M.R.O. 14—18,000—27-9-34

MADRAS RECORD OFFICE.

Government of Madras.

Revenue **DEPARTMENT.**

G.O. No. 1238 Press ~~Mis.~~

243. 244.

Dated 20 - 7 - 1864.

Not to be folded or roughly handled

No. 243. Read the following Proceedings of the Board of Revenue, dated 27th June 1864, No. 3,953.

Read the following letter from the Acting Collector of Cuddapah, dated Muddenpully, 15th June 1864, No. 80:—

1. I have the honor to submit my report on the Public Works in this District for 1863-64.

2. The following Statement shows the amount expended both on irrigation and other works and the amount of work performed on the different principal roads in the Cuddapah District for 1863-64.

Statement of expenditure on Public Works in the Cuddapah District during the year 1863-64:—

Imperial.

	Irrigation.			Communication.			Buildings.		
	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.
New works	1,861	3	0	1,05,424	15	3	11,782	15	11
Repairs	32,098	2	5	83,188	11	7	1,994	8	4
Total ...	33,959	5	5	1,88,613	10	10	13,777	8	3

The principal new works are as follow:—

Bridges and Tunnels on the Siglibail road.—Expended in 1863-64, Rupees 2,308-12-11.—These works are now completed. During the past year a bridge of one arch of forty-five feet span, a bridge of three arches of nine feet span, and a tunnel, have been finished.

Famine roads in the Khadri Talook.—Expended in 1863-64, Rupees 8,893.—Two roads are in progress, namely, from Galived by Khadri to the Bellary frontier at Davipatla, and from Khadri by Mutialcherru to Mahomedabad.

Metalling a portion of Trunk Road No. XI.—Expended in 1863-64, Rupees 7,099-15-4.—In the Kalkadda Talook five miles and in the Cuddapah Talook two miles and six furlongs were metalled.

Road from Cuddapah via Balpalee to Madras.—Expended in 1863-64, Rupees 16,109-14-8.—In the Cuddapah Talook the following work was performed:—

3 miles 3 furlongs 104 yards metalled.
3 do. 5 do. 107 do. side channels cleared.
2 do. 0 do. 91 do. do. cut.
0 do. 0 do. 53 do. do. revetted.
1 do. 2 do. 8 do. cleared of stone.
0 do. 3 do. 18 do. road repaired.

In the Pullampett Talook.

10½ miles of road gravelled.
32⅝ do. repaired.
1,800 yards formed.

3 tunnels of 3 vents 4′ by 3′
1 do. 2 do. 4′ „ 3′
5 do. 1 do. 4′ „ 3′
2 do. 3 do. 4′ „ 4′
1 do. 2 do. 4′ „ 4′
1 do. 1 do. 8′ „ 4′
1 do. 1 do. 3½′ „ 3′
4 do. 1 do. 3′ „ 3′
2 do. 1 do. 3′ „ 2⅝′
2 do. 1 do. 3′ „ 2′
2 do. 1 do. 3′ „ 2½′
2 do. 1 do. 2′ „ 2½′
11 do. 1 do. 1½′ „ 1½′
14 road dams.

The worst portions of the road between Kodur and Balpalle have been repaired, the Ghât beyond Shettygoontah has been cleared of stone and five road dams built.

Road from Cuddapah to the Karnool frontier.—Expended in 1863-64, Rupees 13,252-10-8.

5 miles of road metalled.
1 tunnel of 3 vents 4′ by 4′
2 do. 2 do. 3′ „ 4′
1 do. 1 do. 3′ „ 4′
4 do. 1 do. 1½′ „ 1½′
5 road dams.

Road from Cuddapah to the Bellary frontier.—Expended in 1863-64, Rupees 27,704-0-10.—In the Cuddapah range the work performed is as follows:—

3 miles 3 furlongs 170 yards road raised.
3 do. 4 do. 162 do. metalled.
0 do. 2 do. 76 do. partly do.
0 do. 6 do. 120 do. earth-work done.
2 do. 7 do. 0 do. metalled.
6,386 cubic yards gravel dug.
2 road dams built.

