

ADDRESSES, &c.

PRESENTED TO

AND

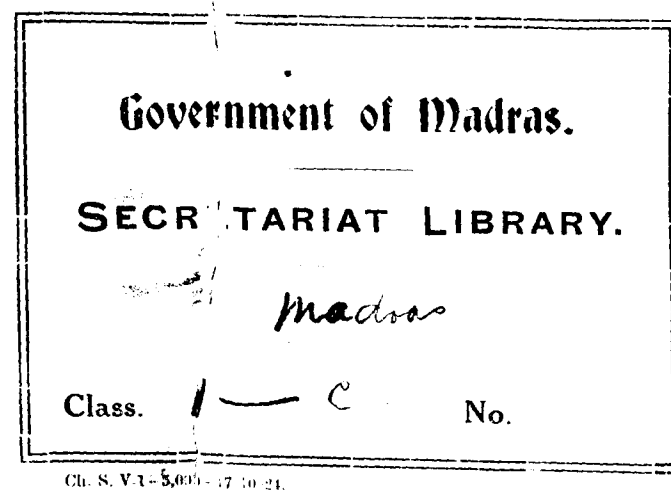
REPLIES MADE

BY

HIS EXCELLENCY THE LORD WENLOCK,
G. C. I. E.

ON HIS NINTH TOUR.

March 1893.



LIST OF ERRATA.

Page 63, in line 15 from the top, for "tribal" read *clan*.

Page 65, in line 19 from the bottom, for "tribal" read *clan*.

Page 95, in line 15 from the bottom, for "tribal" read *clan*; also in line 14 from the bottom, for "tribe" read *clan*, and in line 7 from the bottom.

Page 96, in line 7 from the top, for "tribal" read *clan*, and for "tribes" in the following paragraphs on that page read *clans*.

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ADDRESSES, &c., PRESENTED TO AND REPLIES MADE BY HIS
EXCELLENCY THE LORD WENLOCK ON HIS NINTH TOUR.

Address by the Inhabitants of Guntūr.

MAY IT PLEASE YOUR EXCELLENCY,—In the name of the people of Guntūr, we, the Councillors of this Municipality, beg to approach Your Excellency with feelings of loyalty and to offer Your Excellency the most cordial welcome as the august representative of Her Gracious Majesty our beloved Empress. Your Excellency's visits to several districts of the Presidency have always been attended with beneficial results, and more so Your Excellency's tours to the distressed portions—such as the Ceded Districts—which Your Excellency undertook at a great personal sacrifice at an inconvenient season. These tours have not only had the effect of carrying present relief to the suffering humanity, but also ended in permanent measures of protection against any recurrence of such distress, so much so that Your Excellency's energetic actions have extorted the admiration even of your adverse critics. The liberal encouragement given to the improvement of agriculture and the development of other resources in the shape of concessions and loans to agriculturists is a sure sign that the contemplated village agricultural banks will become a *fait accompli* in the near future, and will prove an invaluable boon to those toiling millions who constitute, as it were, the backbone of this purely agricultural Presidency. The tenacity with which you have advocated the cause of the Madras-Bezavāda section of the East Coast Railway is another strong proof, if one is wanted, of the deep interest Your Excellency takes in the material advancement of this country. The East Coast Railway initiated by Your Excellency's honorable predecessor, and pushed on with great energy and despatch under Your Excellency's orders, and the Kistna bridge constructed at great expense—standing as it were a monument of Engineering skill, and mechanical industry,—and which is about to be opened this day by Your Excellency—these two alone are enough to enchain the minds of the Hindus to the foot of the British throne.

Your Excellency's fortunate and auspicious halt to-day at this thriving station very clearly indicates that your interest is not confined to the material prosperity alone, but also extends in a large measure to the intellectual advancement of your subjects. The recent orders of Your Excellency's Government continuing in full the Elective franchise to this Municipality, and extending the same to the sister town of Bezavāda, mark the liberal spirit of your administration and evince the sincere interest Your Excellency's Government takes in the political education of the country. This leads us to hope that the same liberal spirit would characterize the working of the Act, reconstituting the Legislative Council.

In conclusion, we beg to assure Your Excellency of the happiness, contentment and loyalty that prevail in this part of the country under your Excellency's benign administration.

We once more offer you a right hearty and loyal welcome.

His Excellency's Reply.

MR. CHAIRMAN AND GENTLEMEN,—I beg to thank you very much for the kind Address of Welcome which you have just presented to me on, I may say, my first visit to Guntūr. I say first visit, because, though I had the pleasure of going through this way last year, I had not the opportunity of paying a visit to your town, such as the one which I hope to have now. You allude in your Address of Welcome to my several visits during the last year and the year before, when, I am sorry to say, the country was suffering a good deal from the effects of scarcity, of dearth of food, and from the scarcity of water. I am thankful to say we have got over it, on the whole, in a very satisfactory manner; and as long as I stay in this country I hope I shall never see the recurrence of such distress. You allude in your address to the general happiness and contentment which prevail in this part of the country, and I sincerely trust that you will never come to know the horrors of distress. The Southern Mahratta Railway will do a good deal to minimise the effects of such distress. There is no doubt that this railway did a great deal during the last year in keeping down the price of grain in the districts of Kurnool, Nellore, Bellary, and in some parts of Kistna. The Government look very much to the railway for the alleviation of those hard times which we are all so much in dread of in this country. You allude in your address to my visit here in connection with Dr. Wolff's College. As you know that is the chief object of my coming here, I trust you will not think me discourteous if I take leave of you, gentlemen, and go to the opening of the College building. I once again beg to thank you for the kind Address of Welcome you have given me.

THE "ARTHUR G. WATTS MEMORIAL."—A move was then made to the American Lutheran Mission buildings half a mile away. The new structure, "The Arthur G. Watts Memorial," which His Excellency was asked to open, is a lofty two-storied building, class-rooms below and a large hall above. It was in the latter that the ceremony took place, after Lord Wenlock had inspected the class-rooms. It was gaily decorated and crammed to overflowing. Dr. Duncan, Director of Public Instruction, opened the proceedings by addressing the audience as follows:—

He had been very kindly given the text for his speech on the occasion by the Principal of the College. Such a course was advantageous to him in one way and disadvantageous in another—advantageous because it saved him the trouble of racking his brains to find out the subject on which to speak, disadvantageous inasmuch as it clipped the wings of fancy and prevented the speaker from indulging in imagination. His text for the occasion was "Education and its progress," and he would utilize it so as to reap as many advantages and as few disadvantages as possible from it. It was legitimate in the ecclesiastical profession to use a text in that way. Dr. Duncan next sketched the history of the American Mission's educational work in Guntur and other parts and the origin of the school which had developed into the College, whose building was being opened that day. People in general never troubled themselves to acquaint themselves with the ways and means by which educational institutions in general were carried on. Parents of pupils often complained of the high rate of school fees they had to pay, but they never realised the cost of maintaining a College like the present one in a state of efficiency. He was a regular reader of the various addresses received by His Excellency during his tours, and he found that people always thought that His Excellency could get anything done by a wave of the magician's wand. He assured those present that things were not done on such easy terms as they thought. The American Lutheran Mission institution had been carrying on its work for more than 50 years without receiving the slightest aid from Government. The year before last the College had spent Rs. 11,000, out of which only Rs. 2,000 were collected in the shape of school fees; in other words, people were paying for the education of their children only one-fifth of the actual cost. The College authorities had applied for help from Government only once, and that was for the construction of this building, and the Government responded to this appeal by a grant of Rs. 22,500. The Americans were rendering to England a great deal of help in the promotion of the welfare of British subjects. He often regretted that the leaders of the native community were not always ready to come forward and work for their fellow countrymen. It grieved him to see that the wealthy Hindu and Muhammadan gentlemen of the Presidency were not doing what they might do to promote the welfare of their brethren.

Address by Rev. Dr. Wolff at the opening of the "Arthur G. Watts Memorial."

After briefly sketching the history of the school which dates back to 1848, and its work amongst the out-castes of the southern part of Kistna district, Dr. Wolff remarked:—

YOUR EXCELLENCY,—Permit me to say a few words relative to the building you are about to open. It is called the Arthur G. Watts Memorial. This is due to the fact that Messrs. Watts, father and son of Baltimore City, U.S.A., and of Durham, N.C., respectively, contributed almost Rs. 25,000 toward the building fund, making it a memorial to a dear departed son and brother. The rest of the money was contributed by friends in the United States. The Rev. Dr. Uhl has the credit of collecting over Rs. 47,000. The entire money got from America was about Rs. 72,000, to which Your Excellency's Government through the Educational Department was pleased to make a further grant in aid of Rs. 22,500 towards the School department, making a total Building Fund of Rs. 94,500. The building was commenced by breaking ground on the 27th July 1889. Little was done before October of that year. The corner-stone was laid on the 18th March 1890, at which ceremony our much esteemed Collector, Mr. A. T. Arundel, presided. With the usual progress and delays the work has reached its present stage. All the class-rooms are ready for occupancy. To me has been entrusted the extremely pleasant task of asking Your Excellency to open these buildings. But before you do so, permit me, in the name and on behalf of the Mission, to thank Your Excellency for so kindly consenting to preside on this occasion.

