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MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No. 2691 Press
~~B.P. No.~~ ~~Mis.~~

Dated 21-9-1874 ~~195~~

Not to be folded or roughly handled

No. 473. Read the following endorsement of the Revenue Department, dated 28th August 1874:

Read the following Proceedings of the Board of Revenue, dated 18th August 1874, No. 2,299 :—

Read the following letter from W. D. HORSLEY, Esq., Collector of Cuddapah, to J. GROSE, Esq., Secretary to the Board of Revenue, dated Pullampett, 11th July 1874, No. 160.

WITH reference to the enclosed copy of a letter* from the Chief Engineer of the Irrigation Company, I have the honor to request that the Board will permit me to employ a man for one year on Rupees 15 a month to register the traffic between the taluqs of Cuddapah, Proddatur, and Jamalmadugu.

* Dated 1st July 1874, No. 75.

2. The Board will observe that in paragraph 5 Mr. Latham mentions four places in this district at which traffic should be registered, viz., Nandialampett, Jamalmadugu, Proddatur, and Chennur. By his arrangement, it is probable that traffic will be registered twice over. What crosses the river Pennair at Jamalmadugu for Cuddapah will probably cross the same river at Proddatur. Double registry will, in the same way, probably take place at Nandialampett and Chennur. It, therefore, seems to me that one man near Cuddapah will be quite sufficient. If Mr. Latham wishes it, a Canal Peon might also assist; but the presence of a Police Constable, I think, might be advantageously dispensed with.

3. This arrangement is the only one I can think of to enable me to collect the almost unobtainable information required by Government in their Order, No. 1,396, dated May 23rd, 1874. This registration of traffic between the canal taluqs will after all be of little service to the Government. Cotton and indigo are the chief articles of commerce from Jamalmadugu and Proddatur to Cuddapah, and the extent of the traffic in those commodities depends entirely on the prices quoted at Madras. Just now a great deal more cotton is coming into Cuddapah than I recollect having known before except, perhaps during the American war, while there is little or no traffic in indigo. Dry grains have till lately been the chief import to the Northern Taluqs, because there was last year a deficiency of rain there, while the season in the Southern Taluqs was more favorable. Unless information is collected for a series of years, it will be of no value whatever. The returns of one year when trade is brisk will lead the Government to entertain expectations which the canal when opened will realize once in five years, while during the remaining four years, the navigation of the canal will be a dead loss to the Government and the Company.

4. The Board are aware that no statistics have hitherto been kept to enable me to furnish the information required by Government in paragraph 4 of their proceedings, and therefore I am at present powerless to afford Mr. Latham any information. Komaties and ryots are always mysterious on the subject of the extent of their trade, and, therefore, all information I can get from them will be certainly false, while the information gathered from others may be very far from the truth.

5. I beg that the Board, when sanctioning the employment of a maistry, will be good enough to point out to me in what other way I can arrive at anything like the truth regarding the exports and imports between three taluqs.

From J. H. LATHAM, Esq., Chief Engineer and Manager of the Madras Irrigation and Canal Company, to W. D. HORSLEY, Esq., Collector of Cuddapah, dated Kurnool, 1st July 1874, No. 75.

I HAVE the honor to ask your attention to the highly important G. O, No. 1,396, of 23rd May 1874, which I shall be perhaps right in describing as Proceedings, Madras Government, No. 510, and to the six points raised in that order.

2. As regards the first four of those points, I have myself and staff commenced the necessary estimates and calculations; but, on the 5th and 6th, it is in your power to obtain the information desired by Government, with a precision and authority far more effective than I can secure without such aid. I suggest first to consider what is the least information that will thoroughly and practically meet the queries of Government, including sufficient *checks* or tests of accuracy. It will then remain merely to take efficient steps to secure that information and I have little to do but to offer every possible assistance. It is true that the Government ask for *estimates* which involve opinion; but in *paragraph* 4, it is distinctly indicated that facts are to form the basis of such estimates, viz., the actual exports and imports *from and to each taluq* affected by the canal.

