

(1) Number of pages 14

(2) Date of repair 11-8-42

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

Public Works **DEPARTMENT.**

G.O. No. 1840	Press <u>Mr.</u>
233-234	
Dated 10-7	1863.

Not to be folded or roughly handled

17

**Proceedings of the Madras Government, Public Works Department,
10th July 1863.**

No. 233. Read the following Proceedings of the Board of Revenue, dated 15th June 1863,
No. 3,512 :—

Read the following letter from H. G. SMITH, Esq., Acting Collector of Cuddapah, to W. HUD-
LESTON, Esq., Secretary to the Board of Revenue, dated Muddenpully, 22nd May
1863, No. 76.

SIR,

1. I have the honor to submit my report on the Public Works executed in this District
for 1862-63.

2. The following Statement shows the total amount expended on works of Irrigation, &c. :—

No. 1.—STATEMENT showing the expenditure incurred on Public Works during the year 1862-63, in the Cuddapah District.

Class of Works.		EXPENDITURE.												Total.			
		IMPERIAL FUND.						INCOME TAX FUND.				LOCAL FUND.					
		On new Works.			On Repairs.			On new Works.		On Repairs.		On new Works.				On Repairs.	
		Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs.	Rs.	Rs.			A.	P.
Agricultural works	12,280	1	11	29,849	11	11	0	0	0	...	...	53	12	0	42,183	9	10
Roads and Bridges	66,516	6	9	66,884	7	5	63,933	3	0	...	...	2,767	13	4	2,00,106	14	6
Buildings, Military	0	0	0	559	14	0	0	0	0	...	...	0	0	0	559	14	0
Do. Revenue	0	0	0	1,842	4	3	0	0	0	...	...	0	0	0	1,842	4	3
Do. Municipal	0	0	0	0	0	0	0	0	0	...	...	499	2	9	499	2	9
Do. Public	853	10	6	553	13	8	0	0	0	...	...	0	0	0	1,407	7	2
Do. Judicial	9,500	0	0	1,079	8	2	0	0	0	...	...	0	0	0	10,579	8	2
Do. Educational	0	0	0	0	0	0	6,153	8	8	...	...	0	0	0	6,153	8	8
Total	89,150	3	2	1,00,769	10	5	70,091	11	8	...	...	3,320	12	1	2,63,332	5	4

3. IRRIGATION AND ROADS.—Mr. Wedderburn, on the eve of his leaving this District,
left a Memorandum showing the progress and state of certain important works of irrigation and
roads, a copy of which is herewith submitted for the Board's information, as also Mr. Molony's
report of the roads and works, &c., in the Sub-division.

4. The total amount expended on new works of Irrigation is Rupees ... 12,280 1 11
Do. repairs... .. 29,903 7 11
Total... 42,183 9 10

5. The following Memorandum exhibits the state of various roads in this District, and of
the amount expended, viz., Rupees 1,30,454-9-9 :—
No. 2.—MEMORANDUM of work performed on the principal roads in the Cuddapah District
during the year 1862-63.

Road from Royachoty to Punganoor.
Amount expended in 1861-62, Rupees 24,159-4-8.

This road is now opened for traffic.

18½ Miles of road levelled, gravelled, and provided with side channels.

37 " (previously levelled) have been repaired.

39 Tunnels of from 1 to 6 vents constructed.

8 Road dams from 8 to 12 yards built.

Road from Cuddapah, via Kazipett towards Kurnool.
Amount expended in 1861-62, Rupees 15,000.

This important road is steadily progressing.

5 Miles metalled and gravelled.

3 " railed and levelled.

8 Tunnels of from 1 to 3 vents completed.

5 Road dams from 16 to 40 yards in length built, and a large quantity of metal collected
by the road side.

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17½ Miles of road metalled.

3½ " levelled, sectioned and provided with side channels.

10 " levelled and cleared of jungle.

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16 Road dams from 15 to 70 yards built, a large quantity of metal collected by the road-
side, and materials prepared for two small bridges.

2 *Proceedings of the Madras Government, Public Works Department,*
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Bridges and Tunnels on Trunk Road No. XI.
Amount expended in 1861-62, Rupees 37,331-11-9.

Bandapalli Bridge.

This bridge of 5 arches, of 30 feet span, is completed with the exception of parapet walls and metalling over bridge and approaches.

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Three Bridges and 3 Tunnels on the road from Madnapalli to the Mysore frontier at Siglibile.

Amount expended in 1861-62, Rupees 2,344-7-9.

The arch of 1 bridge of 45 feet span (elliptical) is turned and centrings removed; the foundations of No. 2 bridge of 3 arches, of 9 feet span are in and No. 3 bridge of 1 arch; of 15 feet span, is completed up to blocking course. Two tunnels of 2 vents are completed, and 1 tunnel of 6 vents is in progress.