His Excellency's Reply.

DR. WOLFF, LADIES AND GENTLEMEN,—In formally declaring these buildings open I should like to express personally the great pleasure it has given me to have been able to be present here on my way to another and larger function a little further north and by my presence here and the few words I wish to say, I hope to open for the benefit of the people of this part of the country for ever this most important and most interesting building. (Applause). Dr. Duncan has said, and has said truly, that the people of this country are very much indebted to the American Lutheran Mission for the efforts which they have made in the past and for the efforts which they are making at present to improve the intelligence and cultivate the morals of the people of this part of the country. Our cousins in America are not, as we are, responsible for the welfare of a very large number of the human race; but seeing our difficulties and knowing how much there is to do, they have not hesitated to put their hands into their pockets to assist

us in doing that which is almost impossible for any Government to achieve unassisted. They go out themselves, their wives, and their sisters, they enter into all parts of the country, they spend a very large amount of money and they spend their time and their health in promoting the welfare of those who are in no way connected with them, in an extremely kind and generous manner, not only in Kistna district but in other parts of the Presidency. In all districts I find our American cousins joining with us in improving the system of education and in extending it wherever it is wanted. To their efforts we owe a very great deal. It must be recognised that their great object is the advancement of Christian religion. It is impossible for us to give them any assistance in this direction, as this Government is interested in the welfare of a great many thousands of the Queen's subjects of different castes, creeds and tribes. We try as far as possible to steer an absolutely even course between them. In the matter of religion we do not try to foster any particular religion against another. We try to deal as fairly and as justly as possible between them. When it comes to a question of education, I think the missionaries of the different bodies who are here in this country will say that the Government have done whatever they could to further their interests as far as possible. We find it extremely difficult to make efficient provision for all the laudable objects that claim the support of Government. However, I must congratulate this Mission on having got a sum of money which will be sufficient to equip it and place this building in a proper condition so as to enable them to carry on their work in a proper and efficient manner. (Applause). When the building has been erected and when everything has been done it will not be forgotten, and Dr. Duncan is right in drawing the attention of the people to it to-day, that for the maintenance of this building the mere school fees are not sufficient in any way. This Mission has been doing good work not only in Guntur but in many parts of Kistna district. 3,300 primary children are educated in this institution and the different boarding schools attached to this Mission. I have been asked to appeal to the Zemindar of Nuzvid. I would appeal not only to the Zemindar of Nuzvid, but to all the Zemindars, and ask them to say if they are doing what they should do for the education of their fellow-creatures. If these words which have been let fall to-day are read by them, I trust their attention will not have been called in vain. I trust that nothing will be wanting on the part of the people here to help the American Missionaries in their good work. The Government, recognising the good work done by Dr. Wolff in this part of the country, has been pleased to appoint him a Fellow of the Madras University. I am glad to have this opportunity of personally congratulating him on the honour which he has so deservedly won.

Address by Mr. Spring, Engineer-in-Chief, at the opening of the Kistna Bridge.

YOUR EXCELLENCY, LADIES AND GENTLEMEN,—On behalf of the officers and men of the Kistna Bridge I thank you for the honour which you have done us in coming so far and at so much inconvenience to witness the completion of our labours. I ought perhaps to say practical completion, for certain minor details still remain to be carried out before the bridge can be said to be actually finished. But as the practical duty of a bridge is to carry traffic across a river, such a structure as this may fairly be said to have been practically completed as soon as a train can run over it. It is in order that Your Excellency may drive the first train over the Kistna Bridge that we, its Engineers, have asked you to honour us with your presence to-day. I ask Your Excellency's permission to give a brief history of the bridge and of its construction, and then to introduce some of its constructors. We have been just 27 months over the job. Out of these 27 months, fully 12 were months of flood, from June to November each year, in which exceedingly little work could be carried on in the river. I will now try to describe what the work consists of. The river Kistna drains an area of 115,500 square miles. Its floods rise 30 feet, and at its maximum height it is between 50 and 60 feet deep. Its full flood discharge is about 800,000 cubic feet per second. Its bed is sand, in most places as deep as we have been able to bore. At the spot where it is spanned by the bridge the river is one mile wide; but it has now been narrowed to three-quarters of a mile by massive stone-faced embankments and thus, by the judicious expenditure of four-and-a-half lakhs of rupees in cheap earthwork and rubble stone, eleven lakhs worth of expensive bridging are saved. The river has been bridged by twelve steel girder spans, 300 feet between centres of bearings, the piers being 307 feet centre to centre. The piers, as you see, are of massive granite masonry, they rest upon other blocks of masonry, which we call wells, that have been sunk 80 feet below low water, so that when a flood is running 60 feet deep the wells are still safe in 50 feet of ground. Around each pier about 40,000 cubic feet of loose stone rubble has been placed, in the form of an oval area 3 feet thick; this will gradually form a cone-shaped mound, around each of the piers, effectually protecting it from undue scour. The wells are on the plan of double octagonal shape, two octagons joined together, 38 feet long by 22 feet wide. They, like the piers, are of granite masonry, but unlike the piers they are built in cement. The twelve girders weigh 535 tons each. So much for the design of the bridge. All practical men know that the making of a design and the contriving of a scheme of construction are one thing, but that to successfully carry them out is quite another thing. No successful carrying out is possible unless the Engineer is fortunate enough to get about him a competent

His Excellency's Speech on the opening of the Kistna Bridge.

They were all assembled there that afternoon to assist at the ceremony of opening a great and important work. He had had the pleasure of driving across the bridge the first engine with a laden train, and he was glad to be able to say that in his opinion the bridge was perfectly safe. Mr. Spring had told them of the various troubles and vicissitudes which he had had to undergo during the erection of that magnificent work. He had also told them of the services rendered by the various men who assisted him in the construction of the bridge, but he had omitted to mention one name and that was his own, Mr. F. J. E. Spring, a name which he (Lord Wenlock) felt sure would be greeted with expressions of honour and respect. It was to his (Mr. Spring's) great engineering skill, to his great energy and resource and to his remarkable powers of regulating work that they owed that splendid structure. Mr. Spring, too, had rightly mentioned the name of Mr. Digby, who, for the excellent manner in which he had put together those great pieces of iron girder, deserved the highest praise. His Excellency then remarked that it gave him much pleasure in reading out to them the telegram from His Excellency the Viceroy conveying the congratulations of the Government of India to Mr. Spring, Mr. Digby, the foremen, and the workmen engaged in this important work, on the rapid completion of the bridge and at the cheap rate at which it had been finished:—

"His Excellency the Governor-General in Council desires to convey, through His Excellency the Governor, the warm commendation and congratulation of the Government of India on the completion of the Kistna bridge, to Mr. Spring, Mr. Digby, and the foremen and workmen engaged on this important work, and the satisfaction of Government at the rapid completion and the cheap rate of the girder erection. His Excellency is further pleased to convey the sanction of the Government of India to bonuses to the staff on the following scale at discretion of Madras Government: Bonuses to foremen up to two months' pay, to others up to one month's pay."

