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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

Con. 17-3-57

G.O. No. 463 Press Mis.

16-17

Dated 13-3- 18 57

Not to be folded or roughly handled

No. 16. Read the following Extract from the Minutes of Consultation in the Public Department, dated 19th February 1857, No. 212.

Read the following Minute by the Right Honorable the President.

Lays before the Board certain observations respecting his late tour in the Provinces. } (Here enter 24th January 1857.)

Para. 2. Resolved that copy of the above Minute be forwarded to the Honorable the Court of Directors and that the following paras. of it be communicated to the undermentioned Departments for information and that the necessary instructions may be transmitted to the Subordinate Offices.

3. Paras. 11 to 20, 28, 29, 30, 42, 43 to 50, 64 to 75, 84, 85, 108 to 114, 152, 154 to 165, 182 to 189, 201, 208 to 214, 220, 226, 229 to 233, to the Department of Public Works.

Extract from the Minute by the Right Honorable the President, dated 24th January 1857.

Para. 11. From Arcot I visited the works on the Palaur annicut.

12. The freshes had for the time prevented any progress, but the masonry of the weir was nearly complete, quite sufficiently to show the vast benefit which it will afford to the country for miles; there are two large channels on either side of the river, into which the water is diverted by means of the weir.

13. At the period of my visit, the channels on the left bank were pouring a large supply of water into the neighbouring tanks, and those on the right bank were, I was informed, performing a similar grateful work.

14. The benefit which will be derived from this fine structure involves the additional irrigation of 65,000 acres of land.

15. The bridge to be constructed over it will be nearly a mile in length.

16. Here was pointed out to me by Captain Johnston, the District Engineer, one of those facts, which are not infrequent in this country, which appear anomalies to the English mind, until the circumstances of India and of its inhabitants are fully comprehended.

17. Mr. Dopping the able Engineer in charge of the Works, had been making a course of trials with bricks made by machine and by hand.

18. He had endeavoured in every way to make a fair trial, and the result unquestionably appeared to be, that the bricks made by hand were far superior and cost two thirds less.

19. At Secunderabad, where Colonel Henderson made similar experiments, the results were different, the cost being nearly the same, and the machine bricks superior.

20. But a closer inquiry into the methods employed and circumstances attending on each case is required before any correct comparison can be made, and I purpose directing such an investigation to be instituted by the Chief Engineer.

28. I was unable to visit old Arcot which is situate on the right bank of the Palaur as the river was in flood, and the ferrymen declined to cross.

29. The want of a bridge at this point is obvious, more especially as the leading line of road from Arnee and the South passes directly through Arcot and Ranepett and thence to the Railway Station.

30. A fine bridge is under construction at Vellore, 18 miles higher up the river, and that which will be built over the annicut six miles below Arcot will be a great convenience, still neither will meet the requirements at this particular locality.

42. At Peelair, we entered the Cuddapah District and also reached the vast tract of table land which is included between the Eastern and Western Ghats, and which commencing at the

foot of the Neilgherry Hills gradually slopes down to the Toombuddra river, attaining an elevation at Bangalore of 3,000 feet, whilst Kurnool is 1,000 above the level of the sea.

43. The line of road which I traversed has only lately been made and is not yet complete; there are scarcely any bridges on it, as I found in one instance very much to my inconvenience.

44. Between Peelair and Raichotie heavy rain fell which caused a flood in the Goondloor river and I was obliged to wait for 7 hours until the river should be passable.

45. A few days before this, the 30th Regiment were caught by a flood, while crossing the Peelair, and two women were drowned.

46. At Raichotie I met Lieutenant Palmer the Executive Engineer of the Southern portion of the District.

47. He stated to me, that many of the tanks had been for a long time neglected and that much land was in consequence thrown out of cultivation.

48. Whenever irrigation could be obtained throughout this District, it was evidently seized on with avidity, and amidst the rocky hills, which are frequent, vallies of great luxuriance were to be found.

49. The assessment is generally light throughout Cuddapah, when compared with other Districts.

50. Before reaching the plain of Cuddapah, we left the table land by the Goolcherroo Pass, a descent of 800 feet. The line has been well traced and the road is good and affords a great convenience to the neighbouring country, there having been previously no means of transit for wheeled conveyances over the Ghats.

64. From Cuddapah to the bank of the Pennaur river is a distance of 6 miles, the line of transit leads directly to a large and important portion of the Cuddapah District and it is moreover the direct course for the march of troops to Kurnool and thence to Secunderabad, or on the side to Cumbum, Ongole and thence to the Northern Circars.

65. Yet the road has been until this year a common bandy track.

66. A new line had been ordered and commenced, but had been abandoned with the trace half completed and the bridges half finished in consquence of recent orders in the Department of Public Works.

67. I strongly recommended to Government that the line should be completed at once.

68. The method of crossing the Pennaur is of the rudest description.

69. A raft is formed of a dozen or fourteen logs of timber about ten feet long, which are held together by a bamboo which is passed through a hole bored in the centre of each and by cross beams lashed to the logs at either end.

70. Upon this raft, the palankeen or other article is placed, and it is pushed across the river by men who swim around it and who are supported in the water by gourds attached to their backs.

71. My Palankeen was not more than 3 inches above the level of the raft which was frequently quite submerged.

72. The river was in half flood at the time and was probably half a mile wide, we were carried two miles down the stream before reaching the opposite bank. The rafts were then taken to pieces, every man shouldered a log, and they then had to walk about three miles up the river in order to enable them by swimming across to attain the place whence we started.

73. The whole number of rafts the country could afford was seven and the time occupied in passing my party consisting of 17 persons, six palankeens and four bandies, was sixteen hours.

74. The families of the 37th Regiment consisting probably of from two to three thousand souls were then encamped on the bank waiting to cross the river.

75. It may be imagined from the above statement how long a period would be occupied by this rude and inconvenient process in moving such a number of people with their baggage over the river.

84. Shortly after entering the District of Kurnool, we left the usual line of road and followed the new trace which traverses the Nundy Cumana pass from Cumbum and leads to Kurnool by Panium and Callwa. The Ghat at Callwa is nearly complete and has been well traced, but the roadway is too narrow and the gradient rather steep.

85. This line of road will prove of great service to the District, and by facilitating the communication between Cumbum and Nundyall will render the transfer of that talook to Kurnool a great convenience to the inhabitants.

108. I was surprised to see how rapidly the people had recovered from the heavy losses they had suffered during the severe drought.