Parapet walls on the Guvalcherru Ghât walls have been built along the north side of Ghât, and some portions still require plastering.

Road from Cuddapah to the Bellary frontier.

Amount expended in 1861-62, Rupees 10,830-15-10.

3 Miles of road metalled.

1½ „ repaired and levelled.

1 Tunnel of 1 vent built.

8 Tunnels provided with aprons, metal collected, and sundry repairs to 3 miles.

Road from Cuddapah via Budwail to the Nellore frontier.

Amount expended in 1861-62, Rupees 4,828-11-3.

5 Miles, 6 furlongs and 1,820 running yards of road metalled.

6,788 Square yards metalled and gravelled.

3,627 Running yards side channels cleared.

7,700 Square yards jungle cleared.

11 Tunnels of from 1 to 4 vents, and 1 road dam built.

Metalling portion of Trunk Road No. XI.

19½ Miles of road metalled and gravelled.

16 „ 1,828 square yards repaired.

7,186 Heaps of metal collected, and carted to road-side.

2,032 Cubic yards of gravel dug.

Travellers' Bungalow at Madnapalli.

The walls raised, couples put up, gates, &c., fixed, and other materials to complete the building have been collected.

Amount expended on roads during this year.

	RS.	A.	P.
Road from Royachoti to Punganoor ...	24,273	3	3
Road from Cuddapah to Madras ...	34,998	3	9
Parapet walls on the Guvalcherru Ghât ...	1,965	15	6
Road from Cuddapah to the Bellary frontier	10,000	0	0
Do. do. to Budwail ...	14,849	6	6
Do. do. to Kurnool frontier	10,000	0	0
Bridges and Tunnels on Trunk Road No. XI	13,742	5	1
Do. do. on the Siglibile road ...	4,348	6	6
Road from Kodur to Yerraguntla Kotta ...	162	8	6
Metalling portion of Trunk Road No. XI	15,398	3	5
Travellers' Bungalow at Madnapalli ...	716	5	3

Total... 1,30,454 9 9

6. Having only been in the District a few weeks, I have seen but little, but the marked improvement in the District from roads being made since I left it without even one, is most striking.

Proceedings of the Madras Government, Public Works Department, 3
10th July 1863.

ENCLOSURE No. 1.

MEMORANDUM on the Department of Public Works for 1862-63, by A. WEDDERBURN, Esq.,
Collector.

Irrigation.

1. Of restored lage irrigation works, the Collector inspected the large Orampaud tank in Rajempett Talook, which had been completed. It is a fine work, and with its present enlarged Calingulah, may now be considered as safe for the future.

2. In Kadiri Talook, the newly restored Mutialcherroo tank, which is a finely situated reservoir, was visited in February. It is expected, when the lands below it are prepared for irrigation, to return a large profit on the outlay. Its early restoration, in face of many difficulties, is attributed to the zeal and energy of Major Palmer, who, by his personal influence over the Wudders, got them to exert themselves to make the work safe before expected rain.

3. It is to be hoped that, during the limited future expenditure on Public Works, the late Order of Government will have the result of inducing the restoration by private enterprise of the numerous ruined irrigation works, which cannot be undertaken by Government. In this District especially, not a drop of water which can be stored ought to escape. The climate appears to be becoming increasingly arid; wet grains are raised by immense labor and expense by well irrigation, and much grain has been imported for local consumption from Bellary and Kurnool, owing to the deficient monsoons in this District. Rice is now brought from Madras, the Railway to Tripetty having brought the border of the District into near communication with the Presidency. If the aridity of the District could be ameliorated, it is possible that Cotton cultivation might succeed to a greater extent than it now does; but a low elevation and a defect of moisture are great obstacles to vegetation of all kinds, and these disadvantages are aggravated by the denudation of the hills of trees, and the burning of the grass for grazing purposes; the soil is washed away in heavy rain, the stony substances are exposed, clouds are driven away by the reflected heat, and the drainage is not retarded by absorption, so that floods become destructive, and water-courses are at once filled and run dry; consequently orders have been issued to prevent the further denudation of the hills by annual fires.

Communications.

4. The Collector's subordinates having been desired to report on the roads in their divisions, over which they may have travelled on circuit, the Collector will record merely his own observations.

5. He regretted to observe the waste of money expended on half a mile of road from Cuddapah to Sidhout. Rupees 1,000 from the discretionary allowance was accorded to this road, but no improvement was at all apparent; trenches had been dug, and the soil thrown between them. The Overseer in charge of this road has been subsequently dismissed from the Department.

6. The made road from Cuddapah to Pullempett was traversed. It is the old Madras road, the worst parts of which have now been overcome. The Collector believes that Mr. Overseer Lewis is entitled to much credit for the work in this direction.