His Excellency the Viceroy had further asked him to distribute bonuses at the discretion of the Madras Government to various men engaged on the work, and in accordance with Mr. Spring's request he would presently place them in the hands of those workmen and foremen who had been alluded to in his address. Standing as they did at the edge of the bridge, one of the great links in the East Coast Railway, it would only be becoming on his part if he referred to the untiring exertions in this important cause of his predecessor, Lord Connemara. It was through his (Lord Connemara's) untiring exertions alone, in season and out of season, that the work of the East Coast Railway had been begun. As it was, they saw with the completion of this bridge the completion of a very large portion of the line. A short time more and the line would be completed from Bezvada to Cuttack with the exception of the Godavari Bridge. Those who lived on the Madras side were anxiously looking forward to the time when the East Coast Railway would be extended to their part of the country. They felt that that bridge was hardly complete until it carried the broad gauge system from Bezvada to Madras, connecting the metropolis of India with Madras, and its southern dependencies. His Excellency could only look with extreme satisfaction on the portion just completed and express his great pleasure at having been enabled to be present on such an occasion. He thought it most important to point out that great results were expected in the future to accrue from the construction of that railway. The intentions of the Government of India in respect to the completion of the East Coast Railway between Bezvada and Cuttack, and its extension northwards from Cuttack to Calcutta and southwards from Bezvada to Madras, were, His Excellency remarked, as follows. It was the intention of the Government of India to proceed with the construction of the East Coast Railway between Bezvada and Cuttack as quickly as possible, and to devote to the project each year, until it was completed, about the same amount of funds as had been provided during the last two years (1891-92, Rs. 12,500,000; 1892-93, Rs. 12,381,000) or as large a sum as the funds at the disposal of the Government of India, under the orders of the Secretary of State for India, for the construction of new lines generally, would allow. An important question which arose, remarked Lord Wenlock, was whether any of the funds available for expenditure on the East Coast Railway during the next two years should be devoted to the construction of the bridge over the Godavari, or whether the whole amount should be devoted to the completion of the line up to Cuttack. The Government of India had no doubt that the early opening out of 60 miles, or more, was of greater importance to the tract of country which the railway would serve, than the immediate construction of a bridge over a river across which the railway traffic could be easily and efficiently ferried without break of bulk. It was the original intention to establish a wagon ferry capable of transporting loaded wagons across the river in the first instance, similar to that which formerly existed at the Sukkur crossing of the Indus river, and which was found sufficient to cross as many as 484 wagons in one day—traffic much larger than was to be expected in the immediate future at the Godavari crossing. Under the circumstances, the Government of India did not see sufficient reason for departing from the plan settled from the first for providing an efficient wagon ferry; and it considered it advisable that the project for the construction of a permanent bridge should be taken up after the completion of through communication between Bezvada and Cuttack. The Government of India had a survey now in hand for an extension of the East Coast Railway from Cuttack to Midnapur to Calcutta with a branch from Midnapur to Sini station on the Bengal-Nagpur Railway. Nothing had been decided at present as to the construction of this extension, and it would be premature to settle what would eventually be done until the results of the survey which was being carried out, had been received and considered. The extension from Bezvada to Madras had been surveyed by the Madras Railway Company. There were, however, weighty

financial objections to the construction of the line by that Company on a State guarantee; or to the early carrying out of the work by the Government itself, taking into consideration the requirements of the East Coast Line. The completion of the project between Bezvada and Cuttack was estimated to require a further sum of about Rupees 3,00,00,000 (in round numbers) from the beginning of the year 1893-94, and the Government of India was unwilling to tie its hands for the present beyond this amount, having regard to the general financial outlook and the limited funds available for railway construction in India.

That (His Excellency continued) was the actual position of affairs at the present moment. It appeared that they would have to wait for another three years before they would be able to take up the construction of the Godavari bridge. It was impossible, however, to prognosticate what the Government of that day might think fit to do in regard to the extension of the East Coast Railway to Madras. For his part he was afraid that he would not be in India at the time when the line would be extended to Madras; but he would nevertheless welcome the news of such an event with great satisfaction when it reached him at home. There was, His Excellency said, another point—an important one—which was pressing for consideration, namely, the break of gauge on both sides of the bridge, the broad gauge of the East Coast and Nizam's Railways ending on the northern side and the narrow gauge of the Bellary-Kistna line of the Southern Mahratta Company's system ending on the southern side. The broad gauge, His Excellency thought, must continue to have priority of consideration, and when the E. C. R. had been carried on to Madras, the Southern Mahratta and other narrow gauge lines would have to be looked upon as feeder lines to the two broad gauge lines. The question for consideration now, however, was whether the Southern Mahratta Railway could be allowed to come over the bridge to the northern side by means of a third rail and make Bezvada its terminus until the East Coast Railway had been extended southwards. His Excellency's Government had considered the question most carefully and had laid its views before the Government of India. It was for that Government to decide whether the Southern Mahratta Railway should be allowed to come temporarily across the river. When the Madras-Bezvada line had been built, His Excellency's Government was decidedly of opinion that it would be better to keep the narrow gauge line to the southern side of the river, for the narrow gauge must in the end be subordinated to the broad gauge. In conclusion, His Excellency remarked that he looked forward to the day when the whole East Coast line would be completed, and when large ships would be able to enter Vizagapatam Harbour and carry away the surplus wheat and other grain of the Central Provinces brought down to the coast by a branch line from Raipur. The East Coast line was being constructed with the idea of its carrying food-grains from the fertile delta parts into those more desolate parts where the rainfall was often deficient and famines of frequent occurrence. The line so far completed opened up enormous facilities for transporting food-grains from Godavari and Kistna districts, and he sincerely trusted that that day might be the beginning of prosperous times to all the people of that part of the country. He thanked those present for having listened to him so attentively, and expressed the great pleasure it had given him to take part in such an important function.

Address by the People of Bezvada.

MAY IT PLEASE YOUR EXCELLENCY,—The people of Bezvada in public meeting assembled have unanimously resolved to give your Lordship a hearty welcome as representing our Gracious Sovereign the Empress and personally for the unsparing manner in which you have devoted yourself for the good of the Presidency. We thank you for urging on the East Coast Line and hope it may still fall to your lot to bring the first train that leaves Madras in the early morning and arrives here in time for dinner. The splendid bridge which you have just inaugurated with its hundred-yard spans speaks for itself and commands the admiration of us all. Only the other day the order went forth and behold the work is done. Bezvada, already notable for one great engineering feat, is now the scene of a second and the greatest of its kind in the territories under your Lordship's care. How rude and obstructive Kistna could be only those know who had to cross the river at all times of the year; but although as an obstacle to traffic he is conquered and to-day begins a new era in that respect, we by no means want to get rid of him. Your Lordship knows how wonderfully he provides us with food and your Government with revenue. He is as much to us as the Nile to the Egyptians and ever welcome. In four ways we come into daily and close contact with the Kistna. On your last visit you promised sympathy on these points and we beg to keep them before you. They are as follows:—(1) Health, (2) Drinking water, (3) Washing clothes, (4) Bathing. Taking them *seriatim*:—1st, Health.—We are cooped in by spoil-banks and ghats, and beg the spoil-banks may be levelled down. When the spoil bank between the main canal and the river is taken away we beg that the land may be appropriated to the Municipality for a park. 2nd, Drinking water.—The Engineer-in-Chief, Mr. Spring, whom we thank for what he has so kindly done, can, we believe, supply us with the best water at a very small cost. We beg your Excellency to lend us your aid in securing the advantages of this most admirable scheme at the earliest possible date. 3rd and 4th.—Washing clothes and bathing. For this purpose we need access to the river. The ancient and bridge revetment works make the river very dangerous at certain times of the year. By the

restrictions placed upon our use of the river water we are losing our ancient rights. Mr. Spring promised to do his best after seeing how the first year's freshes left the sand banks. We are afraid the currents have not been propitious and that his benevolent intentions are frustrated and that only by expenditure of money can anything be done. However, we earnestly submit that our vested interests in the use of the river cannot with equity be set aside and we beg your Excellency to direct that facilities be afforded for bathing and washing in the river. The above four points are of more consequence to us than even the bridge and the railways, because they are of daily concern to us all. The question of allowing the Southern Mahratta line to come to this side of the river, and Bezvada being thus made the central station for all lines and companies in all directions, must, we fear, be getting nauseous. We shall, therefore, only beg your Lordship to look at it in its simplest form, although it is a matter about which we feel very earnestly. (1) A costly bridge has been erected, and now it is finished its usefulness is to be curtailed by what seems to us the extraordinary idea of making a station where no one wants one. (2) People after getting themselves and their luggage comfortable into a train and after crossing the bridge are to be turned out and have to do the same thing over again. (3) The only result of this awkward arrangement will be to benefit one railway to the detriment of another, and the line to suffer is the property of the Government of India. (4) If it be said that this is only temporary awaiting the completion of the East Coast line it may be replied that matters will then be still worse. People coming on the Nizam's line will have to change at Bezvada and having gone over the bridge will have to change again. The Buckingham Canal on account of its cheapness is an exceedingly useful water-way. It has cost a great deal of money; but for want of a few more locks its value and effectiveness are greatly reduced. For a large part of the year among the delta villages no traffic except on foot is possible, but by extending the navigation on some of the canals and the Budimair many wealthy villages might be put into contact with the merchants. The district still contains immense possibilities of increasing the Government revenue and the welfare of a large number of people. Great areas can be brought under wet cultivation with a return of from 10 to 13 per cent. The Bank canal on this side has long been partly done and is waiting to be finished. We commend the above schemes, which have been set out in brief, to your Excellency's consideration, confident that they will tend to the advantage of our district and to the success of your Excellency's rule. We feel we cannot close the address without expressing our sincere regard to Mr. Atkinson who takes great interest in the administration of this district and the welfare of its people. In conclusion we wish you all prosperity and beg to express to you our loyalty and devotion to Her Majesty the Empress.

Address by the Members of the Bezvada Vijayavada Sabha.

