T.R.O. 1—77,006—8-6-37.

(1) Number of pages 1-12

(2) Date of repair

(3) Initials of the Reference

MADRAS RECORD OFFICE.

Government of Madras.

Public works **DEPARTMENT.**

G.O. No. 2414 Press Mis.

207-68

Dated 8 8 1867.

Not to be folded or roughly handled

No. 207. Read the following Proceedings of the Board of Revenue, dated 16th July 1867, No. 4,484.

Read the following letter from the Collector of Cuddapah, to the Secretary to the Board of Revenue, dated on Circuit at Madanapally, 21st May 1867, No. 76:—

1. I have the honour to submit my report on the public works of the district for the last official year 1866-67, which ended by the 31st March 1867.

2. The expenditure on various works has been as follows:—

Class of works	Expenditure on			Estimated expenditure as per Budget grants, 1866-67	
	New Works	Repairs	Total	New Works	Repairs.
Imperial.	Rs. A. P.	Rs. A. P	Rs. A. P.	Rs.	Rs.
Agricultural ..	451 14 3	30,233 10 0	30,685 8 3	...	32,500
Communications	9,266 10 0	67,056 12 11	76,323 6 11	..	75,477
Buildings	4,931 3 9	2,225 8 11	7,156 12 8	.	4,755
Tools and Plant	73 8 0	214 2 4	287 10 4	...	...
Income tax.					
Communications	8,195 0 0	... ...	8,195 0 0	...	...
Local Fund.					
Communications... ..	4,107 9 5	4,969 5 7	9,076 15 0	4,300	..
Buildings	813 14 10	... ...	813 14 10	..	255
	27,839 12 3	1,04,699 7 9	1,24,344 4 0	4,300	1,12,987

An additional column is opened in the above statement to show the estimated expenditure, as directed in paragraph 2 of the Board's Proceedings, dated 26th July 1866, No. 5,154; and on the whole the repairs to the several irrigation and other works have been well executed.

3. The following district communications and other works were personally inspected by me during my occasional tour in the district, and those inspected by my European subordinates are noted in detail in their reports which are submitted herewith. The difficulties noticed in Mr. Smith's reports will, I think, no longer exist after the commencement of repairs and improvements to the minor roads from the Road Cess Fund.

4. The annexed tanks I have inspected myself and found them all in good order:—

	Name of Village.	
1.	Poli	Large tanks capable of holding water for two crops.
2.	Ootakur	
3.	Pedda Orampad	
4.	Chinna Orampad	
5.	Munnoor	
6.	Reddipally	
7.	Anantarazpett	
8.	Korlakunta ..	
9.	Nandalore...	
10.	Nagireddipally	
11.	Hastavaram	
12.	Tallapak	
13.	Mantapampally.	

14. Ontimitta .. .. A large tank.

15. Camalapur .. .. This tank should be strengthened on the Railway side.

16. Ambavaram .. ... This tank requires a road underneath the bund to enable the ryots to bring their produce from the fields.

5. I have also inspected the following roads :—

6. From Cuddapah to Cazipet, which is not as good as it was last year, indeed in some places particularly between Cuddapah and Chemur little or nothing seems to have been done.

7. From Cuddapah to Camalapur.—In good order.

8. From Moodanur to Gundlur.—As far as Shettywaripally the road is fair, but after in the rainy season it is almost impassable.

9. From Cuddapah to Guvalchervu.—This is in fine order, particularly the ghaut, which does the greatest credit to the Executive Officer.

10. From Pulivendala seven miles the work is progressing.

11. I have also inspected other roads which are already reported on by the Sub-Collector and Head Assistant Collector.

12. The great wants of district now are a road over the Mallappah ghaut to connect Kadiri and the Sub-division of Bellary with Railway. It will bring Kadiri talook within 30 miles instead of being 80 as it now is. A road from Pulivendala to Moodanur to connect that town and the rich villages about it with the Railway. A road from Yerraguntla to Proddatur for the same reason. A road from Badvel to Duvur through Nundealumpett to connect Kurnool and Nellore.

Enclosure No. 1.

From the Acting Sub Collector of Cuddapah, to the Collector of Cuddapah, dated Madanapally 4th April 1867, No 27.

I have the honour to report, as follows, on the roads and tanks in the Sub-division :—

1. From Madanapally there branch off four roads. The one to the east which enters the Mysore boundary after seven or eight miles may be said to be in good order. Between the seventy-sixth and seventy-seventh mile-stones there are five or six sandy spots requiring to be cleared Near the boundary some repair is required as the under stones have cropped up. The road to the south goes to Punganoor. It has been extensively repaired of late Near the eighty-first mile-stone two bridges are required over two deep but narrow streams The road for a little distance in the Punganoor territory is well made, but beyond there is no road at all.

