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श्रीमल कमिटी, अोर.

Gazetteer of Bombay
Presidency.

U-18-B : Poona and Bhor

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Area.—Twenty-two square miles were added to the district from Ahmednagar in 1887 and an area of five square miles was transferred to Ahmadnagar during the same year. To meet these changes and to accord with the measurement of the survey carried out between 1871 and 1922 the area of the district has been increased from 5,347 to 5,357 square miles. The Taluka variations are :—

Haveli	..	..	..	+ 12
Indapur	..	..	..	+ 1
Junnar	..	..	..	- 20
Khed	..	..	..	- 12
Sirur	..	..	..	+ 23
Purandhar	..	..	..	+ 6
Total				+ 10

2. Recent Surveys.—The second Revision Settlement of all the Talukas in the district with the exception of Mulshi Peta was introduced since 1911. The period of the current settlement of Mulshi Peta expired in 1922-23 but the introduction of the second Revision Settlement of this area has been postponed pending completion of the acquisition work in connection with the Mulshi Lake of the Tata Power Co., Ltd. By the Revision Settlement the total assessment was raised from Rs. 11,86,462 to Rs. 13,92,950 equal to an increase of 17·4 per cent. The Taluka variations are shown below :—

Name of Taluka.	Increase in rupees.	Increase per cent.
Junnar	41,642	25·5
Indapur	12,018	9·6
Sirur	10,662	7·4
Bhimthadi	22,921	10·1
Purandhar	16,134	16·1
Haveli (including Poona city, but excluding Mulshi Peta).	31,789	24·7
Khed	50,233	24·3
Mawal	21,064	24·9
Total	2,06,488	17·4

The rates now in force and the details of assessment, dates, etc., are given in Table XV. The area of cultivated land by Talukas shown in the revenue accounts for 1920-21 is:—

Taluka.	Area in acres.	
	Cultivated.	Irrigated.
Bhimthadi	348,428	61,381
Haveli	235,855	11,204
Indapur	193,745	40,180
Junnar	210,034	12,977
Khed	299,450	12,107
Mawal	76,347	342
Purandhar	179,432	13,067
Sirur	272,611	7,670
Total	18,15,902	158,928

N.B.—The irrigated area is included in area shown as cultivated.

3. **Important Public Works.**—The Southern Maratha Railway from Poona to Miraj running for 47 miles through the Southern portion of the district was opened for traffic in 1886, the construction work having been commenced in 1884. In 1921-22 there were 554 miles of metalled road and 402 miles of road suitable for fair weather traffic only. The new roads and works of importance constructed since 1875 are as follows:—

Name of work.	Service Head.	Cost.	Year of completion.
		Ra.	
Nira Canal	Irrigation	57,22,536	1899
Mutha Canal	Do.	74,20,633	1897
Matoba Tank	Do.	1,88,143	1892
Shirshuphal Tank	Do.	2,24,568	1893
Bhadalwadi Tank	Do.	2,27,422	1891
Pashan Tank	Imperial Military	7,30,707	1899
Deccan College	Provincial	91,013	1883-99
Harris bridge on the river Mula at Dapuri.	Do.	1,76,668	1896-97
Reformatory School, Yeravda	Do.	50,477	1889-97
College of Science	Do.	1,06,397	1886-92
A bridge over the Indrayani at Indori on Wadgaon-Chakan Road	Incorporated Local Fund.	77,930	1887-88
Ghoda-Ambeegaon Road	Do.	52,540	1892-93
Baramati-Nira Station Road	Do.	87,767	1896-98
Rajewadi Railway Station road to Malsiras and Mawadi.	Do.	95,044	1900-01
Maharashtra Female High School, Poona.	Excluded Local Fund.	61,729	1896-97
Telegraph Office, Poona	Imperial Civil	67,798	1902-03
Additional students' quarters, Deccan College, Poona.	Provincial	86,036	1907-08
Female Training College, Poona	Do.	40,013	Do.
Head-quarter Police Lines, Poona	Do.	2,91,833	Do.

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