109. Every endeavour should be made at once to preserve this fine country from such fearful visitations for the future.

110. There is good reason to suppose that this may be effected by a well arranged system of irrigation, which I trust will meet with approval, when the plans are in a proper state for submission to the Government of India and the Honorable Court.

111. Large works with this object in view on both the Toombuddra and the Huggry rivers are now under consideration.

112. The total cost will not, I believe, equal the loss by the last famine, which amounted to Government alone, to at least £400,000, without counting the destruction of cattle of crops and other capital to the cultivators, and the physical suffering of the people.

113. It is incontestable, that these droughts may be expected, if not periodically, at all events, occasionally in Southern India, but it appears as incontestable that, with proper precautions, the country may be rendered almost independent of them, and the population preserved from famine with its attendant horrors and sufferings.

114. With a well organized system of irrigation in Bellary, and possessing those already established in Rajahmundry and Tanjore, I think a sufficient supply of food may be secured.

152. The scenery about Devamunny is very beautiful, and the pass itself is a good Engineering work, unfortunately the materials for road making are not of superior quality, and the roadway suffers much from the heavy traffic.

154. Kutgull is a small shipping place on the Tuddree river, which is capable of considerable improvement, as also is the navigation of the river both above and below, it is 18 miles from the port of Tuddree where large cotton screws are being erected by Mr. Brice a merchant of talent and enterprize.

155. The river here expands into a large backwater, but the navigation at the mouth, which is narrow, is intricate. Some buoys would greatly facilitate the entrance of vessels.

156. It is very advisable to assist the improvement of this port, as it is likely to become a place of some importance, as the present point of shipment for the goods descending by the Devamunny, and the Arbyle Ghâts.

157. At Tuddree I with my party embarked on board the Pownah, Surveying Pattamar, and the Yachts Ondine and Petrel, and sailed to Sedashegur.

158. This place was carefully inspected by Colonel Cotton, who had joined me at Gairsoppa and his impression of it was most favorable.

159. The bay possesses certainly many capabilities for making a first rate port.

160. The southern portion of it is completely protected by Callwa head from the south west, the point from which danger is mainly to be apprehended on the western coast, and by some rocky islands from the north west, which is important, as gales from that quarter prevail during the spring.

161. A fine river flows into the bay, which can be rendered navigable for 30 or 40 miles from its mouth.

162. A factory was at one time kept up by the Company at this spot, but was abandoned on the extension of the Mahratta power into that region, the country being in a disturbed state for years, and unsuitable for commercial enterprize.

163. It may be observed, that the black river is the only one on the western coast which actually pierces through the Ghâts and rises behind them, and it is hoped, that when the country in the neighbourhood has been fully explored that the means of making easy approaches to the port from the Dharwar District may be discovered.

164. In order to complete the port, a breakwater would have to be erected, within which vessels drawing 26 feet of water could ride at anchor.

165. The soundings would permit them as deep as 28 feet.

182. Some small rocks in it might easily be blasted.

183. A tower for a light-house was completed three years ago, but it has not yet been of any service as the lantern has never reached, it having been wrecked twice in going round by sea from Madras.

184. It's arrival is not of so much consequence as it might otherwise be, as the tower has been placed in a spot where its light will be of little service to ships at sea.

185. I would recommend that the attention of the District Engineer should be at once called to this fact and to the destruction of the rocks abovementioned, and also to the necessity for buoys in Tuddree harbour.

186. He should be directed to consult with Captain Taylor of the Pownah on all these points.

187. The road from Coompta to Honore passes through a rich district of country and here the inhabitants dwell in villages.

188. They represented the losses they sustained by floods from which I should think they might be secured, the subject will be taken into consideration.

189. A canal might without difficulty be made along this portion of the coast and would prove of great service.

201. A light-house is required here, as to the north of the harbour there are some very dangerous rocks and shoals.

208. At Mangalore, I inspected the harbour, about the improvements of which there has been much discussion, with Colonel Cotton.

209. He will shortly make a report to Government on the subject, as well as on the internal and sea navigation of Canara, generally.

210. This is a subject of great interest and of considerable importance.

211. Not only is the district itself improving rapidly, and thereby the quantity of its exports and imports, but the whole line of country, to the east of its borders, comprising portions of Coorg, Mysore, and Dharwar, is making great progress.

212. It is most advisable, that the cheapest means of affording an outlet for the exportable produce of this large tract of Country, should be provided as quickly as possible.

213. There are seven or eight rivers, which flow almost directly from the Ghats to the sea, and on all of which navigation could be rendered easy for from 20 to 40 miles.

214. It is also possible, and in general without difficulty to connect them by means of a coast canal, by which the produce could readily be conveyed to the nearest port of shipment.

220. The lantern on the light-house has been placed on the top of a pillar without any protection whatever. Some description of covering and suport should be made around it.

226. I visited a portion of the Munjerabad Ghât, which appeared to be an equally fine piece of Engineering with the Sumpagee, and the beautiful ruins of Hullabede, another of those relics of ancient days, which should not be allowed to disappear.

229. I shall now close with a few general remarks, on particular points which I wish to specify.

230. The vast importance of irrigation and of procuring a supply of water for the purpose is a subject which is kept ever before the mind in passing over the lands of Southern India, and in the Ceded District its necessity becomes especially prominent.

231. The question of storing water is already before Government, and I trust, that ere long some experiments of a practical nature may be made which will test its value.

232. It is evident, that with this assistance almost any demand may be made on the powers of the land.

233. Though the soils vary greatly in different parts of the country, in some there appearing to be little else but sand, in others gravel, here a fine loam, and there the black cotton soil, yet if water be only at hand, they all produce, of course in varied quantities, harvests that fully repay the cultivator.

No. 17. ORDER THEREON, No. 463; dated 13th March 1857.

Ordered to be communicated to the Chief Engineer for his information, Colonel Faber will pay early attention to the points in the Minute which relate to the Department of Public Works.

(Signed) H. FORBES,
Acting Secretary to Government.

No. 212.

Extract from the Minutes of Consultation under date the 19th February 1857.

Read the following Minute by the Right Honorable the President, dated 24th January 1857.

MINUTE.

I am desirous of placing on record a few observations respecting my late tour in the Provinces.

2. I left Madras on the 3rd of October, accompanied by Mr. Bourdillon, Secretary to Government, Revenue Department, my Private and Military Secretaries and by Dr. Sanderson, and returned to it on the 17th of December, having traversed a distance of about 1,500 miles, chiefly in Palankeens.