3. I am not aware that such statistics have yet been obtained for any taluqs in this Presidency, or indeed in India. If they have, the process by which they were obtained would afford a useful example. Had it only been a question of cost, I suppose there would never have been hesitation about ascertaining the exports and imports for each taluq in the Presidency. The difficulty lies in ensuring accuracy; and to secure this, a careful set of operations by subordinates of the Revenue Service, the Police, and the Canal Company seem likely enough to be successful.

4. Of the importance of having such statistics, the Government seem happily and fully aware. No doubt calculations of the amount of trade the country ought ultimately to support when every field shall be well formed and every crop well selected, and every cloth and utensil shall be brought from the best places of manufacture, are useful, especially in reference to the adjustment of taxes. Such calculations need little study of local markets, any more than a doctor consults local customs when his object is by a scientific analysis to find what foods will keep the human body in best health, and best develope every organ in it. But the butcher and baker must study present customs, if they are to secure a fair return for outlay, and it is necessary to follow the tradesmen's example, and learn local customs, if money is to be laid out in communications, so as to make immediate return to the public, and to be felt as a boon by every individual. Also, this is quite independent of the canal. If it be found that better roads will meet all practical requirements better, or at less cost than the canal, the information gained will be of the utmost value to Government and to the Local Fund Boards.

5. If you will favor me with such information as can be obtained at once from your department, and with your opinion as to its trustworthiness, and also with any proposal for testing this information, I shall be happy to assist in any way. As regards the actual testing of the traffic, it seems to me that it need not necessarily be restricted to taluq boundaries, since the population and area of every village is separately known. The whole area specially affected by the canal must include Cuddapah and Kurnool towns, since they are centres of supply and export, and the trade in these towns might perhaps be taken at the toll gates. For other traffic, it might be enough to gauge that of the taluqs of Nandikotkur, Nundial, Sirwell, Koilkuntla, Bunganapally, and Proddatur as a whole. This district lies between two ranges of hills impassable except at certain known passes, and is terminated at each end by a river passable also at a few known points. I suggest that the traffic be taken at the ten important passes* by a small staff of a Maistry or Writer with a Police Peon and Canal Peon, the two last paid by the canal; and that where less important fords or passes exist, the Village Curnam and Reddi, or in some cases, perhaps, the Forest Department, be asked to record the traffic.

* Say Gardimuddugu.
Allampur Ford.
Morayakunda Ford.
Gazlapully Pass.
Tamrazpully Pass.
Bunganapally Pass.
Nundialampett Pass.
Jamalmadugu Ford.
Proddatur Ford.
Chennur Ford.

Proceedings of the Madras Government, Public Works Department,
21*st September* 1874.

				Rs.
*1 Maistry ...	...	...	...	15
1 Police Peon	...	...	...	8
1 Canal Peon	...	...	...	7
			Total...	30 a Month.
Or for all stations		...	...	300
Or for a year	...	...	...	3,600
Fees to Curnams	...	...	...	400
				4,000

I strongly recommend that the staff* be maintained for one year, and am sure that the information gained will ensure that the cost of this staff will be saved in a single year's operations on the roads, etc.

6. It will be important that the villagers be made aware that the information is wanted to guide the Government and Local Fund Board and canal in making provision of roads, etc., for the village traffic; that it is, in fact, merely a census of traffic wholly unconnected with taxation. This information, together with a few queries to be answered by each driver, should be printed and posted up at the ten stations and elsewhere. I think no drivers will object to say whether they have come from the neighbourhood, or from a distance, nor what they are carrying, and that is perhaps all we want to know. Drivers from the neighbourhood nearly always give the name of the village they come from, but those from a distance may give any name not on the face of it absurd.

7. I write to the above effect to the Collector of Kurnool, and will wait to have your opinion as to the best course to be pursued.

SUBMITTED to Government, with reference to G. O., dated 23rd May 1874, No. 1,396, Public Works Department.

2. The Board observe that the point to be considered is not what is the inter-taluq traffic, but what traffic is likely to be carried by the canal when boats are supplied. The termini of the canal may be taken as Kurnool and Cuddapah. Kurnool is a veritable terminus. There is nothing beyond it so far as the canal is concerned, for the Railway will take every person and everything that wants to go beyond to Hyderabad or its neighbourhood.