MAY IT PLEASE YOUR EXCELLENCY,—We, the members of the Vijayavada Sabha on behalf of the Bezvada public, beg to approach Your Lordship with our humble yet hearty address of welcome to Your Lordship on this most happy and auspicious occasion of the opening ceremony of the Kistna bridge.

2. The recent bestowal upon us of the much coveted and highly desirable franchise of Municipal elections has already made us extremely thankful to Your Lordship and we desist from taking the liberty of troubling Your Lordship with further requests in this respect as we hope and trust that the representatives of the rate-payers will give due consideration to their grievances.

3. Encouraged by the sympathy which Your Lordship's Government has all through been according to public grievances, we take this opportunity of laying before Your Lordship a case which vitally concerns the public both local and moffussil, and upon a favorable disposal of which alone depend the soundness of public health, happiness, &c.

4. Prior to the construction of the anicut and even after it, up to 1877, the public had an uninterrupted and free access to the groins over the anicut, the only place for them where they can conveniently bathe and draw water for drinking purposes and perform their religious ablutions.

5. For the first time in 1877, and for reasons unknown to the public, the Public Works Department authorities interfered with this liberty of the public and prevented them from going to the said groins. But on representations made to him, Mr. Gibson, the then Head Assistant Collector, was kind enough to restore to them their lost privilege.

6. In 1879, similar obstructions were thrown in the way of the public and this time the Public Works Department authorities concerned went even to the length of preventing a religious procession from proceeding to the only convenient part of the river side, to wit, the said groins to perform certain religious ceremony. In their anxiety the public sought justice from the Government directly and obtained from them, through telegraph, orders checking the arbitrary proceedings of the Public Works Department authorities.

7. When in 1880 a similar interference was indulged in by the Public Works Department authorities, fortunately for the people His Grace, the late lamented Duke of Buckingham and Chandos, happened to be here during his gubernatorial tour, and on the people representing this

matter to His Grace, His Grace accompanied by the Honorable D. Carmichael was pleased to make a personal local inspection and issued orders, dated 1st February 1880, against the proceedings of the Public Works Department authorities. At the same time, His Grace was also pleased to direct the said authorities to afford an additional convenience to the bathing Brahmin community by getting steps into the river constructed at Government cost, which was duly carried.

8. In 1883, the Public Works Department authorities had a barrier-gate erected just at the entrance to the anicut and had recourse to their old practice of preventing the people from enjoying their privilege. This time a petition to the Government resulted in their issuing G.O., No. 847, dated 23rd October 1883, directing the Public Works Department authorities to adhere to the instructions issued by the Duke allowing them however to obstruct the people from going to the groins only on occasions when resort to the same is likely to prove dangerous to the people.

9. In 1889, the obstruction process was renewed. This time the Sabha brought this matter to the notice of the Government, and the latter in their G.O., No. 286 L., Public Works Department, dated 12th June 1889, directed the then Executive Engineer to desist from interference with this privilege of the public and to stick to former arrangements. It also appointed a committee to frame some rules defining the limits of the river within which people may be conveniently allowed to bathe and draw water for drinking purposes, &c. Accordingly when the committee submitted the rules which they framed, the Government passed them and these provided the high-caste Hindus the privilege of bathing on the whole of the southern side of the groins and to some extent on the western side of the anicut, while the northern side of the said groins was reserved for drawing water. Last year a repetition of the same arbitrary proceedings of the Public Works Department authorities with the assistance of the police was followed by prosecutions of certain persons arrested while bathing at the usual place and convictions were obtained despite the rulings of the High Court which hold that bathing in rivers is unculpable. A deputation consisting of the leading local gentry waited upon Mr. A. T. Arundel, the then Collector, and on representing the matter to him, he restored them to their privilege and also told them that he spoke with the Superintending Engineer on the subject who, he said, had promised to get a flight of steps constructed on the southern side of the groins as well as along the anicut side to afford people convenient bathing place. More than once the local Municipality offered money for the construction of the said steps, but we are informed that the Public Works Department authorities refused the construction as often as offers were made.

10. This year, with their usual unsympathetic feelings, the Public Works Department authorities once more stopped all access to the said groins or to any convenient part thereof and a deaf ear was turned to the cries of the helpless people. It is hardly necessary to represent to Your Lordship, whose recent visits to this place could not but have acquainted Your Lordship with its different localities, that no other source of water-supply exists in this thriving town. If in the absence of any other resource, access to the said groins, the one and the only one convenient place which can best meet the public demand for water, is shut up from the public, Your Lordship will easily notice that the difficulties of the people would be past all description.

11. We, therefore, beg Your Lordship to be pleased to restore us, the sufferers, to the privileges conferred upon us by the Government long ago, and to issue final orders to the Public Works Department authorities who have all along been ignoring directions contained in the previous Government Orders and to leave the people unmolested without uncalled for interference.

12. In conclusion we devoutly hope and pray that Your Excellency may for many long years be preserved with health and strength to sustain the responsibilities of Your Excellency's exalted position.—Bezvada, 17th March 1893.

His Excellency's Reply to both Addresses.

He thanked the memorialists for the kind words of welcome addressed to him on the occasion of his second visit to their town on a business of a most important character and on a day which he trusted would be long remembered as a happy one by the people of this Presidency. Taking the various points in their addresses, he found first and foremost they spoke of the health of the town, the drinking water, and water for washing purposes. These, he thought, were no doubt very important to the people. As regards the spoil banks of the canal, he quite agreed with them that they were very injurious to the public health of the town, and consequently he said the Public Works Department authorities had been instructed to set matters right in that direction. He would give careful consideration to the proposals contained in their addresses. He could not, however, give any definite reply until he got a report from Mr. Atkinson, the Collector, on the subject; if he found it possible to meet their wishes His Excellency would by all means do so. Next as to the question of drinking-water and drawing the same from the river, he said Mr. Spring had formulated a scheme which was one of very great value. His Excellency did not know if Mr. Spring had submitted it to Government, but if he had, he would give his attention to it when it came up to him. Mr. J. A. Jones, the Sanitary Engineer, had another scheme on the same question and the Government would try to do its best in the matter.

and loyal staff. I believe few Engineers of a large job have ever been so fortunate as I have been in my staff of Engineers and Foremen. Their loyalty and good fellowship will, I think, be freely testified to by all who have known them during the past three years. To Engineers and subordinates alike I owe a deep debt of gratitude. My right-hand man, and since July last my trusted deputy, has been Mr. E. W. Digby, from whose way of working many a junior man might learn a useful lesson. There is no rule of thumb work about Mr. Digby, everything he does is carefully thought out and contrived upon the drawing board, and then put into practice. He has had sole charge of the 6,400 tons of girder work since he joined, contriving during the earlier months the best means for their erection, building his stagings, his travellers, and his gear of every sort, and getting all in order. We had finished the first three girders by May 1892, and then came the floods, which prevented the resumption of work until November or December. All this time Mr. Digby was perfecting his system, until after a very troublesome time with an unexpectedly high flood in November, he was able on the 6th December to commence the erection of his remaining nine spans. By the 31st of January he had got into place his last piece of main girder, and since then he has been finishing off, with the result that you see to-day. Your Excellency, I claim for Mr. Digby, and he would be the last to claim it for himself, that this is a splendid piece of work, and every practical man will, I think, agree with me. The next name calling for notice is that of Executive Engineer Preonath Ghose, Rai Bahadur, a native of Lower Bengal, educated at Roorkee College, who during the last few years has had experience of heavier work than falls to the lot of most men. The Rai Sahib, as we all familiarly called him, had charge of pretty well everything on the job that was not the actual bridge itself. He had the training works, involving the handling of some 80 lakhs of cubic feet of earth and 40 lakhs of cubic feet of stone; he had the municipal and sanitary control of the large bridge colony, and now that he has left us for more responsible work elsewhere, Mr. Digby will be able to testify to the arduousness of that duty. He had the laying, relaying and the troublesome maintaining of our many miles of sidings, the manufacture of our lime, the building and upkeep of our houses, and indeed the Rai Sahib was the one to whom every one went when wanting anything personal done. I have with entire confidence placed Preonath Ghose in independent charge of an important bridge in Ganjam, and have already received favourable reports of the progress which has been made since he took charge. He is at present assisted by a young Brahmin Engineer from the Madras College, who will, I hope, in due time become a worthy successor of the man under whom he is now working. Mr. J. Durrand calls for next notice, and that very peremptorily, for we owe him a good deal. He had charge of the greater part of the well-sinking and masonry, and right well he did them. Mr. Durrand is one of those sound reliable bull-dog Britishers who will drop in their tracks rather than lose grip of a thing they have once set their hand to. If ever I find myself in a downright tight place, and want a man who can be trusted to stick to a job, night and day, until he sees it safely through, I shall hope to be within hail of Mr. Durrand. I know him well, he was with me on the Sher Shah Bridge, and there, as well as at the Ferozpur Bridge, and again here, Government showed their appreciation of his services by the grant to him of a well earned bonus. Mr. McLinton is a Foreman of large experience of heavy work, both at Home and in India. I employed him on the advice of Mr. Walton, the Engineer of the great Ganges Bridge at Benares, and a very good man he has turned out, steady to an exceptional degree, experienced, reliable and hard working. Mr. P. Harper, like Mr. McLinton, was on the Benares Bridge; he has been in some of the best hydraulic and electric light workshops in England. He has had entire charge of the revetting of the Kistna Bridge girders, all of it hydraulic, and involving the greatest attention to, and care of, a quantity of special machinery. Next comes Mr. Braga, who was also with me at Sher Shah, and who also was on the Benares Bridge. Mr. Braga did a lot of good work before the girders began to be erected, and during the past season has shared with Mr. McLinton the labour of erecting them. Mr. Braga is a very hard-working man who never spares himself when there is work to be done, and he has moreover a great faculty of commanding his men. Mr. Albert, a Sub-Collector of Sappers, has had charge of the workshops since the start, as he had charge of similar shops at the Sher Shah Bridge. As every Engineer can believe, the work done here in the shops, involving some Rs. 4,000 monthly in labour, was by no means unimportant. We got plant and machinery from all over India, in every stage of repair and disrepair, and we had to overhaul, redesign, and rebuild the greater part of it; and the shops have all through been exceedingly busy with a high class of work. Mr. Albert deserves much credit for the way in which he has managed them. Mr. Salder has been in subordinate charge of pretty well everything that was not the actual bridge itself, under Rai Preonath Ghose; houses, sidings, a not unimportant canal bridge, lime-making, &c. He also was with me on the Sher Shah Bridge. Mr. Salder is a steady trustworthy man, and I hope that the East Coast Railway will retain his services. The drawing office has all through been in charge of Mr. Frank Burgess, M.A.S.A., a skilled and careful draughtsman. How important a feature that drawing office was in the work that was done here every one who has looked through Mr. Burgess's collection of drawings will testify. He has, I am glad to say, now secured congenial employment in the office of the Director-General of Railways. Mr. E. I. Shadbolt, M. Inst. C.E., has been principally concerned with the Godavari Project, and was to have had charge of the construction of that important work had not regrettable financial exigencies led to its indefinite postponement. Mr. W. Arundel, M.S.A., an architect by profession, was