7. There are still 23 miles of road to make, to effect a proper communication between Cuddapah and the Railway station at Tripetty. Rupees 10,000 were granted by Government from the Reserve Fund, but so great a delay occurred in the receipt of sanction, and advice from the Accountant General, that scarcely six weeks of the working year remained. This has been discouraging to Colonel Hemery, who had hoped to have the road practicable by the end of the official year.

8. As two years will elapse before the Railway can be opened to Cuddapah, and as even after it is opened the road will act as a feeder to the stations on the line, its importance cannot be over-rated.

The Collector has heard dissatisfaction expressed with part of the road in the course of being opened to Kurnool, the foundation having been laid with large metal, but the funds not being sufficient for gravelling it, he is of opinion that no more of a road should be attempted than can be finished within the season; a rough metalled road is of course impassable to cattle or carts. The Collector cannot leave the District without recording his opinion of the zeal and energy of the District Engineer Colonel Hemery, and his Assistants Major Palmer and Mr. George.

(True Copy.)

(Signed) H. G. SMITH, Acting Collector.

ENCLOSURE No. 2.

REPORT on works visited by Sub-Collector of Cuddapah.

23rd September 1862.—Road from Madnapalli to Kadiri.

1. This road is generally speaking in fair order. Some repairs are required between Ungaloo and Cavalamadugu. It is understood that some attention has been paid to this part

4 *Proceedings of the Madras Government, Public Works Department,*
10th July 1863.

of the road since the date of inspection. A bridge is wanted over the supply channel of the Chinna Tippasamudrum tank. A large bridge over the Papagny, near Balasamudrum is also much required. The banks are very steep and high, and when the river is in flood, all communication with Kadiri is cut off. This takes place several times in the course of the year, and frequently the stoppage of communication lasts for days. Another bridge is required over a Nullah close to Kadiri. These are the principal wants of this road.

24th September.—Mutialcherroo large tank.

2. This is an old breached tank, which has been recently repaired at an outlay of about 15,000 Rupees. I was much pleased with the manner in which the work has been executed. The tank is sure to be highly remunerative to Government. The work is strong and well done.

11th November.—Coorbalacota Rungapah Tank.

3. In want of slight repairs. The tank being Duswandum property, the Inamdars were served with a notice to execute them at once.

30th December.—Pedda Tippasamudrum Tank.

4. The masonry of the western sluice is broken, and some subsidiary works in rear of the bund require repair. I am of opinion that the eastern Calingulah might be raised at least two feet with advantage. The bund is enormously strong and uselessly high, and the western Calingulah is about two feet higher than the eastern one.

31st December.—Rungasamudrum Tank.

5. This tank is in good order. The Reddies and Ryots doubt the stability of the eastern Calingulah, which is of great depth at rear, and the slope of which is perhaps too steep.

Butlapoorum, Bultrinainee Tank.

6. There is a serious leak in the bund, which should be stopped as soon as practicable. Wrote to the 1st Assistant District Engineer respecting these three tanks.

From 4th to 6th January 1863, and subsequently on various occasions.—Road from Madnapalli, through Gurramcondah to Royachoty.

7. This is now a very good line of road. From Madnapalli to near Coorbulcotta it is in excellent order. A bridge is required over the supply channel of the Chinna Tippasamudrum tank, and the whole line should be metalled as soon as possible. From near Coorbulcotta to near Mudevaid is perhaps not quite so good, but work is going on at one of the requisite tunnels. One or two more tunnels will be requisite, especially one near the Coorbulcotta tank. From Mudevaid to Gurramcondah the road is not so good, and has got cut up considerably. The fault appears to have been putting too much gravel on the road, and not sufficient tamping. It will be much improved by a fall of rain, and smoothing and tamping afterwards. From Gurramcondah to Cherlopalli the road is very good. From thence to Kesapuram through the Maralla Ghât, is also very good; a tunnel or two is required. From Kesapuram to Royachoty still requires a good deal of work, especially near Chinna Mundiem. The soil over which this part of the road passes is very bad, and the whole should be metalled as soon as possible. At present in dry weather the road cuts into deep sand, and becomes exceedingly heavy. The new line is a great improvement on the old one. It entirely avoids the river Mundeyair, which was crossed several times by the old road between Gurramcondah and Royachoty. The traffic on this road is now very considerable, and is continually increasing. It is now too heavy for a gravelled road, and it would probably be found to be good economy to incur the expense of metalling at once instead of the continual repairs which will be necessary to keep it in order.

From 6th to 10th January 1863.—Road from Royachoty to bounds of the Sub-division on the Goolcherroo Ghât, No. XI Trunk Road.

