

MADRAS RECORD OFFICE.

Government of Madras.

Revenue DEPARTMENT.

G.O. No.	291	Press
<u>4. 55</u>		<u>His</u>
Dated	3 rd February	1889

Not to be folded or roughly handled

2-8-29

*Proceedings of the Madras Government, Revenue Department,
3rd February 1869.*

No. 54. Read the following letter from the Superintending Engineer, 3rd Division, to the Secretary to Government, Public Works Department, dated Camp at Peclair, Voilpaul Talook, Cuddapah District, 28th November 1868, No. 3,183:—

1. With reference to G. O., No. 2,257 of 26th August 1868, I have the honor to inform you that the necessity of opening roads between the Bellary and Cuddapah Districts had some time ago attracted my attention; but as the Local Road Cess Fund was only started in 1867, it was not until then that there was a prospect of obtaining funds.

2. In April 1867, I requested Lieutenant Pennefather, then in charge of the Madanapully Range, to submit a Survey, &c., for a road from Khadri, via Mootialchervoo and Obuldevarachervoo to the Bellary frontier, which I proposed to connect with the line of road from Cochervoo near Bookapatam to Codoor on the Bangalore and Secunderabad road at or near Boodaly. From Codoor, traffic, &c., to or from Hindoopoor would pass via Chillamatoor and Lafatchy, where there is at present a road. I cannot agree with Mr. Clarke as to the necessity of a road from Hindoopoor to Palasamoodtum and thence to join the Khadri road; and can only suppose that he made the suggestion on what was told him without referring to the map of the Bellary District.

Paragraph 80.

Paragraph 81.

3. As regards the road from Bookapatam via Pamdoorty, I beg to state that in my opinion it is a very necessary line of communication, and early in this year I had suggested to the Collector of Bellary the advisability of improving the present track: the only question I wanted to have decided was, as to where it should join with road No. XII. There is an existing track from Pamdoorty past the north end of the Pamdoorty tank to Sonncevarpully, but this goes over a hill, and from what I learnt on the spot it would be better to proceed from Pamdoorty past the south end of the tank to Mullakavaimala, passing round the end of the range of hills; and so I have directed Captain Begbie to prepare and submit a Survey for this line.

4. Further north, there is, I think, another line which might be found beneficial; viz., from Dhurmavaram to Pedda Obiapully on Trunk Road No. XII., and regarding this I have directed Mr. Assistant Engineer Brosnahan to submit a report.

5. From Mullakavaimala, I would suggest that a line of road be taken to or near Coorly to join the road now in progress from Khadri to Pulivendla, thus admitting of a junction with the Railway at Moodanoor.

6. I am at a loss to understand on what grounds Mr. Clarke has recommended a road from Tallapolla via Yellachellamalla to Gonlapenta on the road from

Paragraph 81.

Khadri to Royachoty. A glance at the map will show that from Tallapolla you must first go east and then south-east to reach Yellachellamalla, and then almost south and south-west to get to Gonlapenta. I made enquiries, when at Khadri, as to how this line of road came to be proposed to Mr. Clarke, but I could not find out who had spoken about it. The Tahsildar of the Khadri Talook informed me, that a road was wanted from Khadri to Vainpully, which is almost on the direct line to Cuddapah; but the only question is as to the direction in which to take the

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road. I have directed Captain Begbie to see if an easy line could be taken from Buttrapully, or any other point on the Khadri and Pulivendla road, via Vapama-napett and the Goru Canvai to Vainpully.