In the Pooddatur range.

3½ miles 4 furlongs of road completed.
1 do. partly do.
2 tunnels of 6 vents 4½′ by 4′
1 do. 7 do. 4½′ „ 4½′
1 do. 2 do. 4½′ „ 4½′
2 do. 1 do. 2′ „ 2½′
2 road dams.

Bridges on the Madras road.—Expended in 1863-64, Rupees 3,807-15-11.

1 bridge of 1 arch of 12 feet span completed
1 do. of 1 do. 9 do. nearly completed
1 do. of 2 do. 9 do. in progress.

Road over the Sanepoy Ghát—Expended in 1863-64, Rupees 22,753-2-8.—Road over Ghát widened from four to seven yards, revetments built, metal collected for three miles of road at the west of Ghát side and check channels excavated, and numerous tunnels built, 600 running yards of parapet on Ghát completed.

Bridges and Tunnels on Trunk Road No. XI—Expended in 1863-64, Rupees 1,648-4-3.

Bandapalla Bridge of 5 arches of 30′ span, completed.
Ethlacherru do. 4 do. 36′ do., nearly do.
Suddamalla do. 4 do. 36′ do., arches turned.

Converting the Overseer's Shed at Madanapalli into a Travellers' Bungalow—Expended in 1863-64, Rupees 508-14-9.—This work is completed.

Sub-Collector's Cutcherry at Madanapalli—Expended in 1863-64, Rupees 2,780-13-2—This work is in progress.

REPAIRS.

Irrigation.

Irrigation Canals...	...	19	Calingulahs	...	...	19
Anicuts...	...	14	Sluices	...	...	41
Tanks ...	...	55	Dykes	...	...	1

Communications.—Four hundred and thirty-one miles road repaired, sixty cubic yards revetment built, fifty-one tunnels of from one to four vents constructed, eighteen tunnels repaired and two road dams fifty-six yards long built.

Buildings.

Military ...	...	...	3	Public ...	...	...	2
Revenue ...	...	...	6	Judicial ...	...	...	6

INCOME TAX.

Road from Cuddapah towards Nellore.—Expended in 1863-64, Rupees 5,000.

Work performed in the Badvail Talook.—1 mile, 2 furlongs, 50 yards metalled, 2 tunnels of 2 vents 4′ by 4′, and 2 road dams:—

In the Pooddatur Talook.

1 Bridge of 1 arch 12 feet span completed.
1 Tunnel of 3 vents 4½′ by 4′ completed.
1 do. 2 do. 6′ by 4′ do.
1 do. 1 do. 6′ by 4′ do.

Road from Cuddapah towards Kurnool—Expended in 1863-64, Rupees 5,000.

2 miles of road metalled.
1 Tunnel of 1 vent 3′ by 4′.
2 road dams.

Road from Cuddapah towards Bellary—Expended in 1863-64, Rupees 9,999-2-0,—*Vide* remarks above, under Imperial expenditure.

Road from Cuddapah via Balpalle towards Madras—Expended in 1863-64, Rupees 19,987-9-3.—Work performed in the Cuddapah range.

3 miles 0 furlongs 156 yards metalled.
3 do. 5 do. 48 do. do.
0 do. 6 do. 155 do. do.
2 do. 1 do. 138 side channels cleared.

684 cubic yards earth
882 do. revetment

In the Pullempett Talook.

7 miles of road metalled.
14 tunnels and 12 road dams built.

Bridges and Tunnels on Trunk Road No. XI—Expended in 1863-64 Rupees 9,095-5-9.—Vide remark above under Imperial expenditure.