3. During that period, I passed through the Districts of Chingleput, North Arcot, Cuddapah, Kurnool, Bellary, and Canara; the course of my journey led me also to traverse the North Western portion of Mysore from Hurryhur to Gairsoppa, and the centre of that country, after entering Coorg and passing through Mercara, from Munjeerabad to Bangalore and thence to Palmanair.

4. It is hardly necessary to notice that portion of the plain of the Carnatic through which the Railway passes as far as Arcot.

5. On the occasions when I had previously seen it, it had the appearance of a dreary waste of sand or gravel interspersed with small patches of good soil, which were cultivated, wherever and whenever a supply of water could be procured.

6. The face of the country was much improved by a more copious fall of rain than had occurred for three years, and not only was there a larger breadth of land under cultivation, but the crops were looking remarkably well.

7. I cannot but hope also, that the abolition of the tax on wells, has tended to elicit increased exertion on the part of the landowners, and the propinquity of the railway has doubtless acted as a stimulus to their industry.

8. I should observe here that though the plain of the Carnatic is dull and wearisome to some extent, yet the eye is frequently relieved by the groves of trees, which surround the villages, and which I have been informed have all been planted since our possession of the country, and by the bold and picturesque hills which rise abruptly from the surface of the country.

9. These hills are generally composed of granite and other primary rocks.

10. There is certainly no excuse, on the score of want of material, for inferior roads, as not only in this locality, but in most parts of the country, the finest material for the purpose of road-making is to be found close to the line.

11. From Arcot I visited the works on the Palaur Annicut.

12. The freshes had for the time prevented any progress, but the masonry of the weir was nearly complete, quite sufficiently to show the vast benefit which it will afford to the country for miles; there are two large channels on either side of the river, into which the water is diverted by means of the weir.

13. At the period of my visit, the channels on the left bank were pouring a large supply of water into the neighbouring tanks, and those on the right bank were, I was informed, performing a similar grateful work.

14. The benefit which will be derived from this fine structure involves the additional irrigation of 65,000 acres of land.

15. The bridge to be constructed over it will be nearly a mile in length.

16. Here was pointed out to me by Captain Johnston, the District Engineer, one of those facts, which are not infrequent in this country, which appear anomalies to the English mind, until the circumstances of India and of its inhabitants are fully comprehended.

17. Mr. Dopping the able Engineer in charge of the Works, had been making a course of trials with bricks made by machine and by hand.

18. He had endeavoured in every way to make a fair trial, and the result unquestionably appeared to be, that the bricks made by hand were far superior and cost two thirds less.

19. At Secunderabad, where Colonel Henderson made similar experiments, the results were different, the cost being nearly the same, and the machine bricks superior.

20. But a closer inquiry into the methods employed and circumstances attending on each case is required before any correct comparison can be made, and I purpose directing such an investigation to be instituted by the Chief Engineer.

21. At Ranepett, the Cantonment of Arcot, are to be seen a number of large buildings, deserted and in partial decay, formerly in use for the Cavalry located there.

22. Much money has been and is lost by the changes, which occur in the selection of Military Stations.

23. It is probable, that formerly during the period, while the British dominion in this country was undetermined that changes could not but occur.

24. It is to be hoped, that for the future any unnecessary expense may be avoided.

25. When once a well organized Police force is established, there will be less difficulty in fixing on permanent Military Stations and in retaining but a few of them.

26. The question of improving the lines for the Sepoys is a very important one on moral as well as on hygienic reasons.

27. It has already occupied my attention and I had drawn up a plan for adoption, but I found, that I should not be warranted in recommending the large expenditure which would be required unless it could be previously ascertained that the Cantonments would be permanently occupied.

28. I was unable to visit old Arcot which is situate on the right bank of the Palaur as the river was in flood, and the ferrymen declined to cross.

29. The want of a bridge at this point is obvious, more especially as the leading line of road from Arnee and the South passes directly through Arcot and Ranepett and thence to the Railway Station.

30. A fine bridge is under construction at Vellore, 18 miles higher up the river, and that which will be built over the Annicut six miles below Arcot will be a great convenience, still neither will meet the requirements at this particular locality.

31. Three miles from Arcot I passed over the fine railway bridge which crosses the Poiney river at Trivalum.

32. The road thence to Chittoor lies through a well cultivated country, though much broken by masses of rock scattered over the surface of the country and confined by ranges of hills.

33. Chittoor itself is a remarkably pretty place, beautifully wooded.

34. The streets of the town and bazaars are straight, well built, and kept very clean.

35. There is a neat little Church, but no Chaplain, the service was read by Mr. Mathison, the Session Judge of the Zillah.

36. I inspected the School, which was numerously attended and was agreeably surprized to find in the Head Master a Native pupil of the Presidency College, whose attainments I had particularly observed there, by name C. Teroovengadum Naidoo.

37. His knowledge of and facility in speaking English is remarkable even in Southern India, where the Natives manifest such great aptitude for acquiring our language.

38. He remarked to me that he found much greater ability amongst the pupils at Combaconum, where he had previously acted as Under Master, than at Chittoor.

39. I was unable to inspect the Jail and the Dispensary at Chittoor, but they were visited by Dr. Sanderson who reported that they were in a satisfactory state.

40. From Chittoor I took the direct line of road to Cuddapah which passes by Peelair and Raichotie.

41. The north western portion of North Arcot is generally hilly, rugged and barren.

42. At Peelair, we entered the Cuddapah District and also reached the vast tract of table land which is included between the Eastern and Western Ghats, and which commencing at the foot of the Neilgherry Hills gradually slopes down to the Toombuddra river, attaining an elevation at Bangalore of 3,000 feet, whilst Kurnool is 1,000 above the level of the sea.

43. The line of road which I traversed has only lately been made and is not yet complete; there are scarcely any bridges on it, as I found in one instance very much to my inconvenience.

44. Between Peelair and Raichotie heavy rain fell which caused a flood in the Goondloor river and I was obliged to wait for 7 hours until the river should be passable.

45. A few days before this, the 30th Regiment were caught by a flood, while crossing the Peelair, and two women were drowned.

46. At Raichotie I met Lieutenant Palmer the Executive Engineer of the Southern portion of the District.

47. He stated to me, that many of the tanks had been for a long time neglected and that much land was in consequence thrown out of cultivation.

48. Whenever irrigation could be obtained throughout this District, it was evidently seized on with avidity, and amidst the rocky hills, which are frequent, vallies of great luxuriance were to be found.

