

MADRAS RECORD OFFICE.

Government of Madras.

Revenue DEPARTMENT.

G.O. No.

985

Press

~~Mis.~~

392-93

Dated

30-6-1870

12

Not to be folded or roughly handled

*Proceedings of the Madras Government, Revenue Department,
30th June 1870.*

No. 392. Read the following Proceedings of the Board of Revenue, dated 4th May 1870, No. 2,949 :—

Read again Board's Proceedings, dated 26th November 1869, No. 8,748, recorded in Government Order, dated 13th December 1869, No. 3,165.

Read also Government Order, dated 19th November 1869, referring to the Board a Report from the Superintending Engineer, 3rd Division, dated 30th October 1869.

Read also the following letter from the Superintending Engineer, 3rd Division, to the Secretary to Government, Public Works Department, dated 30th October 1869, No. 2,288.

With reference to Government Order, No. 1,806, of 2nd June 1869, I have the honour to inform you that I have, in company with the Collector of Cuddapah, inspected all the works in progress in the Kadiri Talook, and now beg to submit my remarks thereon.

2. I met Mr. VansAgnew on 31st July last at Nullumchettypully on Trunk Road No. XVIII., and as there was nothing to be examined to the north of that village, except a portion of the Trunk Road, we commenced our inspection by examining which would be the best line for a road from Bookapatam and Pomdoorty to Kadiri. For this purpose we proceeded from Nullumchettypully towards Pomdoorty and from thence to Mullakvimula, which is about five miles further south on Trunk Road No. XVIII. There is a bandy-track from Trunk Road No. XVIII. near Nullumchettypully to Pomdoorty, which could, at small expense, be converted into a very fair road. It would, however, be very circuitous for people and traffic passing from Pomdoorty to Kadiri and so a line has been marked out from Pomdoorty to Trunk Road No. XVIII. near Mullakvimula, in continuation of the line from Bookapatam. Paragraph 3 of letter, No. 3,183, of 28th November 1868.

The people of Mullakvimula are anxious for a road in continuation of the above to the Kadiri and Pooloovaindla road near Coorty or Buttrapolliem. We proposed to inspect this bandy-track, and to march round by that route to Kadiri after inspecting the new ghaut-road to Pooloovaindla, in course of construction from special grant; but having heard that cholera had broken out in the neighbourhood of Coorty, and that the people were deserting the village, we reluctantly gave up the trip, as we did not consider we should be doing right in taking our camps into the midst of sickness. We, however, have since been able to inspect the work done from special grant, and I am able to report that the work is, on the whole, being done very satisfactorily. I found Mr. Bance commencing on the north side to make the ghaut-trace six yards broad, but I directed him to be contented with a four-yard trace until such time as more funds are available, and not to use any large stones in the roadway. The line is passable for carts, and only about five miles remain to be opened at the north end towards Pooloovaindla; but these are not difficult, and carts can now pass along the whole distance from Kadiri to Pooloovaindla. To complete this work properly

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I roughly calculated that a sum of about forty-five or fifty thousand Rupees more will be required.

3. Until now no carts could pass from Kadiri to Pooloovaindla, and all traffic was carried over by pack-cattle and coolies. This piece of road is a portion of the line from Kadiri to the Moodanoor Railway station: the section from the top of the Mullayala Pass to the station (about seven miles) is under progress from Local Funds on a sanctioned estimate of Rupees 40,000, and for the part between the top of the Mullayala Pass and Pooloovaindla, which has not yet been surveyed and estimated, I calculate roughly a sum of about one lac of Rupees will be required to properly make the road. By the end of March 1870 about Rupees 22,000 will be spent on the section between the Moodanoor Railway Station and the top of the Mullayala Pass, which will open up that portion, but we propose to defer metalling until we see the amount of traffic and until funds are available.

4. I take this opportunity of urging on Government for consideration the claims of this road being included as a ghaut and exceptional road, and of its being carried out from Imperial Funds. In the present state of our Local Funds, which are swallowed up by the many other purely local roads, I would respectfully urge that this line of road from Kadiri to the Moodanoor Railway Station, about forty eight miles long, and which may be expected to act largely as a Railway feeder, and so help to pay the Imperial guarantee, should be taken up as an Imperial line, and be entered in the list of ghaut and exceptional roads. If funds are not likely to be available in any other way for the prosecution of this road, I would request that a maintenance grant of Rupees 200 per mile from Imperial Funds may be allotted.

