

Public (1896) Department.

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[Despatch Abstract.]

Recording proceedings, Rev. dep^t,
passing orders on papers relative to
the formation of an Ongole district
in lieu of Cuddapah with the
~~object~~ of transferring the head-quarters
of the Cuddapah & Kurnool districts
to more suitable stations.

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

Government (1896) of Madras. REVENUE.

Recd.

Enclosures

Regd.

1896

Spare copies

G.O., No. 423, 27th August 1896.

Order No. 1068 of 25.9.96
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25.9.96

August.

Ongole district.

Passing orders on papers relative to the formation of an — in lieu of Cuddapah with a view of transferring the head-quarters of the Cuddapah and Kurnool districts to more suitable stations.

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GOVERNMENT OF MADRAS.
REVENUE DEPARTMENT.

READ—Demi-official letter from the Private Secretary to His Excellency the Governor,
D. O. No. 630, dated 19th October 1894.

ABSTRACT.—Forwarding with remarks a memorandum by Mr. Thorburn containing proposals for the formation of an Ongole district in lieu of Cuddapah.

MEMORANDUM ON CUDDAPAH.

Recent lamentable events, and the recommendations of the Acting Sanitary Commissioner may have made Government willing to reconsider its refusal to abandon Cuddapah as the head-quarters of a district. All previous proposals have assumed the unchanged existence of the district, and have been hampered by the difficulty of finding a new seat of administration, which is not only healthy, but central and otherwise convenient. It does not seem to have occurred to any one, that the district might be abolished, and its head transferred to one newly constituted in a more populous part of the Presidency. Cuddapah is bordered by districts much below the average, both in population and revenue. Its territory may, with advantage, be distributed to these, with all its establishments except those of the Collector and Superintendent of Police. This, in brief, is the scheme which I venture to submit, as one of the chief sufferers by the long retention of a pestilential station, and as Judge of a district, whose work will be changed (but not lessened) by the proposed redistribution. It has been carefully thought out, during the last three years, with much study of maps and statistics.

2. The exact proposals are as follows—those which are essential being distinguished by italics :—

A. *That the Collector and Police Superintendent of Cuddapah be transferred to Ongole, as the head-quarters of a new district, made up of the Sub-Collector's division of Nellore district, the taluks of Palnad, Vinukonda and Narsaraopet in the Kistna district, and portions of the Cumbum and Markapur taluks in Kurnool district.* The district thus formed would have an area of 7,099 square miles with 1,171,226 inhabitants. It might afterwards be found convenient to round off the Kistna frontier by taking in the projecting part of Bapatla and Sattenápalle, and giving up to Guntúr taluk the projecting portion of Narsaraopet (Kondavid). The establishment of a new district of Ongole was, it may be mentioned, sanctioned by the Government of India in 1880–81, but postponed for want of funds. An obvious advantage of the change would be great relief to the overburdened officers of the very onerous Kistna district. So great, that they might in turn relieve the Gódvári district of the charge of Ellore taluk.

3. B. *That the Cuddapah district be apportioned to the neighbouring districts of Anantapur, Kurnool and Nellore (after reduction): Anantapur getting the Pulivendla taluk and the whole of the Sub-Collector's division, with that officer, the Judge and the Assistant Superintendent of Police; Kurnool getting the taluks of Cuddapah, Jammalamadugu and Proddatur, with a Deputy Collector; and Nellore getting the three taluks of Badvel, Sidhout, and Pullampet, also with a Deputy Collector.*

4. The net result of these changes would be, in Anantapur, an increase from 5,275 square miles with 701,549 inhabitants to 9,799 with 1,315,937. It would then be fully entitled to have a Judge to itself. Though very large, the district would not be difficult to keep in hand. The people are mostly docile, and it is traversed by railways in every direction.