49. The assessment is generally light throughout Cuddapah, when compared with other Districts.

50. Before reaching the plain of Cuddapah, we left the table land by the Goolcherroo Pass, a descent of 800 feet, the line has been well traced and the road is good and affords a great convenience to the neighbouring country, there having been previously no means of transit for wheeled conveyances over the Ghats.

51. The plain of Cuddapah is only 400 feet above the sea and is situate amidst the Ghats, they being broken in this locality into two or three different ranges.

52. This plain is remarkably rich and fertile and of considerable extent.

53. The town itself has a very poor appearance and offers no objects of remarkable interest.

54. I inspected the Jail and Dispensary, both were in good order.

55. The former is exceedingly defective in construction, rendering it impossible to carry out any systematic reformatory discipline, this is however the case almost universally throughout the Jails in this Presidency.

56. The latter building is badly ventilated, and is deficient in accommodation, but is sufficiently suitable for the purpose with some few improvements.

57. There is no Government School at Cuddapah. The cultivation of Indigo is increasing rapidly in this District, and proves a source of great wealth.

58. Very good wheat is grown in the higher lands and the crops of dry grains are generally good.

59. The military cantonment which is separated from the town by a tributary to the Pennaur river, is on a fine airy space of ground.

60. Two handsome bridges have lately been completed, which secure constant communication between the cantonment and the town.

61. At Cuddapah a very handsome choultry (resting house for travellers) has lately been built and endowed by a wealthy Native.

62. Without criticising too closely the motives which may lead to this and similar acts, it appears to me exceedingly creditable to the Natives of this country, to find the habit of providing for the comfort of their poorer countrymen, so prevalent amongst them, and this principle is common to the whole population, and is apparent amongst the lower as well as the superior classes and to an extent frequently beyond their means. A man in any employment which furnishes a salary, generally supports in addition to his own family a number of relatives of various degrees of relationship.

63. Several instances have come to my knowledge of Madras servants being engaged to serve masters in Bengal or elsewhere and they invariably make a stipulation that the larger portion of their wages should be paid to their families in this Presidency.

64. From Cuddapah to the bank of the Penraur river is a distance of 6 miles, the line of transit leads directly to a large and important portion of the Cuddapah District and it is moreover the direct course for the march of troops to Kurnool and thence to Secunderabad, or on the side to Cumbum, Ongole and thence to the Northern Circars.

65. Yet the road has been until this year a common bandy track.

66. A new line had been ordered and commenced, but had been abandoned with the trace half completed and the bridges half finished in consequence of recent orders in the Department of Public Works.

67. I strongly recommended to Government that the line should be completed at once.

68. The method of crossing the Pennaur is of the rudest description.

69. A raft is formed of a dozen or fourteen logs of timber about ten feet long, which are held together by a bamboo which is passed through a hole bored in the centre of each, and by cross beams lashed to the logs at either end.

70. Upon this raft, the palankeen or other article is placed, and it is pushed across the river by men who swim around it and who are supported in the water by gourds attached to their backs.

71. My Palankeen was not more than 3 inches above the level of the raft which was frequently quite submerged.

72. The river was in half flood at the time and was probably half a mile wide, we were carried two miles down the stream before reaching the opposite bank. The rafts were then taken to pieces, every man shouldered a log, and they then had to walk about three miles up the river in order to enable them by swimming across to attain the place whence we started.

73. The whole number of rafts the country could afford was seven and the time occupied in passing my party consisting of 17 persons six palankeens and four bandies was sixteen hours.

74. The families of the 37th Regiment consisting probably of from two to three thousand souls were then encamped on the bank waiting to cross the river.

75. It may be imagined from the above statement how long a period would be occupied by this rude and inconvenient process in moving such a number of people with their baggage over the river.

76. From the Pennaur my route was due north, through a picturesque valley through which the Khoond river flows and which is bounded by two ranges of hills which open out gradually on either side, until they reach the plains on the banks of the Toombuddra.

77. This valley, though in common with the rest of the country its surface is partially covered with rock, has a rich and fertile appearance.

78. At Dhooroor, where we encamped, I found an instance of the expense of the village system of management which is worth quoting.

79. The average annual assessment of the village is 6,000 Rupees.

80. The village establishment consists of,

		Pagodas	Rs.	A
1	Head man with Enam of the value of...	21 =	73	8
2	do. another... ...	6 =	21	0
3	Curnums...	210 =	735	0
8	Cutbuddies...	140 =	490	0
1	Shroff...	40 =	140	0
			1,459	8

Besides Enams to barbers, musicians, &c &c. &c.

81. In England the work, which would really be required to collect the assessment and look after the village arrangements, would probably be performed by volunteers, but at all events would not cost more than £10 or £20 per annum.

82. The houses in the villages in this valley and indeed throughout the Ceded Districts and Kurnool were substantially built and the population appeared thriving. Though their condition is capable of great improvement, yet taking the advantages of climate into consideration, I consider their lot to be superior in comfort to that of the population of many parts of the Highlands of Scotland and of Ireland of Spain and France and Italy.

83. The hills in the Cuddapah District afford specimens of mineral products of value; copper and diamond mines are in existence, but they are not profitable at present.

84. Shortly after entering the District of Kurnool, we left the usual line of road and followed the new trace which traverses the Nundy Cumana pass from Cumbum and leads to Kurnool by Panium and Callwa. The Ghat at Callwa is nearly complete and has been well traced, but the roadway is too narrow and the gradient rather steep.

85. This line of road will prove of great service to the district, and by facilitating the communication between Cumbum and Nundyall will render the transfer of that talook to Kurnool a great convenience to the inhabitants.

86. At Panium, the Nawaub of Baganapillay came to visit me, he appeared intelligent and I was glad to find that he took an interest in improving his estate.

87. At Callwa are some hot springs which had the appearance, by the taste, of possessing very minute mineral properties.

88. Kurnool is well placed on a spit of land between the Rivers Toombuddra and Hindree; a large tomb of the Nawaubs forms a remarkable object on approaching the town.

89. A very nice bazaar is now in process of erection, which it is purposed by the inhabitants to call by the name of the present Agent Captain Russell, who has long been resident in the District in Command of the Kurnool Horse.

90. The jail and dispensary were in good order, the number of persons who apply for assistance at the latter show that great attention is paid to them and that the treatment adopted is successful. The applicants last year exceeded 5,000 in number.