5. At Mullakvimula we inspected the tank which had been breached a short time before, but was now repaired and had one-quarter its supply of water.

6. We then proceeded to Kadiri, and found that portion of the Trunk Road in fair order, but requiring several masonry works.

7. From Kadiri we proceeded to inspect the famine-road *via* Mutialcheruvoo and Wobuldavuruchervoo to Hindupur in the Bellary District. Government, Order No. 2,257, of 26th August 1868, in the Revenue Department. No. 3,183, of 28th November 1868. Mr. Clarke in paragraph 80 of his report considered that this road should be connected with Hindupur *via* Balasamudram: in paragraph 2 of my letter I stated that in my opinion it would be better to carry it *via* Booduly, Coodoor, and Lapautchy to Hindupur, as there were existing roads in that direction, and there is no road *via* Balasamudram, and to make one would be very expensive on account of the hilly nature of the country. This line of road has been marked out the whole way and opened out for about half the distance: on the remaining portion, work was in progress, and the survey and estimate are under preparation.

8. I inspected the Mutialcheruvoo Tank which is situated in a good position to catch drainage, but unfortunately there has been for some years past a failure of rain and the tank has not filled. The calingulah has been kept low in comparison with the tank-bank, but I have issued instructions to Captain Begbie to submit a plan with longitudinal and cross sections of the bund of this tank, so

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that an estimate may be framed for making it strong and putting it into thorough order.

9. We also inspected the Wobuldavuruchervoo Tank which we found in a fair order, but petty repairs were not being attended to by the ryots; this the Collector observed and drew the attention of the Acting Sub-Collector to the matter.

10. The whole aspect of this valley was most pleasant, there being numerous topes of trees, and, as there had been showers of rain, the dry cultivation was looking very well. We made inquiries in the different villages between Kadiri and the Bellary frontier, and were, as a rule, informed that the irrigation works were in a satisfactory state, a few complaints only being made about slight repairs being required to the sluices.

11. We then returned to Kadiri and turned eastward along the road to Royachoty. This road is now open up for the whole distance, but several masonry works are required. More attention requires to be paid to the drainage of the road, to the selection of the material used, and to the screening of the gravel: all this was pointed out to Captain Begbie.

12. In company with the Collector and Captain Begbie I also inspected the country towards Yellachellamalla. Having made inquiries as to which lines of road would be most beneficial for the villagers, and having, on a latter date, examined the country between Buttrapolliem and Tallapolla, the Collector and I came to the decision that a line should be taken off in the 11th mile from Kadiri on the Kadiri and Royachoty road, *via* Yellachellamalla, Goukanpully, and Coowarcalwa to Vampully, and another from Goukanpully, *via* Tallapolla, to the Kadiri and Pooloovaindla road near Buttrapolliem.

13. We inspected the Poolicoonta Tank, which had been breached some years ago, and had not been considered worth repairing: it was, however, restored last year from the Famine Grant, but no sluice was constructed, and as the ryots were anxious for one, I gave instructions to Captain Begbie to submit the necessary estimate.

14. We then proceeded along the new road opened up from Famine Grant, between Poolicoonta on the Kadiri and Royachoty road *via* Peddabully and Cokuntie to Balasamudram on Trunk Road No. XVIII. It was opened up in 1868 in a partial manner by the Revenue authorities under the supervision of Mr. Sub-Engineer Bance, who had been placed under the orders of the then Acting Collector. On the whole the work is fairly done, but Mr. Bance was not careful enough about the marking out of the channels, as in places the water has been guided on to the road instead of being guided off. I directed Captain Begbie to have these rectified at an early date. A great deal of the work has consisted of blasting and burning rocks and cutting a road inside hill ground. The expenditure at the time of our inspection amounted to about Rupees 13,000 for 20½ miles, and considering the nature of the work done, I think the money has been well laid out. To complete this road properly will require about Rupees 30,000, which the Local Funds will not be able to spare for many years to come.

15. When all the roads, enumerated in the previous paragraphs, are opened up, the Kadiri Talook will be better supplied with roads than most of the other talooks in the Cuddapah District.