5. Kurnool would lose 900 square miles with 112,350 inhabitants, and gain 1,618 with 354,613: the net result being an increase from 7,511 with 817,811 to 8,477 with 1,014,065. One great resultant advantage would be the inclusion of the whole length of the large Godavari canal in one district. It is also desirable that both sides of the great Nandya Forest should be under the same set of officers. For this reason I propose to split the Chinnur and Markapur taluks from north to south. In the former, Kurnool would keep about two-thirds of the area and nearly half of the population. In the latter about half of the area and one-third of the population. Particulars are given in the appendix. In Chinnur, Giddalur would remain the kasha of a taluk much reduced. In Markapur the northern half of the present taluk would be added to Vinukonda, while the kasha with a few southern villages might be united with the eastern strip of Chinnur to form a new taluk of Markapur. The villages retained by Kurnool would be added to the Nandikotkur taluk. The Amrak Deputy Tahasildar being moved over the Pass to Doranala. Atmak is an even more central place than Nandikotkur for the kasha of the taluk. The increase of work, caused by the addition of part of Markapur, might be reduced by transfers to Ramdurg taluk. Many western villages are within a dozen miles of Kurnool. But even if a few were kept, its population would be only 119,900.

6. Nellore would lose 3,778 square miles with 658,014 inhabitants, and gain 2,710 with 309,071: the net result being a decrease from 8,765 with 1,469,736 to 7,327 with 1,114,773. It could easily relieve North Arcot of the Kálahasti zemindari (about 750 square miles with 150,000 people).

7. C. That the Sub-Collector of Nellore be transferred from Ongole to Cuddapah or Nandyal, the enlarged Kurnool district requiring an officer of that standing somewhere near the Canal. The Kurnool Head Assistant might then be transferred to the Ongole district. The Assistant Superintendent of Police now stationed at Ongole would be available for Nellore or Bellary.

8. D. That the Ongole district be placed under the Criminal jurisdiction of the Krishna Sessions Court and under the Civil jurisdiction of the District Court of Nellore. It would be better, doubtless, that the Nellore Court should exercise both jurisdictions, but this is hardly possible until another Subordinate Judge has been added to the staff of the Presidency. It is quite impossible that both jurisdictions should be exercised by the Judge at Madhapatnam.

9. Some re-arrangement of Munsifs would be required. The Markapur Munsif should be transferred to Bellary or Anantapur—the three Munsifs at Ongole, Kangari and Narasimhapet being sufficient for the new district. The Munsifs at Cuddapah and Proddatur must both go to the Kurnool district, which loses Markapur. The Nandyal District Munsif having to take over Giddalur, must be relieved of Koilkuntla taluk. His file is already excessively heavy. The Nandyal Munsif would be included within the reconstituted district of Nellore. The present Bellary and Anantapur districts have only four Munsifs together, the Gooty District Munsif having jurisdiction over parts of both. They cannot be expected to deal with the work of the litigious Pulivendla taluk, in addition to what they have already. The Madanapalle District Munsif can do no more than take over the northern half of Rayachoti from the Cuddapah District Munsif. The Markapur District Munsif may, therefore, be advantageously placed at Tadpatri, with charge of that taluk and Pulivendla and part of Anantapur, the Gooty District Munsif taking over part of large and busy Munsif of Bellary. It is indeed worthy of consideration, whether the Gooty taluk, or the western half of it, with the Deputy Tahasildar at Urayakonda should not be transferred to the Bellary district. Adoni would be a better station for the Munsif now at Gooty, and Tadpatri a better station for the Deputy Collector, who would have to take charge of Pulivendla. The change would have the further advantage of greatly lessening the disparity between Bellary and the other Ceded districts. But Bellary would then, probably, need another Deputy Collector.

10. No increase of establishment would, however, be necessarily involved in the scheme now set forth. The only capital expenditure on new works, which cannot be avoided, is the cost of plain buildings at Ongole for a Collector's Treasury and Record office, and at Anantapur, Penukonda or Madanapalle for a District Court and a Judge's house. There are already a Sub-Collector's house and office at Ongole, which can be turned to account for the Collector. With due economy all the work immediately necessary can be done for a lakh, just about the capital value of the income from wet lands which Government intends to give up in the vain hope of making Cuddapah healthy. Already much has been spent in other ways without the slightest beneficial effect. The latest accounts show it to be worse than ever. The Madras Railway Company has now decided to dis-establish it as a residential station in favour of Nandalur.