8. This road is good, and is much improved by the ramps constructed during the year in the river at Royachoty. The three bridges required between Royachoty and Goolcherroo are now under construction. The Goolcherroo Ghât is in excellent order. The parapet walls recently built render it perfectly safe, and a few new tunnels built under the road will reduce considerably its liability to damage in heavy rains. The road wants new metal, which appears to have been collected.

20th January 1863.—Buktia Khan Tank near Royachoty.

9. In good order. The Ryots wish the northern Calingulah raised. This cannot be done without danger to the Trunk Road No. XI, and the bridge at the end of the water spread.

Royachoty Travellers' Bungalow.

10. In good order. The thatched stables require repair.

11. 21st.—New trace of road towards Kadiri from Royachoty for about seven miles. This is merely a trace, but is perfectly practicable for bandies as far as I saw it. The trace is good. This road will open out a large tract of country to the west of the Royachoty Taluk, and east of Kadiri hitherto almost inaccessible.

11th February.—Vitalam Tank near Voilpa.

12. In good order.

Proceedings of the Madras Government, Public Works Department, 5
10th July 1863.

12th February.—Chinna Tippasamudrum Tank.

13. There is a serious leak through the bund near the southern sluice. The water is all utilized. The leak will be examined by the Engineer's Department as soon as the state of the water in the tank permits of it. In the meantime nothing can be done, but there is no immediate danger.

1st March 1863.—Road from Mañnapalli to Voilpad.

14. The road is good as far as the supply channel of the Chinna Tippasamudrum Tank after that bad to Voilpad. There is a large quantity of rock that requires removal.

2nd and 3rd.—Road from Voilpad to Peelair.

15. Quite practicable for traffic, though in some places rough, and in some only a track at present. The road passes over several tank banks which are too narrow, that at Vepalbyle, in particular, being quite dangerous. The descent into the river at Chintapurty is very steep. A the river near Peela required there at some future period. A bridge will also be required a cross large bridge will beir as the sand is extremely heavy there.

2nd March.—Gadamanipalli Taluk.

16. In good order; wants a few petty repairs. The Reddy was ordered to have them done at once.

3rd March.—No. XI Trunk Road from Peelair to Kalkada.

17. This road is very much improved since my visit last year. The metal is being laid down. A few tunnels are required and two bridges, one near Peelair, and the other near Mahal, about three miles south of Kalkada. The latter should be undertaken at once, as traffic has now to make a long circuit, and passes through heavy sand at a ford considerably below the site of the proposed bridge. When the river is in flood, all traffic along the road is stopped. It is the same at the Peelair bridge though bandies have not to make so long a circuit to cross in fine weather. The Mahal bridge is urgently required.

4th March.—Kalkada Travellers' Bungalow.

18. The building is in fair order. It is understood that it has been supplied with furniture since it was visited. There was no furniture in it in March.

4th March.—Road from Kalkada to Gurramcondah.

19. This is very little more than a track at present. It is however perfectly practicable for traffic. Some tunnels are being built. It can be made a good road at trifling expense.

5th March.—Gurramcondah Travellers' Bungalow.

20. In fair order. A drain is required to carry the water, &c., from the cook-room. The cook-room also wants a coat of white-wash, and some accommodation as a privy would not be out of place.

Various times, dates unknown.—Large Tank at Caramalacoonta.

21. This is a Duswandum tank. It is in fair order. The bund has been recently repaired, a little more work still requires to be done.

Obulnaidoo Tank, Kotapalli.

22. In good order.

Yerrakadirinaidoo Tank at Nuddegadda.

23. This tank has silted up very much, and the capacity is now quite insufficient for the irrigation of all the land underneath. It is in contemplation to frame an estimate for raising the bund, and generally for putting the tank in a thorough state of repair.

Large Tank at Seiglibile attached to Vemballi.

24. In good order. This is a Duswandum tank. There are a good many trees growing amongst the stone-facing. These will be cut down by the Duswandumdars.

Road from Madnapalli to the frontier of Poanganoor near Bodwarpalli.

25. In very good order. Bridges will be required over the supply channels of the Caramalacoonta tank, and over a large Nullah near Bodwarpalli. It is believed that estimates for these bridges have already been submitted for sanction.

Road from Madnapalli to the frontier of Mysore.

26. In very good order. All the works required at present are now under construction.

27. The chief immediate wants in the communications of this Sub-division are the bridges at Mahal on Trunk Road No. XI. A bridge at Madnapalli over the river below the junction of the two streams close to the confluence of which the town stands. It can easily be so arranged that traffic by every road can cross at the same place, and by keeping the heavy traffic out of the town, the rather narrow streets will not be over-crowded. A bridge over the Papagny near Balasamudrum on the road from Madnapalli to Kadiri.

(Signed) F. B. MOLONY, Sub-Collector.

(True Copy.)

(Signed) H. G. SMITH, Acting Collector.