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16. Wherever we went we made inquiries of the people of the villages in the neighbourhood of our camps with regard to the state of the irrigation works, and, with the exception of a few complaints about petty repairs being required, were invariably told that the works were in good order. Their great cry was a want of water, but though during the whole of our tour in the Kadiri Talook we had constant showers of rain, yet they were not sufficiently heavy to put much water into the tanks.

17. From the Kadiri Talook we proceeded into the Madanapally Talook, inspected the large tanks of Rungasamudram, Pedda Tipposamudram, and Kundukur; and I then deputed Mr. Assistant Engineer Brickwell to thoroughly investigate the project for carrying water from the Kuudukur to the other two tanks referred to in paragraphs 11 and 12 of my letter, No. 3,183, of 28th November 1868: this I have already reported to Government in my letter, No. 1,602, dated 17th August 1869.

18. After inspecting the roads in the neighbourhood of Madanapally, Mr. VansAgnew and I proceeded into the Voilpaul Talook, and having examined the minor works in the neighbourhood of Voilpaul, went on to Peelair and marched from thence to the boundary of the district in the Nagapatla Pass. The construction of this road will not be difficult, but I regret to say that little had been done by Captain Begbie with regard to the Survey, etc., although called for a year ago. I had expected to have found the whole line traced out, but I was disappointed in finding that Captain Begbie had not even settled the line to be taken. I pointed out to him the line to be taken, and directed him to adhere as much as possible to the old track.

19. From Peelair we went to Kalkada and then inspected the tanks of Cuddraicheruvoo and Nawantpett which were breached a few years ago. On examination of the Revenue Accounts, and after inspecting the state of the banks and the amount of silting that has taken place, we come to the opinion that it would not be worthwhile for Government to incur the expense that would be necessary for restoring these tanks.

20. From Kalkada we proceeded to Royachoty in order to complete the examination of the road to Kadiri, regarding which I have already reported in paragraph 11. The work has, on the whole, been done in a satisfactory manner, and the Collector and I drove over the greater part of it.

21. We then marched to Soondapully, the improvement of the road to which place had been urged by the Honourable Mr. Clarke in his report on the famine in the Cuddapah District. It has been opened up very well for about six miles, but after that it will require a good deal of straightening as the present track is very tortuous through low jungle.

22. We had learnt that the eastern part of the Voilpaul Talook was quite destitute of roads, and that bandies were not used; and so we took the opportunity of being at Soondapully to make inquiries as to the nature of the country and the lines of road that would be most beneficial to that part of the country. We were told that one line connecting Soondapully with Trunk Road No. XVII. near Soorakoylpett and a second connecting Soondapully with the Nagapatla Pass, would be the most beneficial lines to take, and accordingly I have directed Captain Begbie to examine and report on the same.

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23. We thus completed our examination of the works carried out from special grants, and then proceeded into the Pullampett Talook; but as no special report on the works in that talook has been called for, and in my monthly Diary mention is made of my inspections, I now say nothing here.

FORWARDED to the Revenue Department, with reference to the Order in that Department, No. 1,316, of the 12th May 1869.

FORT SAINT GEORGE,
3rd November 1869.

(Signed) C. A. ORR, Colonel, R.E.,
Secretary to Government, P.W.D.

REFERRED to the Board of Revenue for their remarks.

FORT SAINT GEORGE,
19th November 1869.

(Signed) R. A. DALYELL,
Acting Secretary to Government.

THE state of the Kadiri Talook was the subject of a report by the Honourable Collector to Board, 1st November 1869. T. Clarke in the year 1868, and on receipt of that communication, detailed reports on several points connected with the roads and works of irrigation of the talook were called for from the Collector and Superintending Engineer. The papers now before the Board contain the final reports of these officers.

2. They agree in stating that the internal communications of the talook are in a satisfactory state, and that the works of irrigation are far above the average of the country in efficiency. The talook is traversed throughout its entire length from south-east to north-west by Trunk Road No. 18.

3. The Kusbah Town Kadiri is connected with Royachoty in the east, by a road made chiefly from Famine Funds, which is reported to be in fairly good order.