7. I quite agree with Mr. Clarke in his proposal for a road from Peelair, through the Nagapatla Pass, to Triputti. It is a continuation of the road from the north eastern part of the Mysore territory in latitude 40 past Suddum, Cotta Cotta, Gutt Droog, Chinna Tippiasamoodrum and Voilpaul to Peelair, of which the greater portion is in very fair order. At certain times of the year, great numbers of pilgrims pass along this road, I am informed, on their way to Triputti, and the advisability of completing the portion between Peelair and Triputti has been discussed for some years, but the work was deferred for want of funds. The greater part of the Nagapatla Pass lies in the North Arcot District, and I would, therefore, suggest that the laying out of the road through the whole of this pass be left to the Range Officer in the North Arcot District, and that the Madanapully Range Officer take it up from wherever he leaves off, as this arrangement would prevent mistakes. I inspected this morning, in company with Captain Begbie, about five miles of this line of road, and find that it will pass over stony and rocky ground, and that the chief work will be removing stones and bushes: beyond this point as far as Bakarapett I was told there was no difficulty. As the demarcation for the Revenue Survey is in progress in this, the Voilpaul, Talook, I would beg to suggest that an immediate grant of Rupees 50 per mile, or Rupees 900 for the eighteen miles, from Peelair to Bakarapett be at once allotted from the Local Funds, to enable Captain Begbie to mark out with side channels and check drains, the proposed line of road, and when this is done to have the line surveyed. I would suggest his stopping the trace when he reaches Bakarapett, until such time as the trace through the Nagapatla Pass is completed, when he might finish the connecting link.

8. As regards the progress of the works, I beg to state, that on the road from Khadri to Pulivendla there is a very good shew of work: it has been opened for about thirteen miles at a cost of about Rupees 13,000, and a further sum of about equal amount will be necessary to open up the remaining distance; and when this is done, I think about Rupees 30,000 will be wanted for masonry works, &c. This is a very important line of road, and as it has now been commenced, I trust that it will be continued until the whole distance is opened up for carts, which at present cannot pass from Khadri to Pulivendla, all traffic being carried on pack bullocks. At the time of my inspection, there were only about 350 coolies employed, a great number having gone away to gather in the harvest. Most of these would, however, be returning in a short time for work as they would not find employment in ploughing and sowing for the second crop, unless there was a great change in the weather, most of the tanks in that talook having little or no water.

9. I inspected the road from Khadri to the Bellary frontier as far as Mootialchervoo, but was informed that the principal work was near Obaldevarachervoo. I found there was very little water in the Mootialchervoo tank, and was informed that the same scarcity of water existed in the other tanks to the south-west. This I can easily believe as, in my visit to the Pennacondah Talook, Bellary District, in the early part of this month, I found that most of the tanks were nearly empty, the Bookapatam tank being about the only one which had received a good supply; and

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this, as I was told, was in consequence of the breaching of some tanks in the Mysore territory.

10. I regret to state that the copious rains referred to by Mr. Clarke have not, as a rule, given a supply to the tanks, but have merely sufficed for the dry crops.

11. From the Khadri Talook I proceeded to the north-western part of the Madanapully Talook where the large tanks of Kundkoor, Pedda Tippiasamoodrum and Rungasamoodrum are situated. The first of these is a fine reservoir constructed across the main branch of the Panpugnee river, and the other two tanks are across smaller feeders of the same river. The late Acting Collector was very anxious to carry out the excavation of a channel from the Kundkoor Tank to the Pedda Tippiasamoodrum Tank and from thence to the Rungasamoodrum Tank, and was very sanguine as to the increased Revenue that would be realised, computing that there would be a return of about thirty per cent. on an expenditure of one lac of Rupees.

12. When I inspected the Kundkoor Tank there was only about one-fourth a full supply, and the Pedda Tippiasamoodrum and Rungasamoodrum tanks had still less. It would of course be useless to think of taking off water from the Cundakoor tank until it has received a full supply, and so I have begged the Acting Sub-Collector to furnish me with a Statement, shewing how often, during the last twenty years, the Calingulabs of the Cundakoor tank have discharged, the number of days during which they were discharging, and the depth passing over, so that an approximate idea may be gained of the quantity of water available for the other tanks. I regret to be obliged to throw cold water on an irrigation project for the retention and transmission to other tanks of the surplus water of a large tank, but, from the Returns shewn to me, I could only see that there would be an increased Revenue of about Rupees 12,000 at the outside, and I think the cost would be about one and a half lacs. The return would thus be eight per cent., supposing the Pedda Tippiasamoodrum, Rungasamoodrum, and all the small tanks were filled, but then we come to the question of whether the supply of water is sufficient.