91. Great credit is due to Dr. Rogers for the success which has attended this establishment.

92. The lines of the Native Regiment are well formed and kept, but the parade ground requires to be improved.

93. The hospital is a very superior building.

94. I held a levy which was attended by a number of the Khandans, Mussulmen descendants or relatives of the late Nawaubs. They are a fine race of men, gentlemen in manners, and apparently superior in intellect, it is much to be regretted that they cannot be employed by Government in some manner suitable to their tastes and habits.

95. A small portion of their number has been absorbed by the Kurnool Horse, but the majority spend their lives in idleness, and, as a certain result, are unhappy and discontented.

96. With respect to the Kurnool Horse, I cannot express too highly my estimation of the efficiency of that fine body of men.

97. Detachments accompanied me on my route from Cuddapah to Hurryhur.

98. The men were almost invariably soldierlike in their bearing, (their horses and equipments were in good serviceable condition,) and quiet civil and considerate with the people.

99. I had ample opportunity of observing this as I was, whether marching or encamped, invariably attended by a large concourse of people who were permitted to approach and make their salams, or present their petitions, and who, though always deferential, were sometimes eager and obtrusive.

100. But this small body of men are overworked and unless relieved must deteriorate; they now cover in small detachments nearly the whole of Bellary, Kurnool, and the portion of Cuddapah north of the Pennaur.

101. The effect of their presence in preventing gang robberies has been marked and is some presage of the success which would attend an efficient mounted Police.

102. The population of the Kurnool District impressed me favorably.

103. The people appeared bolder in their character, than those of the adjoining Districts.

104. I was generally attended by a number of Village Cutbuddies, who performed spear dances as they marched along with great precision and grace.

105. The portion of Bellary, through which I passed while marching from Kurnool to the town of Bellary, was less covered with rock and broken by hills, than the Districts which I had previously traversed.

106. It consisted chiefly of a vast plain with abrupt isolated hills occasionally rising above its surface.

107. I now saw for the first time a vast breadth of the black cotton soil, which prevails in this part of the country and which appears to be very prolific; it is however curiously dotted with patches of a light brown soil, which is not equally fertile.

108. I was surprised to see how rapidly the people had recovered from the heavy losses they had suffered during the severe draught.

109. Every endeavour should be made at once to preserve this fine country from such fearful visitations for the future.

110. There is good reason to suppose that this may be effected by a well arranged system of irrigation, which I trust will meet with approval, when the plans are in a proper state for submission to the Government of India and the Honorable Court.

111. Large works with this object in view on both the Toombuddra and the Huggry rivers are now under consideration.

112. The total cost will not, I believe, equal the loss by the last famine, which amounted to Government alone, to at least £400,000, without counting the destruction of cattle of crops and other capital to the cultivators, and the physical suffering of the people.

113. It is incontestable, that these droughts may be expected, if not periodically, at all events, occasionally in Southern India, but it appears as incontestable that, with proper precautions, the country may be rendered almost independent of them, and the population preserved from famine with its attendant horrors and sufferings.

114. With a well organized system of irrigation in Bellary, and possessing those already established in Rajahmundry and Tanjore, I think a sufficient supply of food may be secured.

115. Bellary is a larger cantonment than any I had yet visited. with the exception perhaps of Trichinopoly, both however were at the periods of my visits almost denuded of troops.

116. The Fort which is built on a fine bold rock must have been very strong in former days.

117. The accommodation at the Arsenal is very bad, the store rooms are confined, dark, and without ventilation, it was a matter of astonishment, how the European Warrant Officers are able to remain in them.

118. The Barracks for the Eurcpean Artillery which are also within the Fort are very bad, and the men, in addition to the small space, complained that they were infested by bugs to such a degree, that they could scarcely obtain any rest or quiet.

119. Curiously enough however, the Medical reports show, that these barracks have been generally healthy.

120. Within the Fort is confined, as a state prisoner, the man who should have been the Nawaub of Kurnool.

121. On his route from Bellary to Kurnool and while still within British territory, when he was travelling in company with the British Resident, and about to occupy the Musnud, he murdered his wife, and has now in consequence suffered a life-long imprisonment.

122. He appeared in good health and spirits is intelligent and speaks English well.

123. His condition excited my pity, but I fear that it would be impossible to ameliorate his position in any way, which would at the same time satisfy him and secure him from effecting mischief of some kind or other.

124. I inspected four Schools at Bellary.

1st. The Government District School which appeared well conducted, and considering the short time it had been established the pupils manifested considerable proficiency; greater pains in the pronunciation of English than is usual in the Madras Presidency had evidently been taken, and had been attended with success.

2d. An Orphan School supported by the principal residents was a subject of much interest.

3d. The Schools of the London Mission and of the Roman Catholic Priests were fairly attended and the children answered the questions put to them satisfactorily; but both are, I believe, gradually yielding to the Government School.

125. The Civil Dispensary appears not to have been so successful at Bellary, as those at other stations, the building is small and not very conveniently placed.

126. The Jail was in good order, but the space very small for the number of persons confined within the walls.

127. The lines for the Native Regiments are in an airy locality, as are also the fine buildings lately completed at a great expence for one European Regiment.

128. They are now unoccupied, and it appears probable they will remain so.

129. I was glad to learn from Mr. Pelly the Collector of Bellary, that the Ryots had found great relief from the late orders of Government, by which it was forbidden, any longer to require each cultivator to take a quantity of bad land in proportion to the good which he might possess.

130. No requisition could be more disheartening to the cultivator or more likely to impede production.

131. The Collector informed me that the news was so good, that it was difficult to get the people to believe it.

132. The financial result had been the loss to Government of about a lac and a half Rupees by land given up, and a gain of nearly a similar amount by fresh land taken, which Mr. Pelly expected would be largely increased, when the real bearing of the order became fully known and appreciated.

133. This is another instance in addition to others which I have observed, by which it is clearly shown, that the Natives of this Country only require the opportunities to be afforded them, and an example to be shewn them, and they will very soon manifest a disposition to improve their condition.

134. The products of Bellary consist chiefly of grain, but the cotton cultivation is increasing, and if cheap transit to the Western Coast be only afforded, there can be no doubt of the district rapidly producing exportable articles.

135. From Bellary I visited the ruins of the once famous city of Beejanuggur, they are very interesting and one of the temples is particularly beautiful, both for its form and the carvings on the pillars.

136. It is much to be regretted that ancient remains of this nature should be entirely neglected and left to decay. I purpose calling the attention of Government to this subject, in order that some system may be adopted, by which such interesting memorials of the former history of Southern India may be preserved from falling into total decay.

