M.R.O. 14—5,450—22-10-25.

MADRAS RECORD OFFICE.

Government of Madras.

Revenue **DEPARTMENT.**

G.O. No. 1950 Press ~~Mis.~~

78-79

Dated 3 - 8 - 1866.

Not to be folded or roughly handled

Proceedings of the Madras Government, Revenue Department,
3rd August 1866.

No. 78. Read the following Proceedings of the Board of Revenue:—

Submitting, with remarks, report of Collector of Cuddapah, on operations of Public Works during 1865-66. } Here enter 26th July 1866, No. 5,154.

No. 79. ORDER THEREON, 3rd August 1866, No. 1,950.

Miscellaneous.

Ordered to be recorded.

(True Extract.)

(Signed) J. D. SIM,
Secretary to Government.

To the Board of Revenue.

Exd. T. O'Connor,

No. 5,154.

PROCEEDINGS OF THE BOARD OF REVENUE, dated 26th July 1866.

Read the following letter from H. G. SMITH, Esq., Collector of Cuddapah, to the Acting Secretary to the Board of Revenue, dated on circuit at Madanapalli, 14th June 1866, No. 94:—

1. I have the honor, herewith, to submit my Report on the Public Works of this District. The expenditure has been as follows, and, as far as I can see, the works have been generally well executed. My own inspection has been as follows:—

Class of Works.	Expenditure.									Total.		
	Imperial.						Income tax.		Local.			
	New works.			Repairs			Total.			New works.	Repairs.	
	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs. A. P.	Rs. A. P.	Rs.	A.	P.
Agricultural works... ...	2,553	2	0	28,875	10	4	31,428	12	4	....	....	31,428	12	4
Roads and bridges... ...	28,125	2	6	78,050	9	3	1,06,175	11	9	3,385 5 8	5,445 0 0	1,14,106	1	5
Buildings, Military	.....	...	...	350	11	6	350	11	6	....	... .	350	11	6
Do. Civil Revenue.	6,712	10	7	797	4	6	7,509	15	1	....	....	7,509	15	1
Do Public														
Do. Judicial... ...														
Do. Ecclesiastical.										....	1,355 0 0	1,355	0	0
Do. Educational...	.....	...	...	.....	...	...	.....	...	...					
Total...	37,390	15	1	1,08,074	3	7	1,45,465	2	8	3,385 5 8	5,900 0 0	1,54,750	8	4

2. *Road from Cuddapah to Bellary, thirty miles.*—Considering this road, one may almost say was only begun about three years ago, and the traffic over it has been enormous, particularly last year on account of the large quantity of cotton sent down to Madras; and considering also that it is made nearly all on a cotton soil foundation, is very creditable to the Executive Officers.

3. *From Cuddapah to Royachoty, thirty-four miles.*—Very good order.

4. *From Calcada to Guramkondah, fifteen miles.*—This is in good order, and easily traversable.

5. *From Cuddapah to Veimpally.*—The first six or seven miles, which nearly the only part that has been done, is very fair; the rest must be done from year to year according as funds are allotted.

6. *From Madanapalli via Voilpad to Peelair, thirty-five miles.*—Generally in good order; but that between twenty-fifth and twenty-sixth mile-stones is not so good; should be repaired. That by the thirtieth mile-stone is also much worn, the ruts being very deep; also the same must be said of the thirty-fifth mile-stone.

7. *From Cuddapah to Chegalamarry, forty miles.*—This road as far as Chagalamarry is in good order, up to three or four miles on the other side of Doovoor, with the exception of some three or four places where repairs are necessary; but parties of the Department of Public Works were at work, near most of the parts in bad order, viz., on both sides of Mydukur and Chintagunta, and near the twenty-eighth mile-stone, and one or two other places.

8. At the twenty-ninth mile-stone, and for some distance past it, the road is not in good order, and is very much in want of repairs. On both sides of Zillela there are parties at work; and on the further side of this village the road is very bad, but materials for its repair have been laid down. After Kanugudur, the greater part of the road cannot be said to be in good order, for a good part of it is like the cross-roads between two villages, and the road does not appear to have been ever properly made.

9. My Sub-Collector's and Head Assistant's reports are herewith sent.

ENCLOSURE No. 1.

From W. D. HORSLEY, Esq., Sub-Collector of Cuddapah, to the Collector of Cuddapah, dated Madanapalli, 17th May 1866, No. 102.

1. I have the honor to forward my Report regarding the condition of the Public Works in the Sub-division.

2. The actual expenditure on the works in the three Taluks comprising the Madanapalli range amounts to Rupees 36,500 up to the end of March, and further expenses during the current month are estimated at Rupees 2,300.