**6 Proceedings of the Madras Government, Public Works Department,
10th July 1863.**

1. Ordered to be submitted for the information of Government in the Public Works Department. The Board note with satisfaction the testimony borne by Mr. Wedderburn to the efficiency and zeal of the Engineer Department, and by Mr. Smith to the great improvements in the roads effected since he quitted the District some years back.

2. The only points which appear to call for special notice are the following:—

I.—The expediency of completing by an early date the 23 miles of road that yet remain to be made, to effect a proper communication between Cuddapah and the Railway station at Tripputty, for this road will be always important as a feeder, even after the extension of the Railway to Cuddapah.

II.—Building bridges on the road from Madanapalli to Kadiri, especially the large one required over the Papagny, near Balasamudrum; for want of which, communication with Kadiri is often cut off for days together when the river is in flood.

III.—Early stoppage of the serious leak in the bund of the Butlapooram Buttrinainee tank.

IV.—Building a bridge over the Chinna Tippasamudrum tank supply channel on the road from Madanapalli to Royachoty via Guramcondah, and the metalling of the whole line.

V.—Building bridges near Peelair and Mahal on Trunk Road (No. XI) from Peelair to Kalkada; the one near Mahal being urgently required, as traffic has to make a long detour over heavy sand to get to a ford far below the site of the proposed bridge.

(True Copies and Extract.)

(Signed) W. HUDLESTON, Secretary.

No. 234. ORDER THEREON, 10th July 1863, No. 1,840.

1. Communicated to the Superintending Engineer 3rd Division for information.
2. With regard to the completion of the road between Cuddapah and the Tripputty station it seems only necessary to refer to Proceedings dated 28th May 1863, No. 1,359, in which the Government remarked that as so large a sum as 20,000 Rupees has been provided for the work in the Local Fund Budget, there seems no necessity for making a further grant at present, but that if additional funds be hereafter required, an application for the same should be submitted.
3. Lieutenant-Colonel Hemery will be so good as to give his attention to the subject of the bridges referred to in paragraph 2 of the Board's Proceedings, and to issue instructions for the immediate repair of the leak in the bund of the Butlapooram Buttrinainee Tank.

(Signed) W. I. BIRDWOOD, Colonel, R. E.,
Secretary to Government.

No. 3,512.

PROCEEDINGS OF THE BOARD OF REVENUE, dated 15th June 1863.

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Buildings, Military	0	0 0	559	14 0	0	0 0	..	..	0	0 0	559	14 0
" Revenue ...	0	0 0	1,342	4 3	0	0 0	..	..	0	0 0	1,842	4 3
" Municipal ...	0	0 0	0	0 0	0	0 0	..	..	499	2 9	499	2 9
" Public ...	853	10 6	553	12 8	0	0 0	..	..	0	0 0	1,407	7 2
" Judicial ...	9,500	0 0	1,079	8 2	0	0 0	..	..	0	0 0	10,579	8 2
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Parapet walls on the Guvalcherru Ghat walls have been built along the north side of Ghat, and some portions still require plastering.

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7,700 Square yards jungle cleared.

11 Tunnels of from 1 to 4 vents, and 1 road dam built.

Metalling portion of Trunk Road No. XI.

19½ Miles of road metalled and gravelled.

16 " 1,828 square yards repaired.

7,186 Heaps of metal collected, and carted to road-side.

2,032 Cubic yards of gravel dug.

Travellers' Bungalow at Madnapalli.

The walls raised, couples put up, gates, &c. fixed, and other materials to complete the building have been collected.

Amount expended on roads during this year.

	RS.	A.	P.
Road from Royachoti to Punganoor.....	24,273	3	3
Road from Cuddapah to Madras.....	34,998	3	9
Parapet walls on the Guvalcherru Ghat.....	1,965	15	6
Road from Cuddapah to the Bellary frontier.....	10,000	0	0
Do. do. to Budwail.....	14,849	6	6
Do. do. to Kurnool frontier.....	10,000	0	0
Bridges and Tunnels on Trunk Road No. XI.....	13,742	5	1
Do. do. on the Siglibile road.....	4,348	6	6
Road from Kodur to Yerraguntla Kotta.....	162	8	6
Metalling portion of Trunk Road No. XI.....	15,398	3	5
Travellers' Bungalow at Madnapalli.....	716	5	3
Total...	1,30,454	9	9

6. Having only been in the District a few weeks, I have seen but little, but the marked improvement in the District from roads being made since I left it without even one, is most striking.

ENCLOSURE No. 1.

MEMORANDUM on the DEPARTMENT of PUBLIC WORKS for 1862-63, by A. WEDDERBURN, Esq., Collector.

Irrigation.

1. Of restored large irrigation works, the Collector inspected the large Orampaud tank in Rajempett Taluk, which had been completed. It is a fine work, and with its present enlarged Calingulah, may now be considered as safe for the future.