2. The third road to the west goes to Voilpaud. Near Chinna Tippasamadram it is in one place sandy. The fourth road goes to Cuddapah. On this road the bridges used to be without parapets, but they have lately been protected with low stone-walls which adds greatly to the safety of passengers. Four miles from Madanapally a short enbankment has been broken which necessitates an abrupt descent into a gully. A bridge should be built without delay.

3. From the Cuddapah road at about the fifth mile the road to Kadiri begins. Near the sixth and tenth mile-stones it requires stamping and levelling. No more material is required. The whole road for seventeen or eighteen miles is a succession of hills and valleys, and several bridges require to be built before the road can be pronounced to be in a satisfactory state. Still it must be remarked that there has been a great deal of masonry work done in the Sub-division roads of late, which reflects great credit on the economy of the Department of Public Works.

4. At Kandlamadugu a road diverges to Kottakota, Tippasamadram, and Kandakur whence it goes again to meet the Kadiri road. As far as Kottakota the road is made, but very heavy in the rains. The soil of the country is admirably adapted for roads. And a common track is almost as passable for a spring vehicle as a made road. Very little expense is required in the matter of material. Levelling and stamping are the chief desiderata.

5. The next talook to be noticed is Voilpaud The roads in this talook lie in the western half connecting Voilpaud, Peelair, and Calkada. The southern road which goes through Voilpaud to Peelair has been cut up in some parts by the rains, but the greater part is in good order ; three miles out from Voilpaud the road passes over a tank-bund extremely dangerous from its narrowness. I should think the greater part cannot be more than four yards broad. I was afraid to pass some bandies on it though I was only riding. The embankment should have some protection, and here and there an extra breadth given to it There are two or three other tank-bunds on this road in the same state. From Peelair to Calkada is the trunk-road, and from Calkada to Goorrumconda, which is all uphill work, the road is good.

6 In Royachoti talook there are five roads branching from Royachoti. On the trunk-road to Guvulcherruvu some good bridges have lately been made. Six or seven miles from Royachoti the road has been broken by the supply stream of the Hassinapuram tank. Nothing has been done to repair it for a long time I hope the work will soon be commenced.

7. The trunk road to Calkada is well preserved. The road to Sanepoy ghaut is now reduced to a bullock road, but it is in fine condition and will require but little repair for a long time. On the road to Madanapally much work has been done.

8 The new road towards Kadiri is made for about six miles. About three miles out there is a narrow and steep embankment. It seemed to me between four and five yards broad. It is difficult to get bandies to cross on embankments of the kind when not protected. I have no doubt, however, that the Public Works Department will continue the excellent plan they have begun of fencing such places with Castor-oil plants Beyond the sixth mile the road has not been commenced. There is only a very bad bullock-track over which it would be impossible to take spring vehicles. This is the state of the track up to the Kadiri talook boundary from whence there is a good road to Kadiri. This broken part of the road is to be commenced, I believe, this year. It is very important to have this communication with Kadiri put on good footing throughout. A dangerous pass of twelve or fourteen miles in the middle of an otherwise good road is a serious damage to traffic.

9. In Kadiri talook there are three roads branching from Kadiri Town. The one running north and south is well kept. The one towards Royachoti is, from the little I have seen of it, in tolerable order.

10. In two places money has been subscribed by private individuals for making cross roads, Suba Reddi, a wealthy and liberal-minded man of Thumbalapally in Madanapally talook, has subscribed 500 Rupees towards making a road from his village through several others to join the Madanapally and Cuddapah road. Government have added another 500 Rupees, and the work has been commenced. The inhabitants of Voilpaud have also subscribed 900 Rupees for the repair of the old road to Gorrumconda. It is to be hoped that a liberal grant will be at once afforded for re-opening this communication.

I cannot agree to this No traffic H. G. S

The track to the east of Peelair towards Tirupatti should be transformed into a road

11. Pemmadapalle tank near Royachoti was repaired in Fusly 1273 and previous years The bund is too narrow being only a yard wide at the top, and being made of saltish earth is melting away

Boallacherru tank, a few miles from Royachoti, was breached four or five years ago. It is a fine tank and rather deep. The repairs appear to have been very well executed ; some parts of the old bund have stone-backing, while others are without Some stone-work at the back of the breach would add to the security of the tank.