4. To the west a road has been commenced from Kadiri towards Hindupur, a great grain depôt in the Bellary District, *via* Mutialcheruvoo and Wobuldavuruchervoo. About half the line is said to have been opened out, and work is in progress on the remainder.

5. Mr. Clarke recommended, on the imperfect information then before him, that this road should be made *via* Balasamudram to Hindupur.

6. Colonel Moberly, however, shows distinctly that it will be better to follow a more southerly line *via* Booduly, Coodoor, and Lapautchy; the latter line will utilize for a considerable distance roads already made, and for the remainder of its course will follow existing bandy-tracks; whereas in the former case, a new road would have to be constructed throughout over a difficult country.

7. To the north a road has been commenced to connect Kadiri, *via* Poolovaindla, with the Railway Station at Moodanoor. On this road it is now reported that carts can pass between Kadiri and Poolovaindla, which they could not do at the time of Mr. Clarke's visit. A sum of from 45,000 to 50,000 Rupees will, however, be required to complete this portion of the road. From the Moodanoor Station to the top of the Mullayala Pass, a distance of seven miles, work is in

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progress from Local Funds on a sanctioned estimate of 40,000 Rupees; it was expected that Rupees 22,000 of this would have been spent by the end of the last official year, and that the road would then be available for cart traffic. Between the top of the Mullayala Pass and Pooloovaindla the line has not been touched, and Colonel Moberly roughly estimates the cost of that Section at one lac of Rupees. The total cost of the road from Kadiri to the rail will thus be about two lacs of Rupees.

8. The Superintending Engineer urges that this line should be constructed from Imperial Funds. It will clearly be impossible to construct it at that cost from Local Funds, as the entire sum available in the current year for new works in the whole Cuddapah District is only Rupees 18,000.

9. Another line which was commenced from Famine Funds with Mr. Clarke's approval from Poolicoonta in the Kadiri and Royachoty road to Balasamudram on Trunk Road No. 18, distance 22 miles, is also reported on; 13,000 Rupees have been well spent on it, but it will require 30,000 Rupees more to finish it.

10. This completes the list of roads "completed or in progress."

11. Of those proposed the importance of the line from Mullakvimula in Trunk Road No. 18 to Pomdoorty on the way to Bookapatam in Bellary, a large grain depôt was strongly urged by Mr. Clarke, and is fully recognized by the local officers. A line in continuation of the above from Mullakvimula eastwards to Buttrapolliem, Tallapolla, and Goukanpully, and another from Veparalla, on the Kadiri and Royachoty road, *via* Yellachellamalla and Goukanpully to Vamupully, are also recommended by the local officers. The lines of these roads are somewhat different from those proposed in the same neighbourhood by Mr. Clarke, but will open out the same country, and being less tortuous may be adopted.

12. The road from Trunk Road No. 18, *via* Voilpaud and Peelair, to the Nagapatla Pass does not come within the limits of the Kadiri Talook; but as it will afford an outlet from the south of the talook to the North Arcot District and Madras, it has been mentioned in connection with the Kadiri road, and was strongly urged by Mr. Clarke.

13. The line will be of real value to the whole sub-division, but as yet it has not even been marked out.

14. When these lines are all made the talook will be well supplied with roads, but it is needless to remark that, with the present funds, it will be very many years before that can be done.

15. Colonel Moberly notices a few of the principal tanks, some of which need repairs, but, as a rule, he appears to consider that they are in a good state of preservation.

16. As regards the project so much urged by the late Mr. Molony for taking water from the Kandukur Tank to supply the tanks of Rungasamudrum and Tipposamudrum, the Government have already sanctioned an establishment for inquiring into the project, and the report of the Engineer detailed for the duty must of course be awaited.

17. It will be observed that Mr. VansAgnew states in his letter above alluded to, that in no district in which he has served has he "seen the irrigation works,

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"such as they are, in such good working order as in this district (Cuddapah), and "those in Kadiri are no exception to this general rule." The Board are at a loss to reconcile Colonel Moberly's and Mr. Agnew's views with the state of things disclosed by the detailed reports of the state of matters in the sub-division which were laid before Government in Board's Proceedings, dated 20th April 1870, No. 2,568, and with the well-ascertained poverty of the ryot of certain parts of that district.

No. 393.

ORDER THEREON, 30th June 1870, No. 985.