for about a year on the bridge, and after doing a lot of useful work in the office, including designs for the difficult railway junction at Beavada, he went for a few months on outdoor work and did very creditable masonry. I am indebted to Mr. W. Arundel for three or four successive and very excellent designs for the viable portion of our abutments, which, in the shape of a staircase tower, gives access to the upper footways. The last of these designs has now been accepted by Government, and will, when constructed, add greatly to the appearance of the whole structure. Mr. Arundel, who came to me from the Delhi-Kalka line, is now in the employment of the East Indian Railway. Mr. Moea, the Storekeeper, deserves a word of notice; his work, though less special than that of others, was yet good work of its kind. Driver Beeby was with me at Sher Shah, he and Drivers Quilman and Walsh worked well here. We were all sorry to lose poor Driver Gardner about a year ago. A construction driver, to succeed, must be a steady, wide-awake man, and he has often to serve many masters; the man who succeeds is the man who manages to steer his way through difficulties of this sort; for such a job no Lawyer need apply. I should like to add a few words about the leading native workmen; they most of them did well, but there are many of them. The Ganges knows some of them; the Indus knows others; the Hughli more; and with more of them the Sutlej, the Chinab, the Ravi and the Jhelum are familiar. On arriving here first I heard some of them talking about the job. They were saying that the Kistna was a river to be bridged in six months; they changed their minds, however, when the first flood came. Allah Din, Natha, Amira, Haji, Vadawa Sing, Pal Sing and Isur Sing are all of them well known on one or more of the great Indian bridges. They, with many others, were with me at Sher Shah, and our mutual confidence is, I think, all that is to be desired. Kassim Manji, Abbaji, and Sayud Mean also did well. This brings me to a subject that I think of always as of very supreme importance. Here in India we are not only professional Engineers, but we have to do work that in almost any other country would be done by contractors' agents. We are in personal touch with our men to a degree almost unknown to engineers elsewhere, and our power of getting good work done, and at the same time cheap work, is largely dependent on the good feeling and confidence that may have been established between us and the natives who do our work for us. I am proud to know that, here at the Kistna, there has, from first to last, been the best sort of feeling on both sides. The men, Punjabis, Surat men, Oudh men, and Mahrattas, have come, many of them hundreds and most of them close on two thousand miles; quite a large number of them old followers of Rai Preonath Ghose, Mr. Digby, Mr. Durrand, Mr. McLinton, or others. They have come without promise or engagement of any kind, working on daily labour sheets only. From first to last there has been no betrayal of mutual confidence, there has been the best of good feeling and mutual trust. I gladly avail myself of the chance of expressing my sincere thanks to the officer of the Irrigation Department, and more particularly to Mr. W. Jopp, Executive Engineer, for the great courtesy with which they have at all times treated us, and for the promptitude with which they have endeavoured to meet our often, I fear, unreasonable requirements. We must often have appeared to bustle them in a way which, in bridge building, is sometimes an unfortunate necessity. To Mr. Pendlebury, the Agent and Manager of His Highness the Nizam's Guarantee State Railway Company, and to Mr. Campbell, the Mahratta Railway Company's Agent, I must also express my great obligations. They have at all times placed their resources at my disposal, and I am glad to have been the means of bringing these two systems, the standard and the metre, into immediate practical contact. The masonry of the whole of the bridge, as well as the entire stone supply, has, from first to last, been the work of Mr. William Langham. The work has been heavy and responsible, running to about ten lakhs of cubic feet, or as canal men would count it, 40,000 cubic yards. This work Mr. Langham has carried out in a thorough loyal and satisfactory manner, in spite of many difficulties. Mr. A. T. Arundel, late Collector of the Kistna District, deserves a hearty mead of thanks for the assistance he has so often rendered us in numerous ways, and more particularly in regard to our stone supply, in smoothing away difficulties and relaxing the bonds of red tape, that bane of cheap and rapid progress. Your Excellency, it would be ungenerous not to admit that the credit of having bridged the Kistna at Beavada is considerably discounted by the fact of its having been spanned many years ago by that noble and beneficent irrigation work, the Kistna Anicut, the outcome of the brain and of the hands of our distinguished predecessors, the Madras Royal Engineers, of thirty forty years ago. It has been cynically said, probably by a teetotaler with a liver, that the so monuments hereafter to be found, as memorials of our rule in India, will be pyramids of discarded beer bottles. In refutation of the cynicism it will, I hope, suffice to point to the six sister works now in sight, and to many others like them throughout India, costing each from quarter to three-quarters of a million sterling, and either, like the Anicut, turning waste places into granaries, or, like this bridge, facilitating that freedom of exchange of produce which is the truest insurance against local scarcity and all its accompanying miseries. I now invite Your Excellency to mount the engine and drive the first coal train over the Kistna Bridge, and as memento of the occasion shall ask your acceptance of this little model of one of our hydraulic reaping machines and of the gear by which it is manipulated. It may perhaps lend interest to the model if I mention that it was made here by one of the Panjab workmen.

A train of wagons laden with coal was then brought up, and to the strains of "See the Chugging Hero Come!" His Excellency the Governor, accompanied by the Hon'ble Mr. Gairdner, Mr. Jopp, and a few others, mounted the engine and drove the train across the bridge. So the Governor later His Excellency returned on a trolley, and mounting the platform address those present in the following terms:—

At present he would not be justified in committing the Government to any definite statement beyond assuring them that it would try to offer them every facility in the matter of drinking and washing water. The prosecutions referred to in the addresses were, he understood, undertaken in consequence of certain impurities from the bathing ghâts getting into the drinking water. Therefore it was thought necessary to stop the bathing. At the same time he thought it was very inconvenient for them to be prohibited from bathing. He would take steps to make arrangements to give washing and drinking water to all castes and creeds of the people as soon as he got the full report from Mr. Atkinson. As to the "battle of the gauges" which had been alluded to in the address and which had been so often fought, he thought they would have understood his view from his reply to Mr. Spring. He concluded his remarks by again thanking them for their addresses.

Address from Students of the Rajahmundry College.

MAY IT PLEASE YOUR EXCELLENCY.—We, the students of the Rajahmundry College, beg most humbly and cordially to welcome Your Excellency to our *alma mater*, and to thank Your Excellency for the honour done us by this visit, and for the opportunity thus afforded us of approaching Your Excellency with this address.