11. I append schedules and a map, prepared to show more distinctly the process and effect of the changes proposed. It will be observed that the new districts are not less compact than the old. I trust that, if Government be not disposed to act on these proposals, it will nevertheless pardon me for making them, in view of my sufferings at Cuddapah, and the sympathy with fellow-sufferers which is one of my motives for writing.

No. 2294.

Transferred to the Revenue Department. The effect of the proposed changes upon the jurisdiction of the Civil Courts will be apparent from a reference to the maps at the end of the Civil Justice Report: the new districts are denoted by a red ink. G.O. No. 2211, Judicial, dated 11th September 1894, is also for water of reference.

(Signed) A. BUTTERWORTH,
Under Secretary.

For Secretary to
21st November 1896.

For Secretary to
21st November 1896.

Proceedings of the Board of Revenue, Land Revenue, Mysore, dated 29th May 1896.
No. 2451, dated 29th May 1896.

FULL BOARD.

Read the following letter from A. C. TATE, Esq., Collector of Cuddapah, to the Secretary to Government, Revenue Department (through the Secretary to Government, Land Revenue), dated Rayachoti, 12th May 1896.
For Secretary to Government.

I have the honour to submit, for the consideration of the Board and Government, proposals for the improvement of this district.

1. In the first place I propose the construction, as a famine protective work, of a railway from Kalkiri station on the South Indian Railway in Vayalpal taluk, through Kalkidi, Rayachoti, Lakshmedipatti, Soraladu and Venpalli to Erraguntla station on the Madras Railway in Cuddapah taluk.

A railway along this line might be easily and cheaply constructed. The only place where any appreciable difficulty will be met is near the Parangal river. A large bridge and some cutting would be necessary in that part of the line.

2. I would also recommend the continuation of this line past Erraguntla for six miles as far as the southern bank of the Pennar near Proddatur which is a large and important town. But this proposal is a purely subsidiary one. It may, at some future time, be desirable to continue this line through Proddatur and Koilkuntla taluks to Nandyal in the Kurnool district.

3. After construction of the famine protective line from Kalkiri to Erraguntla, I recommend that the head-quarters of this district be moved from Cuddapah to Rayachoti. If this is done, the importance of Cuddapah as a town will at once greatly diminish, and the population which is at present only 17,072 souls will in a very short time largely diminish. The scheme for the drainage of the town, on which it is now contemplated to spend a large sum of money, may then be given up. For although it cannot be said that, because a town is not a district head-quarters, it should not be properly drained, still Government would not, I think, be justified in spending a very large sum of money on a deserted head-quarters which is likely to dwindle away into quite a small and unimportant place.

4. I may take it for granted that the Board and Government are fully aware of the necessity of protecting from famine the country through which the proposed line of railway will pass. The suitability of Rayachoti as a district head-quarters, perhaps, calls for a few words of explanation. It is in the first place a very central spot and is accessible from all directions by roads, of which no less than seven converge upon Rayachoti. When the proposed railway is constructed, it will be easily accessible from every part of the district. In the next place it is healthy. Being situated on the banks of the Pennar, it is very much cooler than Cuddapah and there is very little fever which is the pest of this district. The water supply is ample and good. The Madras Railway Company were on 12th May flowing freely with excellent water.

7. The subordinate establishment of the various public offices will be able to obtain house accommodation in the town, but a Court house for the District Judge and offices for myself, and the Superintendent of Police and the Executive Engineer will have to be constructed. These officers will also require residences, and so will the District Surgeon.