3. Annexed is a copy of the Sub-Collector's report on the different works visited by him during the year under review.

4. During the year I have inspected the road from Muddenpully to Voilpaud, and that from Gurramcondah to Calcadda, and considering the small amount of funds available out of the Local Funds, the work done is very creditable. I have also gone over the roads from Calcadda to Pullempett via the Sanepoy Ghát, from Pullempett to Codoor and Cuddapah, from Cuddapah to Nellore frontier, and from Cuddapah to Gandloor, and I think they are as good as any in other Districts. The repairs also of the works of irrigation seem well executed.

5. The great want of the District is anicuts to store water, which I feel sure could be as easily constructed over the Papagni, Pennair, Cheyair, and Mandavya, as they are the rivers in Tanjore, Cuddalore, Trichinopoly, and North Arcot. The rivers also on the roads from Muddenpully to Kadiri should certainly be bridged as soon as possible.

6. A communication as a Railway feeder for Pormamilla to Budwail, from Pooddatur to Yerragontla, and from Poolivendla to Muddanur, for the second of which I already have an Estimate made.

To open into Cumbum.

From F. B. MOLONY, Esq., Sub-Collector of Cuddapah, to H. G. SMITH, Esq., Acting Collector of Cuddapah, dated Muddenpully, 30th April 1864, No. 78.

I have the honor to make the usual report on the state of tanks, roads, and other public works visited by me during the year past. I scarcely think it necessary to report on the state of all the small and comparatively insignificant tanks inspected; so will confine myself to the more important works.

Works of irrigation inspected.

MUDDENPULLY TALOOK.

Cundkoor Tank.—This is the finest irrigation work in the Division, and is in admirable order. The bund is enormously strong; the stone facing regular and well kept. The calingulah is apparently ample. There is some work being done now at the rough stone apron in rear of the calingulah, which will be shortly finished.

Pedda Tippasamudrum Tank.—In my last report on this work I stated that the masonry of the western sluice was broken, and that some subsidiary works required repair. The sluice has not been mended, but I have ascertained that the leak in it is small, and of no consequence, and that the water is all utilized. The subsidiary works have been placed in repair. In other respects the tank is in good order. The calingulah cannot be conveniently raised, as a considerable quantity of land would be swamped.

Somepully Tank.—This is also a fine tank, and is in very good order.

Goomasamudram Tank.—Requires a little work which is either in hand or actually completed.

Ghuttoo Narasimhanainee Tank.—Is in good order and requires no work.

Ghuttoo Papinainee Tank.—Bund requires levelling and some repairs of one of the sluices This is being done.

KADIRI TALOOK.

Kadiri Davaracherroo.—Is in good order. This fine tank had not a drop of water in it when I visited it in January.

Mootialcheroo Tank.—This tank was in good order when I visited it; since then a slip of a portion of the stone-facing has taken place. This is now being repaired, and is of no great consequence. The calingulah of the tank which has recently been constructed is a very good piece of work, and I should think of ample capacity.

Vunkamaddy Tank.—This tank was in great want of repairs. The low level sluice was blocked up with silt, and had been so for years. The calingulah was badly situated in the site

of an old breach. The water was taken from the high level sluice across the surplus channel by an earthern bund, which of course was washed away whenever the calingulah discharged. Efforts have since been made to clear the low level sluice. This is a matter of great difficulty, and I am not yet informed whether it has been successfully accomplished. An Estimate has been framed for altering the calingulah. This will not be a very expensive work, as there is a natural calingulah over a bed of rock in an excellent position. The chief expense will be filling in the old calingulah and strengthening the bund of the old breach.

Reddipulli Tank.—In good order.

Saddemjumboo Tank.—In fair order.

KALKADDA TALOOK.

Munchoor Tank.—The Ryots under this tank are very anxious for an anicut across the Baboo-nuddy river near the village of Munchoor, with a channel to fill this tank. I believe that there was formerly a project of this sort in contemplation; but it was never carried out. I shall however ascertain the financial prospects of such an undertaking, and should it appear to be worth while to take it in hand, request the Executive Engineer to frame an Estimate for the work.