While we feel most highly grateful to our benign Government for the establishment and maintenance of this College, which has been an inestimable boon to the Northern Circars, we beg most respectfully to represent to Your Excellency that, for the full enjoyment of its benefits, a Students' Home is absolutely necessary here. More than 50 per cent. of us do not belong to this town and have therefore to live here in badly-managed and ill-ventilated houses, mis-called hotels, where the food given us is meagre and of the most unwholesome description, and where we are subjected to every species of discomfort, so that our health and consequently our progress in our studies are seriously affected. We regret time does not permit us to describe all the inconveniences and hardships we are put to in pursuing our studies under these circumstances; but we feel sure that if we could do so, Your Excellency would be moved to pity our condition.

Our kind and worthy Principal, Mr. Metcalfe, has, with the active co-operation of Mr. J. M. Hensman, our late first Lecturer, already raised about Rs. 4,000 by subscriptions for this purpose; but as this is less than a moiety of the amount required for a commodious building, we earnestly beg Your Excellency will be pleased to help us in the matter with a liberal grant of money. Further, as it is beyond our means and power to acquire a site for the building, we request Your Excellency will be pleased to grant us a suitable extent of land either behind the Telegraph office, or to the north of the College building, these being the only convenient sites near the College that may be selected for the purpose. We trust Your Excellency will favorably consider this our most earnest request and that our Students' Home will soon be an accomplished fact, and stand as a permanent memorial of Your Excellency's gracious visit to this College.

We also beg leave to request that the Government free scholarships which were abolished last year may be revived in our College, as the abolition of these scholarships has especially told upon our poor students, now that their chief outside source of help has also been cut off by the death of the late lamented Rajah of Pithapuram who during his life-time, by a monthly grant of Rs. 40, enabled many poor and deserving students to receive their education free in this College.

In conclusion, we beg once more to express our great joy in most heartily welcoming Your Excellency here and pray Your Excellency may have a pleasant journey for the rest of your tour.

His Excellency's Reply.

His Excellency, in reply, said that he was not prepared for a reply as he had not had the advantage of reading their address previously. The request contained in their address was a novel one, but he would see if anything could be done to meet their wishes in that direction.

His Excellency was then conducted over the College Library and the Physical and Chemical Laboratory Rooms, which were recently constructed at a cost of Rs. 20,000 and furnished with necessary apparatus at a cost of over Rs. 45,000. The Laboratory is one of the best furnished in Madras Presidency. Advantage was taken of this opportunity by Mr. K. Veerasalingam Pantulu Garu to get the *sunnud* of the title of Rao Bahadur, which was given him as a New Year's Honour, presented to him by His Excellency. His Excellency in granting him the *sunnud* congratulated him on the good work he had done.

After spending about 25 minutes at the College the Governor drove to the Central Jail after visiting the Town High School on the way.

Address from the Municipal Councillors, Rajahmundry.

MAY IT PLEASE YOUR EXCELLENCY.—We, the Municipal Councillors of Rajahmundry, on behalf of the inhabitants of the town, beg to offer Your Excellency a most cordial and hearty welcome. It is not our object on this auspicious occasion to trouble Your Excellency with a catalogue of our wants and grievances. It is our pleasing duty to express our gratitude to Her gracious Majesty the Queen-Empress through Your Excellency, Her Majesty's worthy representative, for the manifold blessings the people enjoy under the present administration and our entire satisfaction at the manner in which justice is administered and the administrative machinery is officered at present in our district.

When we had the pleasure of welcoming your illustrious predecessor to our town in 1889, we referred to the isolated position of the Northern districts and expressed hope that the East Coast Railway would soon become an accomplished fact. And to-day we have the extreme pleasure of welcoming our Governor that has come to us by the train. On that occasion we prayed for the services of a competent Engineer to work out a scheme for supplying all parts of the town with water throughout the year, and the services of a competent Engineer have been lent, the necessary levels have been taken, and the scheme is now being worked out, and all that we ask Your Excellency in that connection is that you will be pleased to use your influence when the time comes to advance us the necessary funds to give effect to that highly desirable scheme. Another request that was then made was regarding the construction of a bund to protect the town from the annual inundations of the river. Your Excellency's Government recently referred the matter to the District Engineer who some days ago inspected the place with a view to submit proposals. We are, however, glad to find that the Railway authorities are doing something in the same direction, and we pray Your Excellency to see that in raising the bund for laying the rails along the river side, they will do so in consultation with the local authorities, that proper provision may be made for the drainage of the town and the passage of people to the river. Should the Railway Bank, however, prove insufficient to completely protect the town from the yearly depredations of the river, we earnestly hope that Your Excellency will see your way to spend a portion of the accumulated Ferry funds on this most urgent work which has in our humble opinion a legitimate claim on those funds, and to the construction of which the Municipality is too poor to contribute. When Your Excellency will drive through the town, Your Excellency will observe that the Main Bazaar road is very narrow, and may feel surprised why this crying want has not been remedied all this time; but we have to plead poverty again in this respect, and as the measure would involve an expenditure of several thousands, we mean to take it up after the water scheme becomes a *fait accompli*. We have in conclusion to offer our sincere thanks for the honour Your Excellency has done in paying our town a visit no sooner has the East Coast Railway reached us, and we earnestly hope that the blessing of the East Coast Railway will ere long be completed, by the speedy construction of the Godavari bridge, as well as of the northern section and the Nellore-Madras line, when the people of the Northern Circars will be able to go to the metropolis of their Presidency and to the metropolis of their empire by the shortest land route in the shortest possible time, and the blessings of the British administration will be strikingly brought home to the minds of all our people in the most practical manner.

His Excellency's Reply.

MR. CHAIRMAN AND GENTLEMEN.—I have in the first place to express my thanks for the kind manner in which you welcome me to-day and to assure you of the great pleasure it has given me to pay a short visit to your town and hear what your particular wants are. You allude in your address to the East Coast Railway, and I must tell you it is as much to me as to you all a matter of great satisfaction that we should have been able to arrive here by railway. For a long time past the Northern Circars have been cut off from communication with the Southern parts of the Presidency, and it must be a great satisfaction to you, as it is to the Government, to know that you are in touch with the rest of the Presidency by means of this railway. I am quite aware that this system cannot be considered thorough and efficient until it has a completed one in the direction of Cuttack and another in the direction of Madras. As to the construction of the Godavari Bridge I was able to point out the other day at the opening ceremony of the Kistna Bridge; that the question was held over by the Government of India for some time to come, and I also pointed out its intention to proceed with the work toward Cuttack as soon as possible. We hope to get that line finished before three years are over, and the Government of India will then have to take into its consideration what the future course ought to be in regard to the Godavari Bridge, what that future course may be I am not able to say at present. Government may have to face a great deal of difficulties in the fall of exchange, and it is very possible matters may become still worse in that direction. Under these present uncertainties it is not possible for us to say what will be able to be done. When, however, the time comes, nothing shall be wanting on the part of the Madras Government to impress upon the Government of India the necessity for the early completion of this bridge and the extension of this railway to Madras, and you may depend upon it that we are losing no opportunity to make your wishes felt by the Government of India, and to do all we can to meet your wishes. You also mention the question of the water-supply to your town. As you know, Mr. Jones, who

see what is the best thing to be done in the matter, and I hope between the two you will be able to arrive at some scheme which will be found practicable. There is no doubt that this part of the town is subject to inundation, and when the point comes to Government we shall look into the matter very carefully and try to see our way to put it right. As regards the Civil Dispensary, your present dispensary is not satisfactory; and when you approach us with what you have done in the matter in collecting subscriptions we shall consider what we should do in the matter. In matters of this sort Government naturally looks to the inhabitants of the place for assistance. It is really a matter of great local importance, and in such a matter as this I do think the Government is justified in looking to the wealthy people of the district to assist them towards the amelioration of the people. I shall be anxious to hear what the result of the application to the district will be and to see if the wealthy inhabitants will come forward to do what they can towards this very useful institution. As regards the Government Girls' School, I do not know if the building itself is not satisfactory. Apparently the surroundings are not what they ought to be. I think in this matter we cannot do better than to refer to the Educational Department and ask Dr. Duncan as to what should be done, and we shall be very glad to hear him on the various points which you have raised in your address. I think he thoroughly understands the position and looks at it very much from the same point of view as you. I have no doubt he will submit some proposals to Government, and when they come forward they will be looked into very carefully and matters put on a better and more satisfactory basis. As regards the extension of the radius for the election of jurors to places like Ellore and Tunj, that is a point which might possibly be dealt with for the whole Presidency. I am not prepared at present to say whether we are prepared to extend the radius to more than 40 miles, because it may possibly include other districts of the Northern Circars and become more far reaching in its application. It is quite possible, that your request is not unreasonable. I am not, however, in a position to give any definite reply thereto. Anyhow, I shall see if it is not possible to meet your wishes. As regards the necessary qualifications for jurors, that also I shall refer to those who are better qualified than myself to judge in the matter. I believe at the present moment some arrangements will be come to which will make things more satisfactory to both sides. There are a good many differences among people as regards trial by jurors. A good many want to alter the system and some to alter the present arrangement by which jurors are drawn in. I cannot tell you what may be done. In conclusion, I thank you very much for showing me the various parts of your town and for telling me of your various wants.