2. In Kadiri Taluk, the newly restored Mutialcherroo tank, which is a finely situated reservoir, was visited in February. It is expected, when the lands below it are prepared for irrigation, to return a large profit on the outlay. Its early restoration, in face of many difficulties, is attributed to the zeal and energy of Major Palmer, who, by his personal influence over the Wudders, got them to exert themselves to make the work safe before expected rain.

3. It is to be hoped that, during the limited future expenditure on Public Works, the late Order of Government will have the result of inducing the restoration by private enterprise of the numerous ruined irrigation works, which cannot be undertaken by Government. In this District especially, not a drop of water which can be stored ought to escape. The climate appears to be becoming increasingly arid; wet grains are raised by immense labour and expense by well irrigation, and much grain has been imported for local consumption from Bellary karnool, owing to the deficient monsoons in this District. Rice is now brought from Madras, the Railway to Tripetty having brought the border of the District into near communication with the Presidency. If the aridity of the District could be ameliorated, it is possible that cotton cultivation might succeed to a greater extent than it now does; but a low elevation and a defect of moisture are great obstacles to vegetation of all kinds, and these disadvantages are aggravated by the denudation of the hills of trees, and the burning of the grass for grazing purposes; the soil is washed away in heavy rain, the

stony substances are exposed, clouds are driven away by the reflected heat, and the drainage is not retarded by absorption, so that floods become destructive, and water-courses are at once filled and run dry; consequently orders have been issued to prevent the further denudation of the hills by annual fires.

Communications.

4. The Collector's subordinates having been desired to report on the roads in their divisions, over which they may have travelled on circuit, the Collector will record merely his own observations.

5. He regretted to observe the waste of money expended on half a mile of road from Cuddapah to Sidhout. Rupees 1,000 from the discretionary allowance was accorded to this road, but no improvement was at all apparent; trenches had been dug, and the soil thrown between them. The Overseer in charge of this road has been subsequently dismissed from the Department.

6. The made road from Cuddapah to Pullempett was traversed. It is the old Madras road, the worst parts of which have now been overcome. The Collector believes that Mr. Overseer Lewis is entitled to much credit for the work in this direction.

7. There are still 23 miles of road to make, to effect a proper communication between Cuddapah and the Railway station at Tripetty. Rupees 10,000 were granted by Government from the Reserve Fund, but so great a delay occurred in the receipt of sanction, and advice from the Accountant General, that scarcely six weeks of the working year remained. This has been discouraging to Colonel Hemery, who had hoped to have the road practicable by the end of the official year.

8. As two years will elapse before the Railway can be opened to Cuddapah, and as even after it is opened the road will act as a feeder to the stations on the line, its importance cannot be over-rated.

9. The Collector has heard dissatisfaction expressed with part of the road in the course of being opened to Kurnool, the foundation having been laid with large metal, but the funds not sufficing for gravelling it, he is of opinion that no more of a road should be attempted than can be finished within the season; a rough metalled road is of course impassable to cattle or carts. The Collector cannot leave the District without recording his opinion of the zeal and energy of the District Engineer Colonel Hemery, and his Assistants Major Palmer, and Mr. George.

(True Copy.)

(Signed) H. G. SMITH, Acting Collector.

ENCLOSURE No. 2.

REPORT on works visited by Sub-Collector of Cuddapah.
23rd September 1862.—Road from Madnapalli to Kadiri.

1. This road is generally speaking in fair order. Some repairs are required between Ungaloo and Cavalamadugu. It is understood that some attention has been paid to this part of the road since the date of inspection. A bridge is wanted over the supply channel of the Chinna Tippasamudrum tank. A large bridge over the Papagny, near Balasamudrum is also much required. The banks are very steep and high, and when the river is in flood, all communication with Kadiri is cut off. This takes place several times in the course of the year, and frequently the stoppage of communication lasts for days. Another bridge is required over a Nullah close to Kadiri. These are the principal wants of this road.

24th September.—Mutialcherroo large Tank.

2. This is an old breached tank, which has been recently repaired at an outlay of about 15,000 Rupees. I was much pleased with the manner in which the work has been executed. The tank is sure to be highly remunerative to Government. The work is strong and well done.

11th November.—Coorbalacotta Rungapah Tank.

3. In want of slight repairs. The tank being Duswandum property, the Inamdars were served with a notice to execute them at once.

30th December.—Pedda Tippasamudrum Tank.

4. The masonry of the western sluice is broken, and some subsidiary works in rear of the bund require repair. I am of opinion that the eastern Calingulah might be raised at least two feet with advantage. The bund is enormously strong and uselessly high, and the western Calingulah is about two feet higher than the eastern one.

31st December.—Rungasamudrum Tank.