8. If the proposal is sanctioned, I have reason to state that it is probable that I could get the residences for the above-named officials constructed by private individuals. As regards the public offices a new court house for the District Judge is a necessity, whether the district head-quarters continues at Cuddapah or is moved. The present court house should be condemned. It is an unfortunate circumstance that a new office has been constructed in Cuddapah a few years ago for the Collector. The building is a very fine one and cost a large sum of money. The material of which it is composed is very hard Cuddapah slate. I believe there would be no serious difficulty in taking it to pieces at Cuddapah, transporting the materials to Ráyachóti and re-erecting it there, and the expense of these operations would not be great, once the railway I have proposed is constructed. We have a light portable tramway at Balapalli belonging to the Forest Department and the materials could be easily run upon it from the present site to Cuddapah Railway station and from Ráyachóti to the new site. The Superintendent of Police is in the same position as the District Judge. His present office is located at Cuddapah in a private house which is in a very unsatisfactory state of repair.

9. So far as I am aware, Ráyachóti has not hitherto been thought of as a district head-quarters. The main reason for this, I take it to be that it possessed no railway communication. If the railway I propose be constructed this drawback will disappear, and there is no line of railway which is more necessary as a famine protective work. I have not burdened this letter with statistics and arguments, for the facts inducing my proposals are facts that are well-known and admitted. I am told that the line of railway from Kalikiri as far as Ráyachóti has been already investigated, but I can find no papers in my office on the subject.

10. As regards Divisional officer's charges, Ráyachóti taluk would fall to the Head-quarters Deputy Collector, and Pulivendla might be given to the Sub-Collector, the Jammalamadugu Deputy Collector taking Cuddapah and having his head-quarters at Proddatur. The Sidhout division would remain unchanged.

Resolution—Mis. No. 2451, dated 29th May 1896.

Submitted to Government to whom the letter is addressed.

2. In the Board's opinion the Collector should be required to institute a more detailed enquiry into the present proposals, which do not appear to be the result of very mature consideration.

3. As regards the construction of a railway from Kalikiri through Ráyachóti to Yerraguntla, the information specified in paragraph 5 of the Government of India letter read in G.O., No. 4403, Revenue, dated 5th November 1895, must first be collected, and its protective value can then be considered.

4. The Collector has overlooked the correspondence printed in G.Os., No. 429, dated 29th April 1873, and No. 1104, dated 16th July 1873, in which proposals for moving the head-quarters of his district from Cuddapah were discussed. The then Collector, Mr. Horsley, recommended Ráyachóti, and a detailed report was obtained from the Sanitary Commissioner, Dr. Cornish, upon the relative advantages of the various localities suggested. Dr. Cornish considered that "the climate and position of Ráyachóti pointed it out as probably a better site than Cuddapah, but that the distance from the line of rail constituted a very serious objection to its occupation." The Board, however, recommended that the Collector and his office should be sent to Ráyachóti for a year, so as to test its capabilities as a district head-quarters, but the Government in its Order, No. 1974, Judicial, dated 11th December 1873, determined to allow the existing arrangements to continue.

5. Since the events above detailed, the unhealthiness of the town of Cuddapah has been frequently brought to the notice of the authorities, and a Sanitary Board has recently reported upon the question of remedial measures. Money has been allotted for making borings and further surveys in connection with a drainage scheme, and in G.O., No. 1311 M., dated 12th August 1895, plans and estimates have been called for. The Board is not aware whether any further steps have been taken in the matter.

6. The Board adheres to the opinion expressed in the correspondence of 1873 quoted above, and considers that if a railway is constructed to Ráyachóti it would form the most suitable head-quarters from all points of view. The main drawback of the move would be the heavy expense of constructing offices and residences for the various officials, but it may be noted that the cost of the Cuddapah drainage scheme would go a long way to meet such charges, and with the exception of the Collector's office the existing buildings in Cuddapah are mostly in a dilapidated condition. As the Collector points out, the Judge must, in any case, have a new court house and the office of the Superintendent of Police is located in a private house. The District Forest-officer's head-quarters have, with some hesitation, been ordered to be transferred to Madanapalle (*vide* G.O., No. 2724, Revenue, dated 9th July 1895).

7. In conclusion the Board ventures to deprecate the further expenditure of large sums of money in erecting public buildings at Cuddapah. The success of any drainage scheme must at the best be problematical, and if it be decided to make a costly outlay in furtherance of the recommendations of the Sanitary Board, it would, in the Board's opinion, be advisable to await the results of such measures before giving additional hostages to fortune in the shape of permanent offices.