137. From Beejanuggur I passed on to Ramendroog, I was most agreeably disappointed with this range of hills instead of being as I expected mere masses of rock and sand, I found them particularly that on which the European Settlement has been fixed, clothed with verdure and remarkably picturesque.

138. The climate is exceedingly salubrious and is found to restore the health of the European Soldiers in a very short time.

139. I recommended some improvements to the Barracks, more particularly a new range for married people, which have already been sanctioned.

140. This hill is 3,100 feet above the level of the sea.

141. The range surrounds the Sundoor valley, which appeared beautifully green and fertile, and well watered.

142. The Rajah of Sundoor possesses this property as an independent estate, but as is the case with all Natives of this class, he is greatly involved.

143. The soil in the western portion of Bellary has an appearance of poverty but I believe chiefly from the want of water.

144. We entered the Mysore territory at Hurryhur, and passed by Sheemoga and Anantapoor, to Gairsoppa, at which place we entered the Canara District and plunged amidst the picturesque Ghâts and dense forests of the western coast.

145. The falls of the river Sheravutty at this spot are very fine, perhaps as remarkable as any known in the world; there are, except when the river is in full flood, four separate cascades 830 feet in height and each containing a considerable quantity of water, the river is more than a quarter of a mile wide, and during heavy rains the whole space is covered with water.

146. The population of this part of Canara is scattered very much in small holdings amidst the forests, and villages are rarely met with, while in the Carnatic and the Ceded Districts, the inhabitants dwell entirely in towns or villages.

147. Cardamoms, black pepper and betel nut are grown in regularly cultivated gardens, and are sources of much profit.

148. The people are generally in good circumstances I believe, but I did not observe that superiority in their physical appearance which I had been led to expect.

149. From Gairsoppa I went to Sircy and thence down the Devamunny pass to Kutgul and on to Tuddree.

150. Here we at once found ourselves in the midst of a scene of commercial enterprize and trading bustle which was truly satisfactory and encouraging.

151. As we approached the pass, the sides of the road were studded with encampments of carts or bullocks laden with produce.

152. The scenery about Devamunny is very beautiful, and the pass itself is a good Engineering work, unfortunately the materials for road making are not of superior quality, and the roadway suffers much from the heavy traffic.

153. Before reaching Kutgull we turned off the road to visit the Yana valley, about 9 miles up are some remarkable rocks, 300 feet high and quite isolated, and having at a distance the appearance of a large Cathedral—the illusion is complete.

154. Kutgull is a small shipping place on the Tuddree river, which is capable of considerable improvement, as also is the navigation of the river both above and below, it is 18 miles from the port of Tuddree where large cotton screws are being erected by Mr. Brice a merchant of talent and enterprize.

155. The river here expands into a large backwater, but the navigation at the mouth, which is narrow, is intricate. Some buoys would greatly facilitate the entrance of vessels.

156. It is very advisable to assist the improvement of this port, as it is likely to become a place of some importance, as the present point of shipment for the goods descending by the Devamunny, and the Arbyle Ghâts.

157. At Tuddree I with my party embarked on board the Pownah, Surveying Pattamar, and the Yachts Ondine and Petrel, and sailed to Sedashegur.

158. This place was carefully inspected by Colonel Cotton, who had joined me at Gairsoppa and his impression of it was most favorable.

159. The bay possesses certainly many capabilities for making a first rate port.

160. The southern portion of it is completely protected by Callwa head from the south west, the point from which danger is mainly to be apprehended on the western coast, and by some rocky islands from the north west, which is important, as gales from that quarter prevail during the spring.

161. A fine river flows into the bay, which can be rendered navigable for 30 or 40 miles from its mouth.

162. A factory was at one time kept up by the Company at this spot, but was abandoned on the extension of the Mahratta power into that region, the country being in a disturbed state for years, and unsuitable for commercial enterprize.

163. It may be observed, that the black river is the only one on the western coast which actually pierces through the Ghâts and rises behind them, and it is hoped, that when the country in the neighbourhood has been fully explored that the means of making easy approaches to the port from the Dharwar District may be discovered.

164. In order to complete the port, a breakwater would have to be erected, within which vessels drawing 26 feet of water could ride at anchor.

165. The soundings would permit them as deep as 28 feet.

166. There are fine forests of teak in the neighbourhood of Sedashegur, a large quantity is purchased every year for the Bombay dock-yards.

167. At this place, as also at Sircy, at Yana, and other places, I was appealed to by a very wretched race of people who cultivate portions of the forest on what is termed Coomree.

168. Which is, that they clear a space of forest and cultivate it for one or two years, and then leave it for 7 years, and resort to other localities.

169. It is the intention of Government to abolish this practice, and the decision is a correct one.

170. These people do infinite damage to the forests, and yet make a very poor livelihood, they are entirely in the hands of the Bunyas and Sowcars, or money lenders, in general they lead miserable lives, and are entirely at the disposal of others.

171. Mr. Robinson the Sub Collector told me he calculated, that according to their method of cultivation, they did not make more than 3 Rupees a year from an acre of land, and that each man was supposed capable of managing three acres, that one Rupee of this gross receipt goes to Government one to the Sowcar and one to the cultivator, so that three Rupees a year constitute their monied income under the most favorable circumstances.

172. But they carry on a good deal of illicit trade in timber for their employers, who get all the profit.

173. There was much discontent displayed during my visit respecting the forest rules lately promulgated.

174. This was to be expected; till quite lately the timber was plundered indiscriminately, and it appears of course hard to lose what had become a privilege if not believed to be a right.

175. But I found that generally, though complaining, the people acknowlege the justice and reason of establishing a forest conservancy.

176. From Sedashegur I paid a short visit to Goa.

177. Though it makes a much grander appearance on the map, the port of Goa is certainly inferior to that of Sedashegur.

178. The town of Pangim is beautifully placed on the river side, but is found to be unhealthy.

179. On the site of old Goa, there remain but a few Churches and the Arsenal.

180. From Goa we sailed to Coompta where I landed.

181. The principal portion of the trade of north Canara is carried on at this port, but it's accommodation is quite inadequate to it's requirements, the harbour is very small, and shallow.

182. Some small rocks in it might easily be blasted.

183. A tower for a light-house was completed three years ago, but it has not yet been of any service as the lantern has never reached, it having been wrecked twice in going round by sea from Madras.

