0
Do. Kandiāro	2 wells	29 12 0	.....	.....	29 12 0
Total	6 wells.	1,629 0 0	49 wells. 2 water courses, 1 karia, 1 bathing step.	1,840 10 11	.....	.....	3,229 10 11
<i>Shikarpur District.</i>									
District Local Board, General	1 drain	297 0 0	1 tank	140 0 0	.....	.....	437 0 0
Taluka Local Board, Shikarpur	3 wells	855 14 4	4 wells	209 8 0	.....	.....	1,165 6 4
Do. Sukkur	2 do.	441 4 4	4 do.	114 12 0	.....	.....	555 6 4
Do. Naushahro	1 do.	400 0 0	7 do.	284 8 0	1	84 0 0	788 8 0
Do. Rohri	8 do.	168 0 0	.....	.....	168 0 0
Do. Ghockl	11 do.	223 14 0	1	120 0 0	343 14 0
Do. Mirpur	12 do.	220 0 0	1	84 0 0	304 0 0
Do. Ubauro	9 do.	524 9 0	2	155 3 5	679 12 5
Do. Larkhaga	1 tank	309 0 0	2	169 13 11	468 13 11
Do. Labdāriya	11 wells, 7 do.	261 8 0	.....	.....	707 8 0
Do. Kambar	1 well	446 0 0	1 tank	238 12 0	.....	.....	238 12 0
Do. Rāto-dero	5 wells, 1 khuhado	516 2 4	2	168 0 0	1,045 13 9
Do. Mohar	4 wells	1,281 11 5	1 step to tank, 2 tanks, 17 wells	.....	.....	.....	.....
Do. Kakar	1	200 0 0	.....	.....	8 steps to tanks	630 0 0	2	240 0 0	1,070 0 0
Do. Naairābād	2 tanks, 5 wells, 3 steps to tanks	787 5 0	4	358 0 0	1,145 5 0
Total	1	200 0 0	1 drain 11 wells.	3,800 14 1	1 khuhado 8 steps to tanks, 8 tanks, 110 wells.	4,626 14 4	15	1,369 1 4	9,995 13 9
<i>Tar and Pārkar District.</i>									
District Local Board, General	1	360 0 0	.....	.....	.....	.....	360 0 0
Taluka Local Board, Umārkot	1	165 0 0	.....	.....	165 0 0
Do. Khipro	1	147 0 0	1	7 8 0	.....	.....	154 8 0
Do. Saughār	2	10 10 1	.....	.....	10 10 1
Do. Pārkar	2	15 0 0	.....	.....	15 0 0
Do. Mirpur Khās	5	63 12 5	.....	.....	63 12 5
Total	2	507 0 0	11	261 14 6	.....	.....	768 14 6
<i>Upper Sind Frontier District.</i>									
Taluka Local Board, Jacobabad	9 wells repaired	170 15 6	.....	.....	170 15 6
Do. Thul	15 do.	465 8 0	.....	.....	465 8 0
Do. Kāshmor	14 do.	282 10 8	.....	.....	282 10 8
Do. Shāhdādpur	Constructing a bathing ghāt on Kurdato.	143 0 0	5 do.	437 2 11	.....	.....	560 2 11
Total	1	143 0 0	43	1,356 5 1	.....	.....	1,499 5 1
GRAND TOTAL FOR THE PROVINCE	1	200 0 0	22 wells 1 drain, 1 bathing ghāt.	6,857 14 1	294 wells 20 tanks, 3 water-courses, 3 bathing ghāts, 1 khuhado, 1 karia, 8 steps to tank, 1 bathing step.	11,565 6 9	15	1,369 1 4	19,962 6 2
GRAND TOTAL FOR THE WHOLE PRESIDENCY, EXCLUDING SIND.	200	78,493 15 10	610	8,207 0 5	1,340	1,39,967 14 4	2	108 0 0	3,00,620 10 8
GRAND TOTAL FOR THE WHOLE PRESIDENCY, INCLUDING SIND.	201	78,693 15 10	634	15,064 14 6	1,671	1,51,633 5 1	17	1,477 1 4	3,20,583 0 10