Madanapalli, Kadiri, and Voilpad.

3. No works of any importance have been undertaken during the year 1865-66. Money has been almost entirely laid out in keeping existing roads and tanks in an efficient state.

4. The roads in the Sub-division are generally in very good order. As far as the late Executive Engineer, Major Palmer, has had anything to do with them, they are perfect. Those in the Royachoty Taluk are very fair, but not so good as in the Madanapalli range.

5. The road from Madanapalli to Punganoor was in good order, when I went over it in January last, up to the last mile or two from the boundary of this and the North Arcot District. This last portion was then very much cut up, and I am not aware that anything has been done to remedy it.

6. The road from Madanapalli to Kesapur is generally all that can be desired. In a few places bridges are required, but funds are, for some reason, not forthcoming. This is much to be regretted, as the road is important, it being the most direct communication between Cuddapah and the Mysore country.

7. Beyond Kesapur, and as far as Goolcheruvu, the road is very fair, but parts of it are too narrow, and, throughout, the metalling does not appear to have been laid on with sufficient care and attention. This, I imagine, is to be attributed to the fact of the Royachoty Taluk, through which this portion of the road passes, having lately passed through the hands of so many different officers.

8. From Royachoty to Kadiri the road has been made for about five miles. Beyond that, and up to the Papagni river, it is a mere track. This portion, I hope, will be completed during the coming year, as the road connecting, as it does, Kadiri and Cuddapah, is a most important one.

9. The Panipai road, when I went over a portion of it in August last, appeared to be in a very unfinished state. It would, in my opinion, be a sheer waste of money to take it in hand, now that the Railway has been extended to Cuddapah. With that extension in prospect, I cannot understand why the work, with its expensive ghaut across the hills dividing the Royachoty and Pullampett Taluks, was ever taken in hand. It was a Railway feeder only for a time, and passing, as it does, through a very poor country, it has not even any local advantages to recommend it.

10. The road between Royachoty and Calcada I have not travelled over for some time. I believe it is in the same good order as when I saw it last year.

11. During the present year my duties have carried me very seldom into the Voilpad Taluk. I cannot, therefore, speak with any certainty regarding the state of its roads. I understand that they are in very fair order.

12. From Kadiri to Anantapur I have seen the road for a few miles, and it is in excellent order. From the same place to Madanapalli as far as Chikitimannapalli, the road is all that can be desired. A bridge over the Papagni river would be of advantage. The work would, I am afraid, be an expensive one. Towards Royachoty the road is a very good one up to the Papagni river. When the work on the Royachoty side is completed, I have no doubt a little more attention will be paid to it. As I have before said, it will connect Kadiri with Cuddapah. A road has been made in the direction of Mutialcheruvu and Wobbaladevaracheruvu. It is, I believe, one of the famine roads, and of no great importance. As far as the first-mentioned village it is in very good order.

13. The road from Madanapalli towards Kadiri is a very good one. The Rungasamoodram waste channel should be bridged over. The famine road from Kanlamadugu to Kandakur connects so many large and important villages, that it is worthy of improvement. It is at present rather narrow, and in some places heavy and sandy. The road to the Mysore frontier requires looking to in some places. Metalling appears to have been lately thrown down without any tamping whatever.

14. The tanks in the Sub-division have already been generally reported on in my letter to you, dated 9th March 1866, No. 53. Their condition was brought to the notice of Government by Major Palmer. The Sub-division is a mass of tanks, and the greater number are small and unimportant.

15. The Wankamaddi, Mutialcheruvu, and Danainicheruvu tanks, in the Kadiri Taluk, I have personally inspected. The first mentioned tank is a very large and important work. An old breach has been filled in; but, in my opinion, that portion of the bund is not sufficiently strong. I trust that something will be done to strengthen it before the next rains. One of the sluices is so silted up as to be perfectly useless. I am quite aware that there are great difficulties to be contended with in re-opening it; but the revenue derivable from the land watered by the tank is large, and would justify the expenditure of a considerable sum of money to put the tank into an efficient state. I hope this work will not be lost sight of.

16. The Mutialcheruvu tank is a very fine one, but I fear it cannot be saved. A breach that had existed in its bank for some sixty years, has been filled in, but apparently to no purpose. The bank is constantly slipping in spite of every thing that has hitherto been done to prevent it. The work, I am happy to say, has not been abandoned yet as utterly hopeless.