Address of the Rajahmundry Widow Marriage Association.

MAY IT PLEASE YOUR EXCELLENCY,—We, the members of Pydah Ramakristniah's Widow Marriage Association, humbly beg to offer your Excellency a most hearty welcome on behalf of the widow marriage families of this place. Our little community is the product of the British administration and as such we have a special claim to the parental care of Your Excellency and it is therefore with the corresponding filial spirit that we approach Your Excellency on this occasion.

Our origin dates from the year 1881 when by the munificence of that philanthropic merchant of Cocanada, the late Mr. Pydah Ramakristniah, the two marriages were performed and also provided 10 of the families with house accommodation and spent in all Rs. 17,000 while alive for the widow marriage cause. He was more than a father to us during his life, and at the time of his lamented death he bequeathed to us Rs. 10,000, which amount forms the present capital of our widow marriage association (widow marriage families). The death of our benefactor has been a very severe blow to us, and had it not been for the sympathy and assistance of the local missionary ladies and gentlemen, of Mr. Metcalfe, the worthy Principal of the local College and of certain native gentlemen like Mr. Sabhapathy Moodelliar of Bellary, Mr. Atmuri Lakshminara-District Munsif, Mr. S. Alahasingara Naidu of this place, the principal trustee of our funds, and the Pensioned Rajahmundry would have been nowhere by this time. Our thanks are also due to Doctors Beach Carruthers and Hadden, who have more than once saved the lives of our women by rendering us their professional aid gratis.

Our little community at present consists of 12 families with 28 souls, 6 of whom are new born babies. Only 4 members of our community have been favoured with Government appointments with salaries ranging from Rs. 12 to 25. Your Excellency will therefore see that we are an extremely poor community and most of us have to solely depend for their maintenance on the small sum of Rs. 2 a month paid to each family out of the interest of our capital. Attempts have been made by some seeming friends to deprive us even of this little pittance, but thanks to the impartiality and the unyielding sense of British justice of Mr. Bird, our late District Judge, Mr. Ramakristnaya's benevolent bequest has been thoroughly secured to us. Our local officers have also been evincing their sympathy for the cause of reform in some way or other and we have to thank them for their good intentions and we trust when they become acquainted with the true state of things they will give a practical shape to their sympathy with our helpless community.

We have not much to complain of any active persecution from the orthodox community; their hearts seem to have been gradually softened by the touching appeals of our humble organ "The Sunuti." In towns like Rajahmundry and Cocanada, we do not feel the effects of excommunication beyond the ostracism experienced by our females at the hands of their orthodox sisters, and we hope, in course of time, our orthodox ladies also will relent towards their unfortunate sisters, who have merely had the moral courage to rebel against the cruel custom of enforced widowhood with the laudable object of leading virtuous lives. All our other wants and grievances are such as can be removed by money and influence, and we have only to hope that our community will, in course of time, grow rich and influential under the fostering care of British Government. But there is one circumstance which seriously impedes the recruitment of our community, and which we therefore earnestly beg to press upon Your Excellency's attention.

It is this: Under the law as it now stands a Hindu widow may lead the most immoral life and yet be in possession and enjoyment of her late husband's property, whereas if she chooses to lead a moral life by marrying a second time, she is instantly deprived of her late husband's estate. This is clearly an anomaly and an alluring incentive to immorality and a serious deterrent to morality.

Inasmuch as widow marriages have been encouraged and legalised by enactment it behoves the Government to remove this serious obstacle in the way of reform by amending the law on this point. And we feel certain that it will not be considered too much for such a measure as a similar disability was removed by the legislature in the case of converts who even go out of the pale of Hindu religion altogether. We pray therefore that Your Excellency will be pleased to make your administration ever memorable by taking steps to remove this legal disability during your régime and thereby give an impetus to widow marriage cause and thus win the sincere gratitude of millions of poor and helpless Hindu widows, and their husbands, and their children, and their parents, and their relations.

Wishing Your Excellency a long successful and prosperous life, &c.

His Excellency's Reply.

His Excellency, in reply, said that they brought forward to his notice points which affected a particular section of the native community in a very marked degree, and asked the Madras Government to legislate in the matter. As it was a question which affected the whole country and not the Presidency of Madras alone, His Excellency did not think that the Madras Government would be right in making rules in the matter. It would have to wait and see if the Government of India was prepared to take the subject into consideration. He said he would, however, forward their petition to the Government of India and see that those points were laid before it.

After the deputation retired a Levee was held to which had been invited all the officials in the town and the leading vakils and merchants of the place. At 5 P.M., His Excellency and party left Rajahmundry by the Government Steam Ferry and at 6 P.M. arrived at Dowlaishwaram Lock, where they embarked on ordinary Rathari boats and proceeded by the Cocanada Canal to Cocanada, 32 miles from Rajahmundry. The boats were towed by men walking along the banks of the canal. At daybreak, Kovur Lock, which was decorated with *thorunams* and bore inscriptions such as "Welcome to G. C. I. E.," and "Welcome to Lord Wenlock, the Governor of Madras," was reached. At this lock the steam launch was tied to the ordinary boats and the whole party taken on to Cocanada, which was reached at 8-15 A.M. A grand shamiana was erected at the wharf where a large number of European and Native Gentlemen were assembled. As His Excellency was alighting from the boat, the band of the Cocanada Volunteer Rifles played "God Save the Queen." The officiating Chairman of the Municipality then read an address, and His Excellency replied to the following effect:—

Address from the Cocanada Municipality.

MAY IT PLEASE YOUR EXCELLENCY,—We, the members of the Municipal Council and, as such, representatives of the rate-payers and inhabitants of Cocanada, beg to offer to Your Lordship a most respectful and cordial welcome to our town and take this opportunity of giving expression to our sentiments of loyalty and respect to Her Majesty the Queen-Empress of India the blessings of whose beneficent rule we contentedly enjoy and to our deep sense of gratitude to Your Excellency for the honour done to us by Your Excellency's visit.

2. Delighted as we are to hear that Your Excellency was pleased to sanction a water-supply scheme for us, we cannot refrain from expressing our regret that it has not yet been carried out. Our population is increasing rapidly and, as, with the advantages offered by the Railway, it is sure to increase still more rapidly hereafter, we are afraid that, unless measures are at once taken to ensure a permanent and adequate supply of wholesome drinking water, the condition of the

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has come here, has taken levels and plans, and I have no doubt he will submit a scheme to us, which when it comes to the Government will be very carefully considered, and I hope the day is not far distant when something will be done to assist you in this matter. As you know, Government has given grants and loans to the various Municipalities in the Presidency for the extension of water-supply, and we hope in time to get them all round the Presidency. It is a question of money and you yourselves are raising money, being short of funds. I am sorry to say the Government is similarly situated in the matter of funds. However, when the scheme comes before Government, it shall have our cordial consideration. As regards the question of the inundation of the town below the Judge's house owing to the rising of the river, I find that the P. W. D. authorities have submitted a report on the matter to Government. The East Coast Railway intends to bring down the line to facilitate the passage of goods and men, and when we come to know what they are going to do, we shall be able to look into the matter, and I hope a satisfactory Resolution will be arrived at. Till the various points are before us, it is not possible to say what should be done in the matter; but you may depend upon it we will watch the matter when it is sent up for the consideration of Government, and I hope we shall be able to arrive at a solution satisfactory to all parties. I cannot say anything as regards the Ferry Funds. I do not know whether they will be in a position to spare the same for the purpose of protecting the town from inundation. I do not know what your project may cost. I am afraid I cannot say anything on the subject, but I hope something may be done to relieve you from the troubles always at the time when they arise. I am glad that you yourselves notice that your main Bazaar Street is extremely narrow and not as the roads we were able to see in Innespet. I quite understand your wish to carry it on to the same state as those streets of the remaining part of the town. I shall be very glad to hear when, at a future time, you are in a position to remove this absolute want. Those points you mentioned in your address are all important to yourselves and the Municipality, and I hope I have shown you that the Government is not unwilling to take notice of all your wants and do as much as it can to meet them. When these points come before us, I assure you we will give our most careful and serious consideration to them. In conclusion, I beg to thank you once again for your address and for the kind terms in which it is couched.

A deputation of some of the leading Native and Europe gentlemen of the town then waited upon His Excellency and presented an address.

Address from the Inhabitants of Rajahmundry.