Gurumitta Redlacheroo and Amagaricheroo.—In the former of these tanks a large slip of the stone-facing has taken place apparently many years ago. A channel from the calingulah of this tank to the Amagaricheroo, and which forms part of the supply of that tank, requires clearing. A letter on this subject was written to Mr. George lately in charge of that range; but I have not yet been informed whether the work has been taken in hand.

ROADS.—*From Muddenpully to the frontier of Mysore.*—This road is in very good order; the last bridge, one of three small arches, is now nearly completed, and the road will then be finished.

From Muddenpully to Royachoty.—This road is an excellent gravelled road.—A bridge over the river, near Coorbulcotta, that supplies the Chinna Tippasamudram tank should be undertaken. The road becomes very heavy in wet weather, but I believe it is in contemplation to metal it. In ordinary weather there is no obstruction the whole way.

From Muddenpully to the Poonganoor frontier.—A bridge is required over the nullah at the frontier. At present the approach on the northern side is very steep. In other respects the road is an excellent gravelled road. I have also been over the works on the other side of the frontier towards Poonganoor. There is a bit of road just beyond the frontier that is not so good as it might be, but Major Palmer has resolved, I think very wisely, not to do anything there till he is able to metal it. The nature of the soil is very bad for road making, and gravel would have to be carted from a long distance. Beyond this there is a small ghát up which the road is completed, and this piece of work is most creditably turned out.

From Muddenpully to Kadiri.—This road is much improved since my last report. There is still a good deal to be done. The best part is near Kadiri, but it is all very fair. I have already written about the Papugny bridge near Balasamudrum. This will be a very large work. There is another much smaller work which is much required. This is a bridge over the surplus channel of the Rungasamudrum tank at the village of Vapoorcotta. The channel is of no great breadth, but is just where the road crosses it, deep and muddy, and generally there is water nearly up to the axle of an ordinary bandy. This work might precede the great bridge over the Papugny on account of its lesser cost, and because the crossing of this channel is always an obstruction even at the driest part of the year. In last year's report on this road, I recommended a bridge over the supply channel of the Chinna Tippasamudram tank. This is much required, but I will not urge it further in this report. This road has become a very important line of communication, and I am anxious to see it placed on the footing it merits. It has the misfortune of running across the drainage of the country, and therefore must be expensive in works of construction. I have in this report, and in that of last year, given those more immediately required, but there are others that will eventually have to be undertaken. They are not large, but there are a good many of them.

Road from Gooramcondah to Kalkadda.—This is a good country road, but rather heavy. Some tunnels have been built since last report. The soil is generally unfavourable for road making being of that kind which pulverizes very rapidly.

Trunk Road No. XI, from Cuddapah to Peelair.—I can only report on this road from Goolcherroo to Kalkadda, that being the portion I have been over. The roadway is very good. I regret I cannot report the same of the new bridges. Two arches of one, as you are aware, have fallen, and another (the Bundapalli bridge) you are also aware I have already reported as in my opinion unsound. I have seen nothing to make me after that opinion. On the contrary my last visit to the bridge makes me adhere to it more strongly than ever.

Collector's remarks.
I quite concur from personal inspection.

Road from Mahal to Trunk Road No. XI near Kalkadda.—This is a road subscribed for by private individuals. These subscriptions have been doubled from local funds, and I have much

pleasure in reporting that the work has been carried out well, and in accordance with the wishes of the subscribers. I have myself seen a large traffic on this road, and cannot doubt that the subscribers feel that their money is well laid out.

Road from Kadiri to Royachoty.—This is a new undertaking, and must be treated as such. In January last I drove a dog-cart over it certainly with some difficulty, but then it must be considered that no masonry works have been yet undertaken. If this be taken into account, there was no further obstruction. This road in connection with the one now being made out of the famine grant from the Bellary frontier to Kadiri, and with the one next to be mentioned from Royachoty across the Sonepoy ghát to Rajempet station of the North-West Railway, will be a very useful line of communication, and will always be of value as an outlet for the produce of the Kadiri Talook.

