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MADRAS RECORD OFFICE

Government of Madras

Revenue DEPARTMENT

G.O. No. / B.P. No.	157	Press / Mis.
Dated	26.1.1872	195 .

Not to be folded or roughly handled

No. 412. Read the following Proce f the Board of Revenue, dated 27th November 187 o. 4,852:—

Read the following letter from the Actin Collector of Cuddapah, to the Acting Secretary to the Board of Revenue, d d 2nd November 1871, No. 211:—

In submitting my report on Public ks in this district for 1870-71, I have the honour to subjoin a statement exhibi he expenditure on Imperial and Local Fund works compared with the Budget s for the same year:—

Class of Works.	Budget grant of 1870-71.			...iture in 1870-71.			Comparison between Grant and Expenditure.			
							New Works.		Repairs.	
	New Works.	Repairs.	Total.		Repairs.	Total.	In-crease.	De-crease.	In-crease.	De-crease.
Imperial.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Military	.....	.....	.....		.....	.....	...	...	...	...
Civil Buildings ...	6,145	1,601	7,746	56	1,236	5,202	...	2,179	...	365
Agricultural ...	7,223	40,951	48,174	0	51,438	56,948	...	1,713	10,487	..
Communications ...	165	42,851	43,016	0	42,473	42,593	...	45	...	378
Tools	160	200	300	2	155	157	...	98	...	45
Total...	13,633	85,603	99,236	8	95,302	1,04,900	...	4,035	10,487	788
Local.										
Communications ...	14,712	64,895	79,607	,966	56,396	70,362	...	746	...	8,499
Tools and Plant ...	.....	.....	700	..	.....	1,148	..	...	...	...
Total...	14,712	64,895	80,307	,966	56,396	71,510	...	746	..	8,499
Grand Total...	28,345	1,50,498	1,79,543	,564	1,51,698	1,76,410	...	4,781	10,487	9,287

The total expenditure was Rupees ,76,410, or less than that of 1869-70 (Rupees 1,88,704) by Rupees 12,294.

2. Imperial—*Civil Buildings.*—The Budget grant amounted to Rupees 7,746, and the expenditure to Rupees 5,202. Of the allotment for new works amounting to over Rupees 6,000, not quite Rupees 4,000 were spent. The amount sanctioned for repairs also exceeded the expenditure by Rupees 365.

3. *(New Works.)*—The greater part of the expenditure for new works (Rupees 2,880) was incurred in connection with the new Talook Cutcherry at Sidhout for the adjustment of stock. The building on which Rupees 14,860 were spent up to the end of 1869-70 is still incomplete, roofing being required to the whole of the ward of the Court-house, besides which, plastering, pointing, and flooring have to be attended to. The building is still useless for the purpose for which it is intended, though more than Rupees 17,000 have been spent on it. The Superintending Engineer is anxious to obtain funds for the completion of this building. I believe Rupees 2,000 would be sufficient. Colonel Palmer lately sent me an estimate for repairing the *old* Talo k Cutcherry at this station amounting to Rupees 445. I pointed out to him what a waste of money this would be, and that if departmental difficulties could be got over, how much better it would be to use this money in completing a portion at least of the new building. I am sorry to that Government has sanctioned*

an expenditure of Rupees 445 on

* *Vide* Government Order, 13th October 1871 No. 1,049.

4. Of the allotment on mi Rupees 1,086 were spent. One-fou projected new Talook Cutcherries at further construction of which is in a

5. *(Repairs.)*—The expenditur buildings have been repaired.

6. *Agricultural.*—The total ed to Rupees 48,174. The exper up by decrease under New Work in the case of repairs of Rupees 1

7. *(New Works.)*—Rupees Rupees 3,000 were spent in length facing to the breach in the Gangan referred to in paragraph 6 of Mr. V ings, dated 9th September 1870, No is to be regretted that the necessity In 1869, the tank was repaired at in 1870. The rains in that year w improved work ought to have withst the tank being new to the range, co in which the breach was effected. A bank. If this was the case, the caling miscalculation as to the requirements e tank. A new calingulah has been made, and it is to be hoped that er n arithmetic will not cause a further expenditure of money. An outlay of s 618 was made upon the sluices of the Jowkalapally Tank in the Sidhou ook on which Rupees 3,332 had been previously spent out of a total estima Rupees 5,090. A small expenditure was incurred on the Kandukur Tank ect in the Madanapally Talook. Estimates for several sluices have been sanctioned, but not carried out during the year under review.

8. *(Repairs.)*—Rupees 56,948 have been spent against an allotment of Rupees 48,174. Repairs have been executed to 71 tanks, and 7 river and spring supply channels have been cleared and epaired. In the Sub-Division the expenditure was nearly Rupees 2,000 less than the Budget allotment.