MAY IT PLEASE YOUR EXCELLENCY.—We, the inhabitants of Rajahmundry on this Your Excellency's visit to this ancient and historic town, most cordially and respectfully bid you welcome and thank you for giving us this opportunity of meeting you and expressing our sentiments of gratitude and laying before you our wants. When three years ago we received the honour of a similar visit from Your Excellency's predecessor, we thanked His Excellency for the survey of the East Coast Railway, which at the instance of his Government had been set on foot, and urged the desirability of constructing the line from Bezvada to Rajahmundry as soon as the survey of that section was completed without waiting for the completion of the survey of the entire line. We gratefully acknowledge that our wish has been realised. We now feel that we are placed on a footing of equality with the people of the Southern districts in the matter of communication with the seat of Government and that in consequence our position is no longer isolated. For the inestimable boon which has thus been conferred on us, we cannot sufficiently express our deep gratitude to our most gracious sovereign Her Majesty the Queen-Empress and to the distinguished statesmen who assist her in ruling our country.

We in the next place thank Your Excellency's Government for the establishment of Stationary Magistrate's Courts all over the province. This measure we regard as the initiatory step towards effecting a long-wished-for change in the administration of criminal justice and we trust that the satisfactory working of the measure will ere long induce the Government to complete the reform by separating the Revenue from the Judicial functions in the higher grades of the Revenue service. While we are highly grateful to the Government for the facilities afforded by the construction at Bezvada of the Kistna bridge, that monument of modern engineering skill, the absence of a similar structure over the Godavari leaves us a great want yet to be supplied. But we rest assured that far from allowing the question to be dropped Your Excellency's Government will press the early construction of the bridge on the Supreme Government owing to the obvious inconvenience to passengers and hindrance to traffic resulting from its absence. What in the meantime we would humbly ask Your Excellency to vouchsafe to us is the means of an easy and convenient access from the Railway stations to the steam ferry at the landing places on both sides of the river.

We would in the next place venture to lay before Your Excellency some of our local wants. In the addresses we presented to your two immediate predecessors, their Excellencies Lord Connemara and Sir M. E. Grant Duff on their visits to this town, we ventured to bring to their notice our urgent want of a buttress wall from the Judge's bungalow to the Red Rocks to protect the streets and houses adjoining the river from inundation during floods. We are sorry to say

the want remains an urgent want still. As it is, a large number of residents of that part of the town are forced to quit their houses whenever the floods in the Godavari are anything above the average. We regret to state that we are still in the dark as to what has been finally resolved upon in this matter.

In bringing to Your Excellency's notice the insufficiency of proper accommodation in, and the dilapidated state of, our Civil Dispensary, we beg to represent that a good hospital of an approved model is a want which we cannot too often press on the attention of the Government. We despair of the proposed new hospital ever coming into existence without the Government contributing at least a moiety of the estimated cost of Rs. 35,000, leaving the other moiety to be furnished by the Local Boards.

We feel we cannot have a better opportunity of laying before Your Excellency the urgent need that exists of a proper building for the Government Girls' school which is now located in an incommensurate rented house on the road to the Civil Dispensary. We humbly state that a really good well-ventilated building with a spacious compound is an absolute necessity in the interests of female education in this town. While we are profoundly grateful to Your Excellency's Government for the recent additions to the local College completing its equipment as a first-class educational institution and rendering it invaluable to this district and the whole of the Northern Circars as a centre of education, we shall not be performing our whole duty on this occasion of Your Excellency's visit if we omit to urge the necessity of the intervention of Government in the matter of High school education at Rajahmundry. Here as elsewhere in the Northern Circars since the withdrawal of Government from High school education, the standard of education has lamentably deteriorated, and we hope that Your Excellency's Government will favorably consider the proposals we are about to make to Dr. Duncan, the Director of Public Instruction, on the subject of a new High school for Rajahmundry.

Lastly, we humbly beg to submit that the introduction of the railway into the district seems to call for a most desirable change in the rule prescribing 40 miles as the radius within which to summon jurors and assessors for the criminal sessions of the division. The limits may, we humbly suggest, be extended so as to include Ellore and Tuni and other places on the line. In this connection we beg respectfully also to point out that some qualifications, property or educational, be required on the part of jurors and assessors and that distinct rules be framed for the guidance of officers entrusted with their selection.

Thanking Your Excellency for giving us this opportunity of expressing our gratitude and placing before you our wants, and wishing you a long life and a safe and pleasant journey for the rest of your tour.

His Excellency's Reply.

GENTLEMEN,—I beg to thank you very much for this address of welcome which you have presented to me on my first visit to your town. You naturally allude in your address to the completion of the portion of the Bezvada-Godavari section of the East Coast Railway which has enabled you to put yourselves in communication with the southern parts of the Presidency and removed the feeling of isolation which you have so long felt. In connection with this I may point out—and you also allude to it later on in your address—that about the question of the Godavari Bridge, as I have just now pointed out to your Municipal Commissioners, the Government of India has not been able to give us anything more than the assurance that the East Coast Railway will be finished as far as the sanction goes. It will consider the question of the construction of the Godavari Bridge and I believe the Government of India, when it finds that it is in the position to go on with the work, will do so. There is no doubt that a large gap, such as this is, must be a great inconvenience to passengers and goods in this railway system. I need hardly say that the Government of Madras is as anxious as you are to see this finished and to do all it can to impress on the Government of India, whenever opportunity occurred, the urgent necessity for the work. The next point you touch on in your address is in connection with the Stationary Magistrates. Mr. Garstin, to whom we are all indebted for the introduction of the scheme, is here. It must be a great satisfaction to him to see that it is approved by you. I do not quite understand what you wish when you say that the Judicial functions should be separated from the Revenue in the higher grades of the Revenue service. I understand the District Judge to be the official in the higher grade of Judicial service and the Collector in the higher grade of Revenue service. (The deputation here said they referred to Magistrates possessing revenue functions.) Gentlemen, I think it will not be fair to extend the scheme further, but it will be better to watch the working of the present scheme without introducing a further large number of officials into the service. I am not in a position to say any more on the subject. The next point referred to in your address is the question of some local want in regard to protection from inundation. The Municipal Councillors of your town are also touched on the same point. I must tell you that the matter, as far as we are concerned, is being looked into by the Public Works Department and we expect a report from the Engineer as to what he considers best for protecting the town from inundation. At the same time, the East Coast Railway authorities are going to bring their line here, and it will be necessary for them to protect their works and as well as protect the town. When we get their plans we shall be able to

town may cause anxiety and prove a source of danger to public health. Our population rose in the decade ending with February 1891 from 28,856 to 40,543, and in commercial importance our town is second only to Madras.

3. We are aware that we are one among the many that appeal to Your Excellency for immediate pecuniary assistance to carry out sanitary improvements, but we venture to hope that, in consequence of our town being the most important and the most populous place in the Northern Circars, we are entitled to special consideration at Your Excellency's hands.

4. In conclusion, we pray that, if at the reconstitution of the local Legislative Council, it should be decided that the Northern Circars are to have a representative, Your Excellency will be graciously pleased to bestow on us the honour of electing their first representative.

5. Thanking Your Excellency for condescending to accept this address and praying to God that long life, health, and prosperity may be vouchsafed to Her Gracious Majesty the Queen-Empress and to Your Excellency, her noble, sympathetic, energetic (as Your Excellency's indefatigable exertions in the last famine have shown) and kind-hearted representative in this Presidency and wishing Your Excellency a safe and pleasant journey to Madras.

His Excellency's Reply.

He had to thank them very much for the address which they had just presented to them and for the kind words of welcome which they had also addressed to him on paying his second visit to their town. He regretted that circumstances did not permit his making a longer stay.

In their Address they mentioned one point which was no doubt of great importance to that rising and populous town, namely, the question of water-supply. He understood that preliminary proposals were before their council. He hoped to hear from them very soon as to what they proposed to do in the matter, so that the work might be commenced before long. They asked for pecuniary assistance to carry out sanitary improvements, but he must tell them that the Government found it difficult this year to meet all the demands on its purse. Cocanada was not the only town which called the attention of the Government to that matter. He pointed out the necessity for their assisting the Government in the matter by raising subscriptions. They also alluded in their address to the Legislative Councils which was about to be formed and asked that a representative might be elected from Cocanada as representing the Northern Circars. His Excellency, however, was not then prepared to give any definite reply to that part of their request as the rules which should guide the future conduct of the Legislative Assembly had not yet been received from the Government of India. In the meanwhile, he could tell them that it was not likely that the Northern Circars would be represented, as there was the Maharajah of Vizianagrum already in the Council. In conclusion, he thanked them again for their address.

His Excellency then shook hands with those present and took leave of them. As the *Godavari*, the steam launch, with His Excellency and staff was steaming out of the wharf, three cheers were given for the Governor. The party arrived on board the S.S. *Wardah* at 10 A.M.

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