Road from Royachoty across the Sonepoy ghát to Rajempet.—The road is but indifferent and in many places bad from Royachoty to Sonepoy. The Sonepoy ghát since it has been widened is a fine work, but the length of it is against it, and the fact of their being two rises and two falls is still more so. It is in fact a double ghát, the second commencing at the end of the first. This is unfortunate, but could not have been avoided. The peculiar course that the river takes among the hills left only the trace that has been adapted. It may be doubted whether traffic will not prefer the route by the Goolcherroo ghát into Cuddapah; but this must be matter of experience.

I have only now to add what perhaps it is beyond my province to do, but what I wish to place on record, that I have at all times received from Major Palmer, the Executive Engineer of the principal part of this Division, every assistance that I could possibly wish, and that I have the highest appreciation of his work, which, in my opinion, is turned out in the best style that can be done from the money sanctioned.

Collector's remarks.
I am of the same opinion.

(True Copy.)

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

---

1. Ordered to be submitted for the information of Government in the Department Public Works. The report must on the whole be deemed satisfactory. The Board request the Acting Collector in future to omit the details of measurements, and to record at greater length the results of his personal observations in the manner adopted by the Sub-Collector.

2. Attention is requested to the remarks on the bridge work on the Muddenpillay and Kadiri line, and on the Cuddapah and Peelair Trunk road.

3. The Board are glad to note the testimony of the Revenue Officers to Captain Palmer's zeal and efficiency.

No. 244. ORDER THEREON, 14th July 1864, No. 1,238.

Miscellaneous.

Ordered to be recorded.

(True Extract.)

(Signed) C. G. MASTER,
Deputy Secretary to Government.

To the Board of Revenue.
„ the Department Public Works.

Exd. S. T. Augustin.

letter on this subject was written to Mr. George lately in charge of that range; but I have not yet been informed whether the work has been taken in hand.

Roads.—*From Muddenpully to the frontier of Mysore.*—This road is in very good order; the last bridge, one of three small arches, is now nearly completed, and the road will then be finished.

From Muddenpully to Royachoty.—This road is an excellent gravelled road. A bridge over the river, near Coorbulcotta, that supplies the Chinna Tippasamudram tank should be undertaken. The road becomes very heavy in wet weather, but I believe it is in contemplation to metal it. In ordinary weather there is no obstruction the whole way.

From Muddenpully to the Poonganoor frontier.—A bridge is required over the nullah at the frontier. At present the approach on the northern side is very steep. In other respects the road is an excellent gravelled road. I have also been over the works on the other side of the frontier towards Poonganoor. There is a bit of road just beyond the frontier that is not so good as it might be, but Major Palmer has resolved, I think very wisely, not to do anything there till he is able to metal it. The nature of the soil is very bad for road making, and gravel would have to be carted from a long distance. Beyond this there is a small ghat up which the road is completed, and this piece of work is most creditably turned out.

From Muddenpully to Kadiri.—This road is much improved since my last report. There is still a good deal to be done. The best part is near Kadiri, but it is all very fair. I have already written about the Papugny bridge near Balasamudrum. This will be a very large work. There is another much smaller work which is much required. This is a bridge over the surplus channel of the Rungasamudrum tank at the village of Vapoorcotta. The channel is of no great breadth, but is just where the road crosses it, deep and muddy, and generally there is water nearly up to the axle of an ordinary bandy. This work might precede the great bridge over the Papugny on account of its lesser cost, and because the crossing of this channel is always an obstruction even at the driest part of the year. In last year's report on this road, I recommended a bridge over the supply channel of the Chinna Tippasamudram tank. This is much required, but I will not urge it further in this report. This road has become a very important line of communication, and I am anxious to see it placed on the footing it merits. It has the misfortune of running across the drainage of the country, and therefore must be expensive in works of construction. I have in this report, and in that of last year, given those more immediately required, but there are others that will eventually have to be undertaken. They are not large, but there are a good many of them.