9. *Communications.*—The Imperial roads in this district are but three in number: No. 17, from Chittoor through Cuddapah to Kurnool, is in very fair order. A small portion of it between Cazipett and the Pennair river is in a very bad state, owing, I imagine, to the money granted for the maintenance of the road not having been judiciously expended for petty repairs, as ne essity occurred. The part of this road near the Kurnoo ontier I have not seen, and the Deputy Collector does not report on its conditi

10. No. 18, which runs through t ub-Division to Bellary, is reported by the Sub-Collector to be in very bad or . It has never been metalled, and till this is done, it is very questionable w it is worthwhile granting it so large an allowance as Rupees 200 a mile. badly cut up by the rains last year, and the approaches to the Papagni h it crosses are so impassable as to compel bandies to make a detour t river.

11. No. 8 leaves the Kurnool road Budwail. This road is well made and patches which show that the maintenance buted over the road, more particularly on Nellore frontier. There are also similar Cazipett.

12. Local roads are very imperfe Among the exceptional roads are the ro top of the Maliala pass where it comes is most wanted, the road from Yerragun Madras road which runs beside the Rai road from Cuddapah to Vempalli for te the road from Cuddapah to Sidhout in go its aspect near Sidhout. The local roads passable with care. They are 25 in num 500 miles. In fact the local roads are in principle upon which they have been co construction have been prepared. A n impassable in wet weather, and on which road in the estimates, and under the head sufficient for the maintenance of a thou converting this track into a road. The r What little is done is done badly from in year's work has to be done over again the t year. The result of a year's work is almost nothing, and local roads here n be almost said to be at a stand-still. It is false economy attempting to make oads without proper estimates on a maintenance allowance. The Superinten g Engineer approves of it, but on what principle I do not understand, and I eg that distinct orders may be issued on the subject. I believe the system is irre ular, and only requires representation to be stopped. At present estimates and District Road maps do not state facts. In the former, repairs are estimated for wo ks which do not exist. In the latter are marked roads which are not to be found.

13. I regret I am unable to furnish th information required by Governmert in paragraph 11 of their Proceedings, date November 11th, 1868, regarding the number of miles in each class of Imperial road which has been maintained in good order during the year. I can only find that the Superintending Engineer has reported that 220 miles of road have been repaired. Details as to class of road are omitted. As far as I know, the e are no new Imperial roads under construction or just completed.

SUBMITTED for the information of Gov ment.

2. In paragraph 3 of his report, the Collector brings to notice the case of the Sidhout Talook Cutcherry. It appears that, although 17,000 Rupees have been spent on a new Cutcherry and only about 2, 0 are needed to complete the building, an estimate for Rupees 445 was actuall sanctioned for the repair of the old Cutcherry by Government Order, dated of October. Mr. Horsley states that he pointed out to the Executive Engi uch better it would have been to

4. Of the allotment on minor works amounting to Rupees 3,265, only Rupees 1,086 were spent. One-fourth was for materials collected for the projected new Talook Cutcherries at Voilpaud in the Sub-Division, the further construction of which is in abeyance for want of funds.

5. *(Repairs.)*—The expenditure under this head calls for no remark. Eight buildings have been repaired.

6. *Agricultural.*—The total allotment for new works and repairs amounted to Rupees 48,174. The expenditure exceeds the grant by Rupees 8,774, made up by decrease under New Works Rupees 1,713 and an excess over allotment in the case of repairs of Rupees 10,487.

7. *(New Works.)*—Rupees were expended altogether. Of this, Rupees 3,000 were spent in lengthening the calingulah and earth-work and stone-facing to the breach in the Gangappa Tank in the Cuddapah Talook, referred to in paragraph 6 of Mr. V's letter recorded in Board's Proceedings, dated 9th September 1870, No. This work has been completed, and it is to be regretted that the necessity the expenditure of so much money. In 1869, the tank was repaired at Rupees 11,080. The tank breached in 1870. The rains in that year w ainly unusually heavy, but a recently improved work ought to have withst . The Overseer with whom I visited the tank being new to the range, co me no information as to the manner in which the breach was effected. A formed me that the water topped the bank. If this was the case, the caling ust have been constructed on a gross miscalculation as to the requirements e tank. A new calingulah has been made, and it is to be hoped that er n arithmetic will not cause a further expenditure of money. An outlay of s 618 was made upon the sluices of the Jowkalapally Tank in the Sidhou ook on which Rupees 3,332 had been previously spent out of a total estima Rupees 5,090. A small expenditure was incurred on the Kandukur Tank ect in the Madanapally Talook. Estimates for several sluices have been sanctioned, but not carried out during the year under review.