184. It's arrival is not of so much consequence as it might otherwise be, as the tower has been placed in a spot where its light will be of little service to ships at sea.

185. I would recommend that the attention of the District Engineer should be at once called to this fact and to the destruction of the rocks abovementioned, and also to the necessity for buoys in Tuddree harbour.

186. He should be directed to consult with Captain Taylor of the Pownah on all these points.

187. The road from Coompta to Honore passes through a rich district of country and here the inhabitants dwell in villages.

188. They represented the losses they sustained by floods from which I should think they might be secured, the subject will be taken into consideration.

189. A canal might without difficulty be made along this portion of the coast and would prove of great service.

190. At Honore I visited the old and new Jails.

191. The former is much too confined, still the prisoners have generally been healthy in it.

192. The new building is erected on the high ground behind the town.

193. The space of ground on which it is built is very limited and the area within the walls is composed of three platforms, the second being some feet higher than the first and the third higher than the second.

194. This arrangement is extremely inconvenient and I have no hesitation in saying that such a site ought not to have been selected.

195. It is considered very doubtful also by those experienced with the climate and with the constitutions and habits of the inhabitants whether it will prove healthy for the prisoners; it is thought that it will be found too cold.

196. The buildings which are nearly completed are badly contrived and insufficient in their dimensions.

197. The Dispensary is at present kept in a very wretched house, quite unfit for the purpose.

198. It was proposed to me that it should be established in the old jail when the prisoners are removed.

199. I see no objection to this suggestion.

200. From Coompta we went by sea to Coondapoor at which the scenery is particularly beautiful.

201. A light-house is required here, as to the north of the harbour there are some very dangerous rocks and shoals.

202. Thence I passed by land to Mangalore visiting Oodapie, where there are some interesting Hindoo muts or convents of considerable celebrity, and held in great esteem by the Natives.

203. Karkull where is a Jain idol, the statue of a man 35 feet high, cut out of one solid block of granite, the features curiously enough are those of a Negro, with crisp hair.

204. This statue is exactly similar to another at Sorana Belgala in Mysore which is 75 feet high.

205. Mood-Biddree where are some very interesting Jain temples.

206. The view from the travellers' bungalow at Goopoor, looking over the river and valley of the same name, is exquisitely beautiful.

207. The scenery in Canara is fine throughout, but it is to some extent marred by the large tracts of laterite, on which there is no verdure except during the monsoon.

208. At Mangalore, I inspected the harbour, about the improvements of which there has been much discussion, with Colonel Cotton.

209. He will shortly make a report to Government on the subject, as well as on the internal and sea navigation of Canara, generally.

210. This is a subject of great interest and of considerable importance.

211. Not only is the District itself improving rapidly, and thereby the quantity of its exports and imports, but the whole line of country, to the east of its borders, comprising portions of Coorg, Mysore, and Dharwar, is making great progress.

212. It is most advisable, that the cheapest means of affording an outlet for the exportable produce of this large tract of Country, should be provided as quickly as possible.

213. There are seven or eight rivers, which flow almost directly from the Ghats to the sea, and on all of which navigation could be rendered easy for from 20 to 40 miles.

214. It is also possible, and in general without difficulty to connect them by means of a coast canal, by which the produce could readily be conveyed to the nearest port of shipment.

215. The Jail at Mangalore is more spacious than is usual and was in good order.

216. The Schools of the German Mission and of the Roman Catholic Church at Mangalore were numerously attended and the scholars manifested satisfactory attainments.

217. The Natives of the Roman Catholic Church at Mangalore are numerous and maintain a very respectable position in society, many of them bear Portuguese names.

218. The Dispensary is the best I have seen.

219. A very appropriate building has been lately completed for a Museum.

220. The lantern on the light-house has been placed on the top of a pillar without any protection whatever. Some description of covering and support should be made around it.

221. The population of this town is of varied description; besides the Natives, there are to be seen Arabs, and Persians, Negroes and Natives of Cutch and many others.

222. Some Persian horses were landed during my stay, and I was surprised to find them in such excellent condition after having been 44 days crowded on board the wretchedly small craft in which they were conveyed from Persia.

223. From Mangalore, I passed on to Mercara by the Sumpagee Ghât.

224. The District of Coorg contains very picturesque scenery, and the inhabitants possess the stalwart forms and free bearing of most mountain races.

225. My route subsequently lay through the Mysore territory.

226. I visited a portion of the Munjerabad Ghât, which appeared to be an equally fine piece of Engineering with the Sumpagee, and the beautiful ruins of Hullabede, another of those relics of ancient days, which should not be allowed to disappear.

227. I have thus cursorily placed on record my movements.

228. It would be easy for me to lengthen out this Minute, with numerous statistical details, which would be tedious, and scarcely appropriate, as they are more applicable to the details of measures, when brought practically before Government.

229. I shall now close with a few general remarks, on particular points which I wish to specify.

230. The vast importance of irrigation and of procuring a supply of water for the purpose is a subject which is kept ever before the mind in passing over the lands of Southern India, and in the Ceded District its necessity becomes especially prominent.

231. The question of storing water is already before Government, and I trust, that ere long some experiments of a practical nature may be made which will test its value.

232. It is evident, that with this assistance almost any demand may be made on the powers of the land.

233. Though the soils vary greatly in different parts of the country, in some there appearing to be little else but sand, in others gravel, here a fine loam, and there the black cotton soil, yet if water be only at hand, they all produce, of course in varied quantities, harvests that fully repay the cultivator.

234. The number of what are called dry grain, all good for food, is particularly striking to a stranger, in addition to the wet crops, and to articles for export, such as cotton and indigo on the plains, and coffee and spices on the Western Ghâts.

235. The minerals have not of late proved of great value, but the Ceded Districts would I think, well repay the inspection of a geologist.

236. The earth salt is of great value there, and its production involves a question of considerable difficulty, and one which will require great delicacy of treatment, whenever any changes with respect to the present salt duty shall be adopted.

237. This earth salt besides serving the people for culinary purposes, is of great service to their cattle, and is procured at a price at which it can be readily employed, but if a duty equal to that on coast salt were to be charged on it, and in equity I see not how that course can well be avoided, it would at once be placed beyond their reach.

238. It is impossible, I think, not to become interested in the Native population.

239. Their manners are so gentle, graceful and decorous, that they create a favorable impression; and the lack of manliness, which is so apparent, induces a still greater desire to assist them.

240. Their faults are doubtless many and some are grievous, and they are of a nature which require a marked reformation of the moral character.