(True Copy and Extract.)

(Signed) R. C. C. CARR,
Acting Secretary.

To the Secretary to Government, Revenue Department, with letter in original.

READ—the following Proceedings of the Board of Revenue (Revenue Settlement, Land Records and Agriculture), dated 10th June 1896, Mis. No. 2838 :—

Read—the following letter from the Collector of Kurnool, dated 29th May 1896, C. No. A./Eng. :—

In continuation of my report proposing a Railway branch line from Dhoné to Kurnool as a protective line against famine, Dis. No. 374 English, dated 20th March 1896, I have the honour to enclose an extract from the *Pioneer* of the 26th instant, from which it will be seen that Mr. Allen, Assistant Engineer, is now proceeding with the survey of a line from Hyderabad to Nandyal on the Southern Mahratta Railway and to enquire whether this is a fact, and if so, whether or not there is any prospect of the railway coming to Kurnool.

2. Several expensive buildings have been sanctioned of late by Government at Kurnool and they are all to be erected in the very near future. If, however, Kurnool remains without a railway and Nandyal becomes junction of two lines of railway, it is probable that Nandyal will become the head-quarters of the district, to which it already lays claim owing to its central position. Before, therefore, incurring a very heavy expenditure on buildings in Kurnool, it seems advisable to settle definitely the question of connecting Kurnool with the rail.

3. The line alluded to in the *Pioneer* seems to be the very one I suggested to the Agent, Southern Mahratta Railway, in 1893. I enclose a copy of my letter for the Board's information.

Resolution—dated 10th June 1896, Mis. No. 2838.

The Consulting Engineer for Railways will be requested to favour the Board with any information available regarding the question put in paragraph 1 of Mr. Mullaly's letter.

2. Copy of the letter will also be submitted, for the information of Government, in reference to the remarks made as to the probable increase in the importance of Nandyal. The Nandyal Valley is almost throughout its length rich with valuable forests on the whole of its eastern side.

(True Copy and Extract.)

(Signed) P. RAJARATNA MUDALIAR,
Secretary.

To the Consulting Engineer for Railways.

„ Secretary to Government, Revenue Department,

with copy of Board's Proceedings, No. 1634,

dated 30th March 1896.

„ Collector of Kurnool.

Copy to the Secretary to the Commissioners of Land Revenue.

READ—also the following Proceedings of the Board of Revenue (Revenue Settlement, Land Records and Agriculture), dated 1st July 1896, Mis. No. 3262 :—

Read—the following letter from the Engineer-in-Chief, Hyderabad-Gódávri Valley Railway, to the Consulting Engineer for Railways, dated 10th June 1896, No. 643 :—

In reply to your letter, No. 1733, dated 6th instant, I have the honour to reply that the newspaper paragraph referred to by the Collector of Kurnool is quite unauthorized and misleading. The only foundation for the rumour is that before settling definitely the terminal arrangements at Hyderabad of the proposed Hyderabad-Gódávri Valley line of the Nizam's State Railway, I gave orders for a survey of the ground between the present Hyderabad railway station and the city of Hyderabad, so as to be certain, in the event of its being hereafter decided to extend the metre gauge system to meet the Southern Mahratta Railway, of being able to get away to the south from the present station.

2. It is possible that a survey to the south from Hyderabad may be sanctioned next cold weather, as far as the boundary of the Nizam's Dominions, that is, the Kistna river, and in view of this contingency, I would be very glad of any suggestions from the local authorities as to what should be, in their opinion, the best route for the continuation in the Madras Presidency, of such an extension from Hyderabad. The present proposal is that the Hyderabad-Gódávri Valley Railway should be on the metre gauge.

3. I return the enclosures received with your letter under reply.

No. 1857.

Forwarded to the Secretary to the Board of Revenue (Revenue Settlement, Land Records and Agriculture), for information, with reference to Board's Proceedings, Mis. No. 2838, dated 10th June 1896.

18th June 1896.