12. Hassinapuram tank was breached about three years ago. The breach was thirty or forty yards wide. It has been effectively repaired This tank has two calingulahs each of them too small and one is much lower than the other, which makes the higher one of no use. It was lowered by a foot and a half two years ago after the repair of the tank, and the standing stones were knocked down The standing stones on the higher calingulah were also removed as they have been in almost all tanks. The ryots told me, but I cannot say how far their representations are correct, that by lowering the calingulahs a foot and a half the capacity of the tank was reduced from four months to two This is possibly correct as the bed has a large area, but is rather shallow.

This was very necessary
H G S.

13. I have no doubt but the repairs have been done in the best way possible so far as the money went, and that it was absolutely necessary to lower the calingulah in this instance, as well as in others that I have noticed. But it strikes one as a short-sighted policy to lower calingulahs if the catastrophe can by any means be avoided. It would be much better to strengthen the bund, but I am afraid that the funds provided do not generally admit of so advantageous and profitable a process being adopted. The widening of a bund is an expensive undertaking, and as the tank must be made secure there is no alternative but to lower the calingulah.

14. In some part of the bund the earth has somewhat given way, but the bund is not in a dangerous state. It is decidedly the duty of the ryots to repair the bund, and if they do not perform their customary labour, it should be repaired by Government at their expense. I have already noticed this subject in my letter, dated 27th November 1866, No. 209, explaining the way in which expenses of ordinary repairs might be charged on ryots.

I cannot recommend it
H G S.

15. I cannot refrain also from expressing my opinion that a considerable revenue may be raised from beds of tanks or sufficient to cover all expenses of their repairs. I do not mean to say that all tank beds may be cultivated, (they are so different from one another in their nature,) or that if any particular tank bed is allowed to be cultivated that the whole of it may be cultivated.

I cannot ask the Board's sanction
It is so obviously wrong
H G S.

16. The points to be considered are the vast extent of these beds equalling, if not surpassing, the area irrigated from them, and their surprising fertility. It is a pity to see such a large extent of land doomed to perpetual waste, and I should hope there is some way of turning it to account.

These beds water the Ayacut.
H. G S.

As the new survey is in progress a favourable opportunity is afforded for selecting what tank beds should be cultivated and for making out those portions of the beds that can be made over to ryots.

17. Moalgutta tank, in Royachoti talook, has been repaired at a large expense. It is a fine work. This tank has been breached, I understand, two or three times in the same place during the last thirty years. The water there is comparatively deep. The bund should have been widened even at the expense of the paddy fields behind it, but the cultivation is too small to admit of any further sum being spent.

18. Bunds should be made broader, and at ten or twenty yards distance from the bund there should be an excavation parallel to the work. The earth dug out should be made to form an inclined plane leading up to the bund and covering the lower rows of stones. Addalavari river channel near Voilpaud has been well repaired. A head sluice, a protecting wall, and two or three calingulahs for jungle streams have been built.

Quite right.
H. G. S.

I deem this report a very good one, and I can assure the Government that Mr. Roberts takes the greatest interest in the Department of Public Works of his enormous district.

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

From J. F. SNAITH, Esq., Acting Head Assistant Collector of Cuddapah, to the Collector of Cuddapah, dated 16th April 1867, No. 93

I have the honour to submit my report of the chief roads in my talooks

1. The road from Cuddapah to Sidhout is in wretched condition, it is in fact a mere euphemism to call it a road at all. Never perhaps from the first has it been properly traced, but at any rate now huge masses of rock protrude in the middle and on the sides of the road, and travelling on the roughest terms is barely practicable. In some places the loose stone are so large and lie so thick that one cannot, without fear of a fall, take a horse across them even at a walk. At some points I noticed that the ryots have made wholesale encroachments on the original limits of the road, a fact which will not facilitate repairs when they are undertaken on a large scale. The portions of the road so appropriated have been fenced and walled in with dishonest industry. A portion of the road has been repaired though last year and so much of it as has been done I feel bound to say has been executed with great neatness and care. But a road like a chain must be estimated by the weakness of its worst part. The slope on the Sidhout side of the river should be reduced. The descent and ascent must be extremely difficult for heavy traffic.

If funds be available I would recommend the construction of a causeway across the river, a detour being necessary at present, as shown in the accompanying sketch. The present road runs in the line A B C. A causeway from A to C would save not only distance but a heavy and toilsome drag in the river.

2. The road from Sidhout to Ontimittah crosses the river in a long diagonal after leaving Ontimittah, and this portion of it can of course only be accomplished with great difficulty. The remaining portion is extremely rough and bad, though it is doubtful whether the traffic along this route would justify much expense in the way of repairs. It is quite certain that no mean sum would suffice.