Road from Gooramcondah to Kalkadda.—This is a good country road, but rather heavy. Some tunnels have been built since last report. The soil is generally unfavorable for road making being of that kind which pulverizes very rapidly.

Trunk Road No. XI, from Cuddapah to Peclair.—I can only report on this road from Goolcherroo to Kalkadda, that being the portion I have been over. The roadway is very good. I [illegible] report the same of the new bridges. Two arches of one, as you are aware, have fallen, and another (the Bundapalli bridge) you are also aware I have already reported as in my opinion unsound. I have seen nothing to make me alter that opinion. On the contrary my last visit to the bridge makes me adhere to it more strongly than ever.

Collector's remarks.
I quite concur from personal inspection.

Road from Mahal to Trunk Road No. XI near Kalkadda.—This is a road subscribed for by private individuals. These subscriptions have been doubled from local funds, and I have much pleasure in reporting that the work has been carried out well, and in accordance with the wishes of the subscribers. I have myself seen a large traffic on this road, and cannot doubt that the subscribers feel that their money is well laid out.

Road from Kadiri to Royachoty.—This is a new undertaking, and must be treated as such. In January last I drove a dog-cart over it certainly with some difficulty, but then it must be considered that no masonry works have been yet undertaken. If this be taken into account, there was no further obstruction. This road in connection with the one now being made out of the famine grant from the Bellary frontier to Kadiri, and with the one next to be mentioned from Royachoty across the Sonepoy ghat to Rajompet station of the North-West Railway, will be a very useful line of communication, and will always be of value as an outlet for the produce of the Kadiri Taluk.

Road from Royachoty across the Sonepoy ghat to Rajempett.—The road is but indifferent and in many places bad from Royachoty to Sonepoy. The Sonepoy ghat since it has been widened is a fine work, but the length of it is against it, and the fact of their being two rises and two falls is still more so. It is in fact a double ghat, the second commencing at the end of the first. This is unfortunate, but could not have been avoided. The peculiar course that the river takes among the hills left only the trace that has been adapted. It may be doubted whether traffic will not prefer the route by the Goolcherroo ghat into Cuddapah; but this must be matter of experience.

I have only now to add what perhaps it is beyond my province to do, but what I wish to place on record, that I have at all times received from Major Palmer, the Executive Engineer of the principal part of this Division, every assistance that I could possibly wish, and that I have the highest appreciation of his work, which, in my opinion, is turned out in the best style that can be done from the money sanctioned.

Collector's remarks.
I am of the same opinion.

(True Copy.)

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

1. Ordered to be submitted for the information of Government in the Department Public Works. The report must on the whole be deemed satisfactory. The Board request the Acting Collector in future to omit the details of measurements, and to record at greater length the results of his personal observations in the manner adopted by the Sub-Collector.

2. Attention is requested to the remarks on the bridge work on the Muddenpillay and Kadiri line, and on the Cuddapah and Peelair Trunk road.

3. The Board are glad to note the testimony of the Revenue officers to Captain Palmer's zeal and efficiency.

(True Copies and Extract.)

Secretary.

To Colonel C. A. Orr, R. E., Secretary to Government, P. W. D.
,, J. D. Sim, Esq., Secretary to Government, R. D.
Copy to H. G. Smith, Esq., Acting Collector of Cuddapah.

Dated 27th June 1864.

No. 3,953.

Submitting for information with remarks letter from the Acting Collector of Cuddapah reporting on the Public Works in the District for 1863-64.

Exd. J. Wright.

Public Department.
Read, 1864.
No. 1744.
PROCEEDINGS OF THE BOARD OF REVENUE.