(Signed) F. D. FOWLER,
for Consulting Engineer for Railways.

Resolution—dated 1st July 1896, Mis. No. 3262.

Communicated to the Collectors of Kurnool and Kistna.

2. The information asked for in the concluding portion of paragraph 2 of the letter from the Engineer-in-Chief, Hyderabad-Gódávri Valley Railway, was contained in the Collector's letter of the 11th October 1893, a copy of which has been furnished to the Consulting Engineer with Board's Proceedings, Mis. No. 2838, dated 10th June

1896. The Board forwards, herewith, an extract from a recent report received from the Collector of Kistna advocating a continuation of the railway to join the Southern Mahratta Railway at Narasaraopet.

(True Copy and Extract.)

(Signed) P. RAJARATNA MUDALIAR,
Secretary.

To the Collectors of Kurnool and Kistna.

„ Consulting Engineer for Railways, with extract.

Copy to the Secretary to Government, Revenue Department.

ORDER—No. 423, Revenue, dated 27th August 1896.

Miscellaneous.

The foregoing papers relate to various proposals to alter the limits of Cuddapah, Nellore and the adjacent districts with the chief objects of redistributing the various district and divisional charges more evenly and of transferring the head-quarters of the Cuddapah and Kurnool districts to more suitable stations.

2. The first paper contains a scheme propounded by Mr. W. M. Thorburn, I.C.S., the salient feature of which is the creation of a new district, to be styled the Ongole district, and the entire abolition of the Cuddapah Collectorate. Mr. Thorburn seeks to achieve this object by a redistribution of no less than eight districts, namely, Bellary, Anantapur, Kurnool, Cuddapah, Kistna, Gódávri, Nellore and North Arcot. As an incidental argument in favour of his scheme, he urges that the changes which he proposes will result in material relief to the Collectors of the large and heavy districts of Kistna and Gódávri, but the chief merit of the proposed Ongole district is said to be that the interests involved in it are so small that there would be little possibility of harm arising from entrusting the administration to officers of a lower grade. After a careful consideration of Mr. Thorburn's proposals, the Government considers that the disadvantages to which they are open altogether outweigh any benefits which might possibly be derived from their adoption. In the first place the alterations in district boundaries involve a great disturbance of the customs of the ryot population who have become habituated to existing conditions, must necessarily interfere with the recognized trade routes and cause a serious dislocation of administrative arrangements in numerous departments, as well as considerable expenditure upon new buildings. Secondly, the creation of such a charge as the proposed Ongole district is not only inexpedient on grounds of principle but also unnecessary, for, even if other objections were not insuperable, the existing district of Anantapur would be equally well suited for administration by officers of a lower grade. Again the district charges of Kistna and Gódávri, though undoubtedly heavy, are not heavier than Tanjore, and the relief which Mr. Thorburn proposes to afford by transferring Ellore taluk from the Gódávri to the Kistna district and the General Duty Deputy Collector's division from the Kistna to the Ongole district would not be sufficiently material to justify the administrative dislocation inseparable from such transfers. Lastly, what is perhaps the key-note to Mr. Thorburn's scheme, namely, the desire to abolish the head-quarter station of Cuddapah, is a matter which admits of disposal in a simpler manner and with less expense. Moreover, the Government has recently directed the preparation of detailed estimates for giving effect to a series of recommendations made by the Sanitary Board in view to the improvement of the drainage of Cuddapah town, and until these estimates have been prepared and submitted for consideration, it is in any case undesirable to re-open the question of changing the head-quarters of the Cuddapah district.

G.O., No. 1311 M, dated 12th August 1895.

3. In the second of the papers read above, Mr. Tate, the Acting Collector of Cuddapah, proposes to construct, as a famine protective work, a railway from Kalikiri station on the South Indian Railway through the Vayalpad, Ráyachóti, Pulivendla

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READ AGAIN G.O., No. DATED
 189

CURRENT No.

ENCLOSURES TO C. No.

ORDER OF GOVERNMENT ... A A A A A A A

LETTER OF GOVERNMENT.

STATEMENT WITH DITTO.

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189