3. The road from Cuddapah to Budwail is in good order the whole distance; but I think that in some places the road would not be worse for little gravel and surface repairs. The road, so to speak, requires "darning"

4 The road from Pullampett to Chitwail is in very good condition, and is easily traversable by vehicles. The road on the ghaut near the eighth mile-stone winds round a hill, and opposite the hill is an appalling precipice which, in my opinion, calls imperatively for a stone parapet. No accident assuredly could happen here without loss of life.

5. The track from Chitwail to Kodur does not, and cannot, profess to be a road at all; but country carts can pass along with extreme slowness.

6. The road from Kodur to Nandalur is in good order, and calls for no remark. The repairs which have been recently executed have been done neatly and efficiently, and reflect great credit on the Overseer, Mr. Barnes.

7. From Nandalur to the 18th mile-stone the road is extremely rugged, and is in urgent need of repairs. At the same time there is no impediment so great as to stop traffic.

8 From the 18th mile-stone in to Ontimittah the road has been lately repaired, and this portion has been well cared for.

9. The road from Ontimittah to Cuddapah is in fair order, and offers no impediment to traffic. Some portions, however, about the 7th, 8th, and 9th mile-stones are rough, rugged, and stony. In one place I noticed men were digging a side channel; in another a check channel: it is either very early or very late for such operations.

Proceedings of the Madras Government, Public Works Department, 8th August 1867.

1. Resolved that the foregoing report be submitted for the information of Government.

2. The road over the Mallappah ghaut, referred to in paragraph 12 of the Collector's report, is an imperial road. The other roads cited are district lines which the Collector will be requested to provide for from the proceeds of the District Road Cess.

No. 208. ORDER THEREON, 8th August 1867, No. 2,414.

ESTABLISHMENT, No. 20.

Communicated to the Superintending Engineer of the 3rd Division, who will call the attention of the Range Officers concerned to the representations of the local Revenue authorities, and especially to paragraph 12 of the Collector' letter dated the 21st May last.

(True Extract.)

(Signed) J. H. M. SHAW STEWART, Major, R. E.,
Under Secretary to Government.

To the Superintending Engineer, 3rd Division.
" Revenue Department.
" Board of Revenue.

Exd. S. T. Augustin.

7P.

No. 4,484.

PROCEEDINGS OF THE BOARD OF REVENUE, dated 16th July 1867.

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13.	Mantapampally	A large tank.
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15	Camalapur...	This tank requires a road underneath the bund to enable the ryots to bring their produce from the fields
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5. I have also inspected the following roads :—

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ENCLOSURE No. 1.

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2. The third road to the west goes to Voilpaud. Near Chinna Tippasamadram it is in one place sandy. The fourth road goes to Cuddapah. On this road the bridges used to be without parapets, but they have lately been protected with low stone-walls which adds greatly to the safety of passengers. Four miles from Madanapally a short embankment has been broken which necessitates an abrupt descent into a gully. A bridge should be built without delay.

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5. The next taluk to be noticed is Voilpaud. The roads in this taluk lie in the western half connecting Voilpaud, Peelair, and Calcada. The southern road which goes through Voilpaud to Peelair has been cut up in some parts by the rains, but the greater part is in good order; three miles out from Voilpaud the road passes over a tank-bund extremely dangerous from its narrowness. I should think the greater part cannot be more than four yards broad. I was afraid to pass some bandies on it though I was only riding. The embankment should have some protection and here and there an extra breadth given to it. There are two or three other tank-bunds on this road in the same state. From Peelair to Calkada is the trunk-road, and from Calkada to Goorrumconda which is all uphill work the road is good.

6. In Royachoti taluk there are five roads branching from Royachoti. On the trunk-road to Guvulcherruvu some good such bridges have lately been made. Six or seven miles from Royachoti the road has been broken by the supply stream of the Hassinapuram tank. Nothing has been done to repair it for a long time. I hope the work will soon be commenced.

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8. The new road towards Kadiri is made for about six miles. About three miles out there is a narrow and steep embankment. It seemed to me between four and five yards broad. It is difficult to get bandies to cross on embankments of the kind when not protected. I have no doubt, however, that the Public Works Department will continue the excellent plan they have began of fencing such places with Castor-oil plants Beyond the sixth mile the road has not been commenced. There is only a very bad bullock-track over which it would be impossible to take spring vehicles. This is the state of the track up to the Kadiri taluk boundary from whence there is a good road to Kadiri. This broken part of the road is to be commenced, I believe, this year. It is very important to have this communication with Kadiri put on good footing throughout. A dangerous pass of twelve or fourteen miles in the middle of an otherwise good road is a serious damage to traffic.