5. This tank is in good order. The Reddies and Ryots doubt the stability of the eastern Calingulah, which is of great depth at rear, and the slope of which is perhaps too steep.

Butlapoorum Buttrinainee Tank.

6. There is a serious leak in the bund, which should be stopped as soon as practicable. Wrote to the 1st Assistant District Engineer respecting these three tanks.

From 4th to 6th, January 1863, and subsequently on various occasions.—Road from Madnapalli through Gurramcondah to Royachoty.

7. This is now a very good line of road. From Madnapalli to near Coorbulcotta it is in excellent order. A bridge is required over the supply channel of the Chinna Tippasamudrum tank, and the whole line should be metalled as soon as possible. From near Coorbulcotta to near Mudevaid is perhaps not quite so good, but work is going on at one of the requisite tunnels. One or two more tunnels will be requisite, especially one near the Coorbulcotta tank. From Mudevaid to Gurramcondah the road is not so good, and has got cut up considerably. The fault appears to have been putting too much gravel on the road, and not sufficient tamping. It will be much improved by a fall of rain, and smoothing and tamping afterwards. From Gurramcondah to Cherlopalli the road is very good. From thence to Kesapuram, through the Maralla Ghat, is also very good; a tunnel or two is required. From Kesapuram to Royachoty still requires a good deal of work, especially near Chinna Mundiem. The soil over which this part of the road passes is very bad, and the whole should be metalled as soon as possible. At present in dry weather the road cuts into deep sand, and becomes exceedingly heavy. The new line is a great improvement on the old one. It entirely avoids the river Mundeyair, which was crossed several times by the old road between Gurramcondah and Royachoty. The traffic on this road is now very considerable, and is continually increasing. It is now too heavy for a gravelled road, and it would probably be found to be good economy to incur the expense of metalling at once instead of the continual repairs which will be necessary to keep it in order.

From 6th to 10th January 1863.—Road from Royachoty to bounds of the Sub-division on the Goolcherroo Ghat, No. XI Trunk Road.

8. This road is good, and is much improved by the ramps constructed during the year in the river at Royachoty. The three bridges required between Royachoty and Goolcherroo are now under construction. The Goolcherroo Ghat is in excellent order. The parapet walls recently built render it perfectly safe, and a few new tunnels built under the road will reduce considerably its liability to damage in heavy rains. The road wants new metal, which appears to have been collected.

20th January 1863.—Bukhtiar Khan Tank near Royachoty.

9. In good order. The Ryots wish the northern Calingulah raised. This cannot be done without danger to Trunk Road No. XI, and the bridge at the end of the water spread.

Royachoty Travellers' Bungalow.

10. In good order. The thatched stables require repair.

11. 21st.—New trace of road towards Kadiri from Royachoty for about seven miles. This is merely a trace, but is perfectly practicable for bandies as far as I saw it. The trace is good. This

road will open out a large tract of country to the west of the Royachoty Taluk, and east of Kadir hitherto almost inaccessible.

11th February.—*Vitalam Tank near Voilpa.*

12. In good order.

12th February.—*Chinna Tippasamudrum Tank.*

13. There is a serious leak through the bund near the southern sluice. The water is all utilized. The leak will be examined by the Engineer's Department as soon as the state of the water in the tank permits of it. In the mean time nothing can be done, but there is no immediate danger.

1st March 1863.—*Road from Madnapalli to Voilpad.*

14. The road is good as far as the supply channel of the Chinna Tippasamudrum Tank, after that had to Voilpad. There is a large quantity of rock that requires removal.

2nd and 3rd.—*Road from Voilpad to Peelair.*

15. Quite practicable for traffic, though in some places rough, and in some only a track at present. The road passes over several tank banks which are too narrow, that at Vepalbyle, in particular, being quite dangerous. The descent into the river at Chintapurty is very steep. A large bridge will be required there at some future period. A bridge will also be required across the river near Peelair as the sand is extremely heavy there.

2nd March.—*Gadamanipalli Taluk.*

16. In good order; wants a few petty repairs. The Reddy was ordered to have them done at once.

3rd March.—*No. XI Trunk Road from Peelair to Kalkada.*

17. This road is very much improved since my visit last year. The metal is being laid down. A few tunnels are required and two bridges, one near Peelair, and the other near Mahal, about three miles south of Kalkada. The latter should be undertaken at once, as traffic has now to make a long circuit, and pass through heavy sand at a ford considerably below the site of the proposed bridge. When the river is in flood, all traffic along the road is stopped. It is the same at the Peelair bridge though bandies have not to make so long a circuit to cross in fine weather. The Mahal bridge is urgently required.

4th March.—*Kalkada Travellers' Bungalow.*

18. The building is in fair order. It is understood that it has been supplied with furniture since it was visited. There was no furniture in it in March.