TRANSFERRED to the Revenue Department with reference to the Order in that Department, No. 2,257, of the 26th August 1868.

(Signed) CHARLES A. ORR, Colonel, R. E.,
7th December 1868, Secretary to Government, P. W. D.

No. 55. ORDER THEREON, 3rd February 1869, No. 291.

Miscellaneous.

1. Resolved that the Board of Revenue be requested to favor the Government with their observations upon Major Moberly's remarks in paragraphs 1 to 8 and 10 to 12 of the foregoing letter.

2. In paragraph 21 of their Order, under date 26th August 1868, the Government directed the Superintending Engineer to visit the Kadri Talook and to submit a special report of the progress of the Relief works and upon the Irrigation works of the talook, with any suggestions which might occur to him for the repair, exten-

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sion, or improvement of the latter. Major Moberly appears to have visited the talook, but so far as the Government can gather from paragraphs 8 and 9 of his present letter, he seems to have inspected only one of the four roads, (referred to in paragraph 13 of the same order,) on which, work from special funds was being carried on, and he does not state, whether the orders issued in regard to these roads have been carried out. He is also silent as to the condition of the irrigation works of the talook, of which apparently he has not attempted any general examination.

3. Orders will accordingly be issued in the Department Public Works, directing Major Moberly to obtain and supply to Government, the information already called for, with as little delay as possible.

(True Extract.)

(Signed) R. A. DALYELL,

Acting Secretary to Government.

To the Public Works Department.
the Board of Revenue.

Edw. G. A. Turton.

Revenue Department.

No. 291

PROCEEDINGS of the MADRAS GOVERNMENT.

Under date the 3rd Feb^y 1869.

Read the following
letter from the Sup^y
Engineer 3rd Division.

Priming to notice the
necessity for opening
certain roads between
the Bellary & Mysore
Districts.

HC 28 of 1868 of 3183

Resolved that
the Secy of Revenue
be requested to favor
the Govt with their
observations upon
Major Moberly's
remarks in paras
1 to 8 & 10 to 12 of the
foregoing letter.

In para 21 of
their order under
date

WOW

Conf. of 1869

REVENUE.

To

THE PUBLIC WORKS DEPARTMENT,

Secy, Ac., &c.

Dated February, 3rd.

Recd.

Encl.

G. O., 3rd February 1869, No. 291.

No. 1100. Pub. W. Works. Secy.
15 Feb 1869. 1141.
No. 1100. Secy. of the 1141.
1869 FEBRUARY.

Nos. 54-55.

From Secy of Revenue 3rd Div.
1716 of 1869 of 1141.

Relief works in Kadri Talook.—Board of
Revenue to submit observations on Major Moberly's
remarks, and Department Public Works to supply
the information called for relating to them.

date 26. August-1868,
the Govt. directed the
Supy. Engineer to
visit the Hadru talook
and to submit a special
report of the progress
of the Relief works
and upon the irrigation
works of the talook
with any suggestions
which might occur
to him for the repair,
extension or improve-
ment of the latter.
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as the Govt. could
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~~Under these~~
~~circumstances the~~
Right-

Right Honorable
the Governor in Council
resolves to direct that
Major Mahealy be
instructed by the D.P.W.
to obtain and supply
to Cont. the informa-
tion for which he
has already been
called upon with
as little delay as
possible.

When with
authority in
fund in the
D. P. W. having
been no body

21 Copies to the D.P.W. Dept. 5
14 - of Rev. 1

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Col
Certain roads be
transferred to
Belt & District

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Respectfully
Yours