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18 Bunds should be made broader, and at ten or twenty yards distance from the bund there should be an excavation parallel to the work. The earth dug out should be made to form an inclined plane leading up to the bund and covering the lower rows of stones. Addalavari river channel near Voilpaud has been well repaired. A head sluice, a protecting wall, and two or three calingulas for jungle streams have been built.

Quite right
H G S

I deem this report a very good one, and I can assure the Government that Mr. Roberts takes the greatest interest in the Department of Public Works of his enormous district.

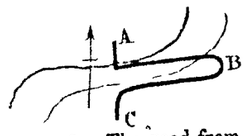
(Signed) H G. SMITH,
Collector.

ENCLOSURE No. 2.

From J. F. SNAITH, Esq., Acting Head Assistant Collector of Cuddapah, to the Collector of Cuddapah, dated 16th April 1867, No. 93

I have the honour to submit my report of the chief roads in my taluks

1. The road from Cuddapah to Sidhout is in wretched condition, it is in fact a mere euphemism to call it a road at all. Never perhaps from the first has it been properly traced, but at any rate now huge masses of rock protrude in the middle and on the sides of the road, and travelling on the that one cannot, without fear of a fall, take a horse across them even at a walk. At some points I noticed that the ryots have made wholesale encroachments on the original limits of the road, a fact which will not facilitate repairs when they are undertaken on a large scale. The portions of the road so appropriated have been fenced and walled in with dishonest industry. A portion of the road has been repaired though last year and so much of it as has been done I feel bound to say has been executed with great neatness and care. But a road like a chain must be estimated by the weakness of its worst part. The slope on the Sidhout side of the river should be reduced. The descent and ascent must be extremely difficult for heavy traffic.



If funds be available I would recommend the construction of a causeway across the river, a detour being necessary at present, as shown in the accompanying sketch. The present road runs in the line A B C. A causeway from A to C would save not only distance but a heavy and toilsome drag in the river.

2 The road from Sidhout to Ontimittah crosses the river in a long diagonal after leaving Ontimittah, and this portion of it can of course only be accomplished with great difficulty. The remaining portion is extremely rough and bad, though it is doubtful whether the traffic along this route would justify much expense in the way of repairs It is quite certain that no mean sum would suffice.

3 The road from Cuddapah to Budwail is in good order the whole distance; but I think that in some places the road would not be worse for a little gravel and surface repairs. The road, so to speak, requires "darning."

4. The road from Pullampett to Chitwail is in very good condition, and is easily traversable by vehicles The road on the Ghaut near the eighth mile-stone winds round a hill, and opposite the hill is an appalling precipice which, in my opinion, calls imperatively for a stone parapet. No accident assuredly could happen here without loss of life.

5. The track from Chitwail to Kodur does not, and cannot, profess to be a road at all; but country carts can pass along with extreme slowness

6. The road from Kodur to Nandalur is in good order, and calls for no remark The repairs which have been recently executed have been done neatly and efficiently, and reflect great credit on the Overseer, Mr. Barnes.

7. From Nandalur to the 18th mile-stone the road is extremely rugged, and is in urgent need of repairs. At the same time there is no impediment so great as to stop traffic.

From the 18th mile-stone in to Ontimittah the road has been lately [illegible] portion has been well cared for.

9. The road from Ontimittah to Cuddapah is in fair order, and offers no impediment to traffic. Some portions, however, about the 7th, 8th and 9th mile-stones are rough, rugged, and stony. In one place I noticed men were digging a side channel; in another a check channel: it is either very early or very late for such operations.

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1. Resolved that the foregoing report be submitted for the information of Government.

2. The road over the Mallappah Ghaut, referred to in paragraph 12 of the Collector's report, is an imperial road. The other roads cited are district lines which the Collector will be requested to provide for from the proceeds of the District Road Cess.

(True Copies and Extract.)

H. Cockburn
Acting Secretary.

To the Secretary to Government, Revenue Department.
,, the Secretary to Government, Department of Public Works.
,, the Collector of Cuddapah,
with original enclosures.

Exd. J. Wright.

1867. Department.

No.

PROCEEDINGS OF THE BOARD OF REVENUE,

Dated 16th July 1867.

No. 4,484.

Submitting with remarks report of Collector of Cuddapah on the Public Works of District for 1866-67.

Communicated to the Supdg Engineer of the 3rd Dvn, who will call the attention of the Range Officers concerned to the representations of the local Revenue authorities — & especially to para 12 of his letter dated the 21st May last —