Miscellaneous.

THE Right Honourable the Governor in Council is glad to learn that the outlay rendered necessary by the pres-

sure of the unfavourable season of 1868 in the Kadiri Talook in the Cuddapah District has borne good fruits.

2. The expenditure then incurred on roads has greatly improved the internal communications of this talook, and the works of irrigation are reported to be above the average in regard to their efficiency.

3. Further investigation in some instances has satisfied both the Collector and Superintending Engineer that the lines of road projected by Mr. Clarke may be slightly modified with advantage, and the Board's orders on these points are approved.

4. It appears that a very considerable outlay will have to be incurred before the road from Kadiri to Moodanoor Station, *via* Poolivendla, can be completed. The Superintending Engineer is of opinion that it should be constructed from Imperial Funds as a "ghaut and exceptional" line, and the Board remark that the position of the District Road Fund precludes the possibility of its being completed from that source. No Imperial Funds can be at present allotted for the road in question; but the Bill now before the Legislative Council will, in all probability, place larger sums at the disposal of the Government than are at present available, from which it is to be hoped that this and the other important lines of road referred to by the Board may eventually be completed.

5. The tanks referred to by Colonel Moberly, which are stated to be in need of repair, should at once be put in order. As observed by the Board the account now given of the irrigation works is hardly consistent with the facts reported in their Proceedings of 20th April 1870, No. 2,568, which are now under the consideration of Government.

(True Extract.)

(Signed) H. E. STOKES,

Under-Secretary to Government.

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

Exd. F. R. Bantleman.

Revenue Department
1885.

Proceedings of the Madras Government
under date the 30th June/70.

Read again G. O. 13th
December 1869. No. 3165.

Read also the following
Proceedings of the Board of
Revenue.

Submitting remarks regarding
Roads & irrigation works in Kadiri
Talook, Cuddapah Dist. (H. & F. May/70 No. 2949)

The Right Honorable
the Governor in Council is
glad to learn that the outlay,
rendered necessary by the
pressure of the unfavorable
season of 1868 in the Kadiri
Talook in the Cuddapah Dist.
has borne good fruits.

2. - The expenditure then
incurred on roads ~~has~~ has
the internal communications
of this talook ~~[in comparison with]~~
~~to those of most other localities]~~
and the works of irrigation
are reported to be above

not quite yet. I shall
say "has partly im-
proved"

Govt. of 1870th Madras.

REVENUE.

THE PUBLIC WORKS DEPARTMENT.

to, to, to

Dated June, 30th.

Per.

Encl.

G. O. 10th June 1870, No. 935.

JUNE.

105. 392-393.

Roads and irrigation works in Kadiri
Talook in Cuddapah—Board's Proceedings on
their satisfactory state, with orders thereon.

No. of the Board of Revenue
of 10th June 1870 (1870/935).

the averages in regard
to their efficiency.

3. Further investigation
in some instances has
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ery and Superintending Engineer
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projected by Mr. Clark
may be slightly modified
with advantage, and the
Board's orders on these
are approved.

4. It appears that a
very considerable outlay
will have to be incurred
before the road from
Radiri to Moodanoor
station near Pooliven
can be completed.

The Superintending
Engineer is of opinion
that it should be
constructed from Imperial
funds.

No Imperial funds can
be allotted for the road
in question, but

I would not say
this - unless the
various steps of
the reasoning which
lead from the pre-
mises to the conclu-
sion are given - better
say simply that
we have lost the
money - I do.

but that it ought to be
Imperial but I have not
any objection to Mr. Sims
putting in a bill.

65
funds as a 'phantom'
and exceptional line,
and the Board re-

mark that the position
of the District road
fund precludes the possi-
bility of its being completed
from that source. [The road
however, is clearly a rail-
way feeder and can have
no claim to be viewed as
an imperial line.]

The bill
now before the Legislative
Council
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all probability, place larger
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are
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5. The tanks referred
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the account ^{now} given of the
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consistent with the facts re-
ported in their Proceedings of
20th April 1870, No 2568 which
are now under the
consideration

consideration of Govern-
ment;

(Handwritten mark)

21. To the Mr Deptt Secy 23 July
14. — 2007 (Rev)

Signatures

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17.6.69