3. Cuddapah, however, is only a halting place on the way to Madras and the south generally. The high road from Cuddapah to Kurnool follows the line of the canal for a great many miles, and the traffic along that road will be pretty nearly the measure of the traffic which the canal will have to carry at first.

4. The Collector of Cuddapah should take the traffic at the Chennur Ford over the Pennair and at Dhoor, twenty miles to the north, both on the road in question.

5. The proposal to take the traffic on cross lines anywhere near the terminus is only misleading, for there is not likely to be any transhipment of goods from cart to canal within thirty or forty miles of the terminus, and the returns, if taken as proposed on the main line, will catch all the cross traffic which will go to the canal.

6. Mr. Latham proposes to take traffic at Jamalmadugu, but Jamalmadugu is as near to the rail at Yerragoontla as it is to the canal, and at the Proddatur Ford which is only five miles from the Railway. The Board doubt whether these returns would be of any use.

7. The canal in its way from Kurnool to Cuddapah passes through the taluqs of Ramalkotta, Nandikotkur, Nundial, Sirwell and Koilkuntla in Kurnool, and Proddatur and Cuddapah in Cuddapah.

8. It may be expected to carry all the goods and many of the passengers bound to Cuddapah and the south from the town of Kurnool and part of the Ramalkotta taluq; probably the whole of both from the Nandikotkur, Nundial, and

Sirwell taluqs from the eastern part of Koilkuntla and possibly from Banganapally, and from about half of Proddatur in Cuddapah.

9. The return traffic from Cuddapah upwards to these taluqs will also go by the canal. The canal will not take a cart load from Jamalmadugu, nor will it take goods from the eastern side of the Nulla Mulla Hills. It will perhaps carry a portion of the heavy traffic that now flows from the town of Kurnool to the Railway at Ghooty.

10. The country the canal passes through produces a good deal of cotton and a little indigo, but very little else. It produces enough food for its own population, but no more, or at all events very little more. The wants of the people too are few. They import probably a little cloth and handware from Madras.

11. The traffic for the present will be very small, for the bulk of the cotton will reach the rail without touching the canal, and the Board think that the best thing for the Company to do would be to start a dozen or two of boats to be towed by coolies, and to carry passengers and goods at a very low rate of fare. They could add to their fleet as times improve. They should also license other boats at a moderate fee. All this could be done at an outlay of some Rupees 10,000 or Rupees 20,000, so far as the boats are concerned, and experience will soon show what more was wanted.

(True Copies and Extract.)

(Signed) J. GROSE,
Secretary.

TRANSFERRED to the Public Works Department.

(Signed) C. G. MASTER,
Acting Secy. to Govt., R.D.

No. 474. ORDER THEREON, 21st September 1874, No. 2,691.

IRRIGATION, No. 57.

RECORDED, with reference to G. O., No. 2,690, dated 21st September 1874, and with the remark that there will be no objection to the traffic on the Cuddapah and Kurnool road *viâ* Nundial being taken at the Chennur Ford and at Dhoor.

(True Extract.)

Lieut.-Colonel, R.E.,
Joint Secretary to Government.

To the Chief Engineer for Irrigation.
" " and Manager, Madras Irrigation and Canal Company.
" Revenue Department.

Exd. E. C. Shunker.

Spare Copies

Public Works Dept
Proceedings of the Madras Government
Read the following
Prop from Board of Revenue (No 2299 dated 18 Aug 1874)

2691

Recorded with reference to G. O. No 2690 dated 21st September 1874 and with the remark that there will be no objection to the traffic on the Cuddapah and Kurnool road viâ Nundial being taken at the Chennur ford and at Dhoor.

Init: 21/9/74

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Ch Engr for Irrign
" Mgr M & C Co
Rev Dept
5 Copies dispd 29/9/74.

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Govt. of 1874 Madras.

PUBLIC WORKS.

To

The Ld. Supr. for Irrigation

Dated

Recd. *Encl.*

G. O. 21 Sept. 1874, No. 2191

Nos. 473-474

with remarks—

Irrigation and Canal

Company's Canal

Proceedings the Bd. of Revenue submitting with remarks a letter from the Collr. of Cuddapah forwarding one from the Chief Engr. & Manager of the Co. regarding the enlargement of a masonry Culvert for regulating the supply on the, recorded