241. It is to such a change we must look to effect an improvement in respect to truthfulness in which the people are generally so defective.

242. There is no tropical race, that I have heard or read of so industrious as the Hindoo and they are quick and apt in comprehending improvements, though frequently wedded to old ways and customs.

243. I refer more particularly to the Hindoos, the wild tribes of an earlier race, who are to be met with in most Districts, appear very inferior, physically and intellectually, and the Mussulmen appear unable to abandon the notion, that they can continue to exist as indolent conquerors where their supremacy has vanished.

244. An Englishman sees and feels the want of a country gentry; the Rajahs, Zemindars, and Poligars, who remain are few, and of no weight, and I doubt much, if they ever existed to any extent, so as to constitute a permanent influence, at least they have left no stamp behind them, by which their characteristics may be recognized.

245. The strength of the population appears to be in their village system, which as a principle is valuable though maintained in many instances at much too costly a rate.

246. At present the schools, which have been established by Government or by European exertion are few, but it is hardly sufficiently known that the number of native village schools is very large, and it is in my opinion to be regretted that our present system has as yet not sufficiently recognised their existence, or taken advantage of their presence.

217. With respect to the present state of these schools, it has been truly remarked that there are few countries in which more scholars are daily undergoing instruction and none in which the teaching is more useless.

218. The inhabitants are evidently gradually becoming disposed to take advantage of European Medical treatment, and applications for aid are becoming much more frequent at the Dispensaries.

219. These valuable institutions have proved most useful, and at present their cost is trifling; but the method of establishing them requires care and watchfulness, otherwise Government may find itself at some future time hampered with a system of providing Eleemosynary Medical relief to an extent which may ultimately become exceedingly inconvenient and undesirable.

250. It is hardly necessary for me to say that this tour confirmed the opinions I entertained, and have already recorded on the systems of revenue, police and magistracy, as they at present exist.

251. A more throughly organized method would allow of greater efficiency, whilst it would permit a diminution in the number of public servants and in the cost of establishments.

252. But if this is to be effected, other opportunities of employing their energies must be opened out to the population.

253. I found the public servants generally respectable in appearance and well reported on by their superiors.

254. The principal stations of the English Officers are marked features in this country, and the appearance of the houses and gardens, the attention paid to the roads, and the many marks of European civilization cannot but have a beneficial and humanizing effect on the population.

255. It is most agreeable to me to be able to write with marked emphasis on the great merits and worth of most of the Company's servants Civil and Military, with whom I came in contact.

256. It is impossible not to be struck with the grave sense of responsibility, which is a predominant feature amongst the Civilians, nor to omit mentioning the indefatigable exertions which they make to perform duties which exceed those I believe of any other class of public officers in the world.

257. It is most gratifying to be able to add that, writing of them as a body, in the observance of their social, moral, and religious duties, they are most exemplary.

258. Errors there may be in the administration of affairs, it is known that they exist, and they ought and must be remedied; but they are much more to be attributed to a faulty system, than to individual short-coming, and when the circumstances of this country during the last hundred years are taken into consideration, it is scarcely to be wondered at, that the organization of the system should not be very complete, or that men who are called on to perform a multiplicity of most arduous duties, should occasionally evince a want of knowledge of details and of precision of method and of procedure.

259. I cannot close this paper without especially noticing the great attention which I received from the Officers of the Districts, through which I marched.

260. The arrangements made by Captain Russell in Kurnool, by Mr. Pelly in Bellary, by Captain Elliot and Mr. Hay in Nugger, by Mr. Fisher and Mr. Robinson in Canara, by Major Gustard in Coorg, were complete.

261. I was received by General Cubbon, the Commissioner of Mysore, with his well known kindness and hospitality.

262. To judge by the preparations in the way of garlands, music and fireworks, which awaited me in every town and almost every village, it would appear that the visit of a Governor is valued by the population to some extent, though their method of expressing their sentiments may be considered rude, but I believe there exists the desire to manifest respect to the ruling power.

(Signed) HARRIS.

The Right Honorable the President lays before the Board a Minute containing observations respecting his late tour in the Provinces.

2. Resolved that copy of the above Minute be forwarded to the Honorable the Court of Directors and that the following paras. of it be communicated to the undermentioned Departments for information and that the necessary instructions may be transmitted to the Subordinate Offices.

3. Paras. 11 to 20, 28, 29, 30, 42, 43 to 50, 64 to 75, 84, 85, 108 to 114, 154 to 165, 182 to 189, 201, 208 to 214, 220, 226, 229 to 233, to the Department of Public Works.

4. Paras. 21 to 27, 92, 93, 117 to 119, 127, 128, 139, to the Military Department.

5. Paras. 78 to 82, 96 to 101, 129 to 133, 166 to 175, 234, 236, 237, to the Revenue Department.

6. Paras. 54, 55, 126, 190 to 196, 215, to the Judicial Department.

7. Paras. 36, 37, 38, 39, 54, 56, 57, 90, 91, 124, 125, 135, 136, 197, 198, 199, 216, 217, 218, 219, 235, 246 to 249, will be considered in the Public Department.

(True Extract and Copy.)

Chief Secretary.

To the Public Works Department.
" Military Department.
" Revenue do.
" Judicial do.

Exd. F. Cartledge.

Public Works 1857 Dep.t.
Dft.o to Cons.o 17.th March.
No. 420

Extract from the Mins.
of Cons.o in the Public
Department.

Dated 19.th February
Rec.d 2.d March } 1857

From the Chief Eng.r 18.th June /57.
C. No. 1241 in Cons.o 30

Resolving to forward a Minute
of the Right Hon.ble the President
to the Hon.ble Court, containing
Observations respecting his late
Tour in the Provinces, and to
communicate certain parts of it
to certain Depts. that, the necessary
instructions may be transmitted
to the subordinate Officers.

Page 16

Extract from the Pro.s of the Chief
Engineer of 7.th July /57 C. No. 1379 in 1924
From Do.o 12.th Aug.t /57 C. No. 1611.
From Do.o 26.th Sept.r /57 in Cons.o 8 Sept.r /57
Dft.o Cons.o 9 June /57 P.g 10 C. No. 2003 in 15.th Dec.r

Will an order
No. 463. 13.th March

L

No. 16 & 17.

From the Off.g Chief Eng.r
of 21.st Aug.t /57 Rec.d 16.th 2 enclos.
& Sept.r /57 Rec.d 22.d

Order thereon.
Rec.d 15.th March 1858
Public Works.