4th March.—*Road from Kalkada to Gurramcondah.*

19. This is very little more than a track at present. It is however perfectly practicable for traffic. Some tunnels are being built. It can be made a good road at trifling expense.

5th March.—*Gurramcondah Travellers' Bungalow.*

20. In fair order. A drain is required to carry the water, &c. from the cook-room. The cook-room also wants a coat of white-wash, and some accommodation as a privy would not be out of place.

Various times, dates unknown.—*Large Tank at Caramalacoonta.*

21. This is a Duswandum tank. It is in fair order. The bund has been recently repaired, a little more work still requires to be done.

Obulnaidoo Tank, Kotapalli.

22. In good order.

Yerrakadirinaidoo Tank at Nuddegadla.

23. This tank has silted up very much, and the capacity is now quite insufficient for the irrigation of all the land underneath. It is in contemplation to frame an estimate for raising the bund, and generally for putting the tank in a thorough state of repair.

Large Tank at seiglibile attached to Vemballi.

24. In good order. This is a Duswandum tank. There are a good many trees growing amongst the stone-facing. These will be cut down by the Duswandumdars.

Road from Madnapalli to the frontier of Poonganoor near Bodwarpalli.

25. In very good order. Bridges will be required over the supply channels of the Caramalacoonta tank, and over a large Nullah near Bodwarpalli. It is believed that estimates for these bridges have already been submitted for sanction.

Road from Madnapalli to the frontier of Mysore.

26. In very good order. All the works required at present are now under construction.

27. The chief immediate wants in the communications of this Sub-division are the bridges at Mahal on Trunk Road No. XI. A bridge at Madnapalli over the river below the junction of the two streams close to the confluence of which the town stands. It can easily be so arranged that traffic by every road can cross at the same place, and by keeping the heavy traffic out of the town, the rather narrow streets will not be over-crowded. A bridge over the Papagny near Balasamudrum on the road from Madnapalli to Kadir.

(Signed) F. B. MOLONY, Sub-Collector.

(True Copy)

(Signed) H. G. SMITH, Acting Collector.

1. Ordered to be submitted for the information of Government in the Public Works Department. The Board note with satisfaction the testimony borne by Mr. Wedderburn to the efficiency and zeal of the Engineer Department, and by Mr. Smith to the great improvements in the roads effected since he quitted the District some years back.

2. The only points which appear to call for special notice are the following:—

I.—The expediency of completing by an early date the 23 miles of road that yet remain to be made, to effect a proper communication between Cuddapah and the Railway station at Tripetty. Paragraphs 7 and 8 of Mr. Wedderburn's Memorandum.

II.—Building bridges on the road from Madnapalli to Kadir, especially the large one required over the Papagny, near Balusamudrum; for want of which, communication with Kadir is often cut off for days together when the river is in flood. Paragraphs 1 and 27 of Sub-Collector's report.

Paragraph 6, idem.

Paragraph 7, idem.

III.—Early stoppage of the serious leak in the bund of the Butlapoorum Buttrinainee tank.

IV.—Building a bridge over the Chinna Tippasamudrum tank supply channel on the road from Madnapalli to Royachoty via Guramecondah, and the metalling of the whole line.

V.—Building bridges near Peelair and Mahal on Trunk Road (No. XI) from Peelair to Kalkada; the one near Mahal being urgently required, as traffic has to make a long detour over heavy sand to get to a ford far below the site of the proposed bridge. Paragraphs 17 and 27, idem.

(True Copies and Extract.)

Secretary.

To Colonel W. I. Birdwood, R. E., Secretary to Government, P. W. D.
Copy to H. G. Smith, Esq., Acting Collector of Cuddapah.

Exd. J. Tulloch.

18th July 1840.

Communicated to the
32nd 3rd 1840.

including inquiries for information.

With regard to the completion

of the road between Cuddapah and the village
station it seems only necessary to refer to the
dated 28 May 1839, in which the Committee

instructed that as so large a sum as 20,000
rupees has been provided for the work, and
the local annual Budget, there seems no
necessity for making a further grant at
present, but that if additional funds
be hereafter required, an application
for the same should be submitted.

Submitted Colonel Munro.

will be so good as to give his attention to the
part of the Budget report to us No 2 of the
Records Proceedings and to give instructions for the
immediate report of the work in the form of the
Buckingham's Reference book.

18th July 1840. 11th July 1840.
10th July 1840. 10th July 1840.

1863. Department.
1863. 1863.

No. 2015.

PROCEEDINGS OF THE BOARD OF REVENUE.

Dated 15th June 1863.

Despatched 15th June 1863.

Received 19th June 1863.

No. 3,512.

Submitting with remarks letter from the
Acting Collector of Cuddapah reporting on the
Public Works executed in the District in 1862-63.

18th July 1840-10th July 1840.
10th July 1840-10th July 1840.