17. The Danainicheruvu tank is in very good order, and requires only some inconsiderable repairs to its sluice.

18. The three most important tanks in the Sub-division, viz., the Kandakur, Pedda Tippasamoodram, and Rungasamoodram tanks I have seen, and they are all in good order. A work to connect these three tanks by means of channels is in contemplation. It will be a work, but I cannot but think that it will prove remunerative. The waste water of the Kandakur tank, besides being made available for the Pedda Tippasamoodram and Rungasamoodram tanks, which will be the principal object of the work, will also in its way from one tank to another fill a number of small tanks, and bring a great deal of land under wet cultivation, which year after year has been left waste from want of water. The increase of revenue, if the work is carried out, has been roughly estimated at Rupees 30,000 (thousands), and this is not, I think, an exaggerated estimate.

19. The condition of the public buildings has been reported on at different times, and it is unnecessary for me to repeat here what is already known regarding them.

ENCLOSURE No. 2.

From J. L. ROBERTS, Esq., Acting Head Assistant Collector of Cuddapah, to the Collector of Cuddapah, dated Pullampett, 27th April 1866, No. 27.

I have the honor to report on the Public Works within my range as follows:—

The road that runs for about twenty miles through Budwail to the Nellore frontier, and which is the only road in the Taluk now kept in repair by the Public Works Department, is in pretty good order, except near the Nellore boundary on one side, and in the Hootcoomadagu ghaut on the other. On the Nellore frontier, a Constable informed me that the road was still worse on the Nellore than on the Budwail side. Of course it must be difficult and expensive to get coolies to work in the midst of a jungle.

2. Much of the road is too wide; as a consequence, the few trees there are can afford no shade, and the road becomes very dusty. The immense droves of cattle belonging to wandering tribes, which I saw constantly going to and fro in the months of January and February, cannot

improve it. If the centre part alone, in the widest portions, were always kept in repair, it would be sufficient.

3. The Budwail portion of the Hootcoomadagu ghaut is mostly in good order; near the Poddatur boundary it is bad, but will soon be repaired.

The portion of the ghaut lying in the Poddatur taluk contains seven or eight unbridged channels, in which stones and sand are allowed to accumulate. Ten Rupees or so spent on each of these spots after each monsoon, would keep the road clear.

4. The road leading from Budwail northwards is made for about three miles, but is already showing the consequences of neglect. Further on in the jungle, a number of bandy tracks intersect the path, so that travellers are in danger of losing their way.

Two or three thousand Rupees might be spent in tracing out a road to Poremaumilla and Calsapaud, and three or four hundred Rupees allowed annually for clearing the worst places. If the road is traced now, it may save expense hereafter in buying land.

5. The same may be said for the road leading south from Budwail to Sidhout. For ten miles or so northwards from Sidhout, there is a decent road through the Aurepoy ghaut. The further construction of the road is stopped from want of funds. From Sidhout southwards a new road goes to Outtimitta; the few miles near Sidhout do not appear yet to be finished; the rest is very good.

6. From Sidhout a road goes west to Cuddapah; for four or five miles from Sidhout the road is sandy and in some places stony and wants repair. There is a good deal of very rough paving with large stones in and near Sidhout. It must have been laid down many years ago, but the sooner it is taken up the better.

7. The roads in Pullampett and the Railway feeders at Rajampett and Codoor, as far as I have seen them, are in very good order. The fine branch road from Nandaloor to the Railway is

I saw this morning that, in one or two of the water-courses that cross the road leading to Chitvail, all the stones deposited in the rainy season had been removed. This was done, of course, at a very small expense, and a good road is thereby made to be of the utmost advantage to the public.

8. All the repairs done of late years to irrigation works that I have seen, have appeared to me to be very well executed.

The Taluk Cutcherry at Pullampett promises to be a fine handsome building; but there is a delay in getting Inumadi timbers for the roof. Straight and perfectly sound timbers are not readily procurable in the jungle.

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1. Ordered that the foregoing report and its enclosures be submitted for the information of Government.

2. The Collector will in future, for the purpose of ready comparison, note the estimated expenditure under each of the heads enumerated in the Statement appended to paragraph 1 of his report.

3. From the Collector's report, the condition of the roads in the District would appear to be generally good; but the Board beg to draw the attention of Government to the Collector's remarks in paragraphs 6 and 8 of his own report, and to paragraphs 5, 6, 9, 12, and 13 of the Sub-Collector's, and paragraphs 2, 3, and 6, of the Acting Head Assistant's reports, in respect to the District communications, and to paragraphs 15 and 16 of the Sub-Collector's report in respect to the condition of the Wankamaddi and Mutialcheruvu tanks.

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Rev. 1866. Department.
Pro: of Govt for Arrgies

No. 2343.

PROCEEDINGS OF THE BOARD OF REVENUE,

Dated 26th July 1866.

No. 5,154.

A° 78479

Submitting with remarks report of Collector of Cuddapah on operations of Public Works during 1865-66.

Recorded

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