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11. No. 8 leaves the Kurnool road tt and goes on to Nellore through Budwail. This road is well made and r order. But here again there are patches which show that the maintenance wance has not been properly distributed over the road, more particularly on portion between Budwail and the Nellore frontier. There are also similar places between Ottumadugu and Cazipett.

12. Local roads are very imperfe this district with few exceptions. Among the exceptional roads are the ro Mudanur Railway Station to the top of the Maliala pass where it comes upt termination just where a road is most wanted, the road from Yerragun way Station to Proddatur, the old Madras road which runs beside the Rai e to the Bellary frontier, and the road from Cuddapah to Vempalli for te only. There is also a portion of the road from Cuddapah to Sidhout in go ler, but a quagmire suddenly alters its aspect near Sidhout. The local roads e Sub-Division are reported to be passable with care. They are 25 in num ith an aggregate nominal length of 500 miles. In fact the local roads are in istrict faulty in the extreme. The principle upon which they have been co ted is bad. No estimates for their construction have been prepared. A n udy track over black cotton soil, impassable in wet weather, and on which ey has been expended, appears as a road in the estimates, and under the head airs a small amount of money barely sufficient for the maintenance of a thou ly well made road is entered for converting this track into a road. The r thus grows very slowly in length. What little is done is done badly from in ficient funds, and a portion of each year's work has to be done over again the t year. The result of a year's work is almost nothing, and local roads here n be almost said to be at a stand-still. It is false economy attempting to make oads without proper estimates on a maintenance allowance. The Superinten g Engineer approves of it, but on what principle I do not understand, and I eg that distinct orders may be issued on the subject. I believe the system is irre ular, and only requires representation to be stopped. At present estimates and District Road maps do not state facts. In the former, repairs are estimated for wo ks which do not exist. In the latter are marked roads which are not to be found.

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spend this sum in completing a
it away on the old one.

3. Had the actual state of a

Superintending Engineer's letter, 30th S
ber 1871, in Government Order, 13th
1871, No. 1,409.

4. Paragraphs 9, 10, 11 refe
out certain defects.

5. In paragraph 12 the Co
of the district and points out the
undertaken. All these roads will
and it will be in their power to re

6. In future no new road sh
being prepared and sanctioned, a
roads which have been regularly

No. 413. ORDER THERE

CIVIL WORKS, No. 20

Talcok Cutcherry the Governmen
estimate of Rupees 445 had been pre
the Superintending Engineer remark
sanction as he preferred that work on
The estimate for repairs was, howeve
Department, in G. O., dated 6th Sept
in hand in anticipation of sanction.
the new Cutcherry as soon as funds b

3. The attention of the Super
remarks of the Acting Collector in pa
tions as he may have to offer on the s

4. The Government quite agre
formation of new lines of road should
estimates, and that maintenance gran
made roads.

(Tru Extract.)

Colonel, R.E.,
Secretary to Government.

To the Acting Superintending Engineer, 3rd sion.
,, Revenue Department.
,, Board of Revenue.
,, Judicial Department.
,, Financial do.
,, Controller of Public Works Accou

Exd. T. O'Connor.

ast of the new building than to throw

been laid before Government when the
estimate was submitted for their sanc-
tion, it is probable that some such
arrangement would have been ordered.
tate of the old Imperial roads and point

ments on the state of the local roads
manner in which these lines have been
rought under the Local Fund Boards,
is wrong.
ndertaken without a regular estimate
ntenance should be granted except for

anuary 1872, No. 211.

COMMUNICATED to the Superintend-
ng Engineer of the 3rd Division.

2. With regard to the Sidhout new
rve that in bringing to notice that an
for the repair of the existing Cutcherry,
hat he was not disposed to pass it on for
new Cutcherry should be recommenced.
lled for by Government in the Judicial
r 1871, No. 1,246; but the work was put
vision will be made for the completion of
me available.
tending Engineer will be called to the
graph 7, and he will submit such explana-
tements therein made.
with the Board in considering that the
be undertaken except on duly sanctioned
should not be given for any but regularly

Revenue Depart.

No. 292.

Govt. of {1872} Madras.

PUBLIC WORKS.

To

THE ACTING SUPERINTENDING

ENGINEER, 3RD DIVISION.

&c., &c., &c.

Dated January 23rd,

Read. a 26c. Encl.

G. O., 23rd January 1872, No. 211.

JANUARY

Nos. 412-413

Public Works.—Proceedings of the Board of Revenue on Collector's report on Public Works in the Cuddapah District for 1870-71, communicated to the Superintending Engineer of the 3rd Division, with remarks.

No. 157.

RECORDED.

26th Jan 1872