(1) பக்கங்களின் எண்ணிக்கை 52

(2) புதுக்கித் திருப்பிய நாள் 6/89

(3) ஆதாரங்குறிப்பவர் சுருக்கொப்பம்

தமிழ்நாடு ஆவணக் காப்பகம்.

தமிழ்நாடு அரசு

பொதுப்பணித் துறை

அரசாணை எண். —
மு. கோப்புத் தாள் எண். 214(W) அச்சகம் ~~பல்வகை~~

நாள் : 24-1-1890 ~~198~~.

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மடிக்கவோ கண்டபடி கையாளவோ கூடாது

ஆவண. கா-1—18,006—15-6-87.

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ELEVENTH TOUR

OF

HIS EXCELLENCY THE RIGHT HONORABLE LORD CONNEMARA,

G.C.I.E.

COCONADA, RAJAMUNDRY, ELLORE, BEZWADA, SINGARENI AND HYDERABAD.

Christmas, 1889.

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ELEVENTH TOUR

OF

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Christmas, 1889.

MAP
of the
MADRAS PRESIDENCY
Shewing the different places visited by
H. E. THE RIGHT HON. LORD CONNEMARA
GOVERNOR OF MADRAS

Scale 1 Inch = 64 Miles

50 0 50 100 Miles

75° 80° 85°

20° 15° 10°

SATARA
Hudgi
Stn.
HYDERABAD
WARANGAL
Singareni
Gorge
Rajahmundry
VIZAGAPATAM
Languliya R
Russellkonda
Aska
Pattupur
Berhampore
Rambha
CHATRAPUR
Gopalpur
Chapur
Kanchilli
Barwah
BASTAR
SIRONCHA
Godavari River
Wadi
RAICHUR
Kistna River
Tungabhadra R
KURNOOL
Cumbum
Naudyal
Nallamalai Hills
Palconda Hills
Guntur
Bezwada
Eluru Canal
Buckingham Canal
MASULIPATAM
Godavari River
Kistna River
Panjim
Marmagoa
GOA
Dharwar
Gadag
Hubli
BELLARY
Guntakal
Karwar
ANANTAPUR
CUDDAPAH
NELLORE
Penner R
Honawar
Kodkani
Harihar
Sheravutty R
Gairsoppa
Kundapore
Gubbi
CHITTOOR
Venkatagiri
Renigunta
Tripetty
Chandragiri
MADRAS
MANGALORE
RANGALORE
Hosur
Javali
Konda
Ulalarpet
CHINGLEPUT
Palar R
Cannanore
Tellicherry
Mahe
CALICUT
Ootacamund
Nilgiri Hills
Metapolliam
Erode
Shevaroy Hills
SALEM
Coleroon R
PONDICHERRY
Villupuram
Pondicherry
Ponnaiyar R
CUDDALORE
Cauvery R
Tranquebar
Negapatam
TANJORE
TRICHINOPOLY
Podanur
Shoranur
COCHIN
Anaimalai Hills
Palni Hills
Kodaikanal
Dindigul
Ammayanayakanur
MADURA
Vaigai River
Quilon
Tinnevelly
Tuticorin
PALAMCOTTAH
TRIVANDRUM
Cape Comorin

BOMBAY
NIZAM'S DOMINIONS
MYSORE
COORG
MADRAS
BAY OF BENGAL
ARABIAN SEA
CENTRAL PROVINCES
BENGAL

DISTRICTS

I GANJAM
II VIZAGAPATAM
III GODAVARI
IV KISTNA
V KURNOOL
VI BELLARY
VII ANANTAPUR
VIII CUDDAPAH
IX NELLORE
X CHINGLEPUT
XI MADRAS
XII NORTH ARCOT
XIII SOUTH ARCOT
XIV SALEM
XV COIMBATORE
XVI NILGIRI
XVII MALABAR
XVIII S. CANARA
XIX TRICHINOPOLY
XX TANJORE
XXI MADURA
XXII TINNEVELLY

--- Railway under Construction
—— Canal
—•— Railway line & Station
..... District Boundary
—— Tirth tour

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His Royal Highness Prince Albert Victor left Madras after his second visit to Lord Connemara on the morning of the 16th December for Rangoon; and three days later, His Excellency the Governor, accompanied by Lord Marsham, and myself, started for his (eleventh) tour, in the Godavari and Kistna districts. In the interval of three days, to the great relief of the Government, rain had fallen in most of the southern districts, where prices had risen so considerably as to give ground for much anxiety. The trifling grain riots which had occurred in Trichinopoly, Cumbaconam and Tanjore, were of no great moment, being brought about chiefly by the bad characters to be found in all large towns, who welcome any period of distress as an occasion for plunder, and seek their private gain in the public loss and misfortune. It was not only to visit the great irrigation works of the Kistna and the Godavari, but also to inquire what stocks of grain might be on hand to assist other districts where scarcity prevailed, that Lord Connemara proposed to make this tour during the Christmas holidays. His Excellency had not long before, during the famine in Ganjam, called these favoured deltas to the aid of their less fortunate neighbour.

The rain had fallen in torrents all Tuesday and Wednesday, and on Thursday morning the flood-gates were still open when * we embarked on board the S.S. *Sirsa*, and the waves were running high through the yawning eastern entrance of the ever-unfinished Harbour. The Governor's departure was private, but a salute was none the less fired from the Naval Commander-in-Chief's Flagship *Boadicea* and the Admiral, Sir Edmund Fremantle, came off to the *Sirsa* to bid His Excellency good-bye.

After tossing about all day and all night we reached Masulipatam on the morning of the 20th November. Nothing was visible but the long low coast over which in 1864 a storm-wave burst, penetrating seventeen miles inland, and destroying thirty thousand people, and innumerable head of cattle. The traveller does not realise, in these times of peace, that the coast along which he travels was long the scene of desperate conflict between the English and the French for the supremacy of India, and that one of the most gallant fights of this land of battle-fields, was fought here by Colonel Forde, who defeated the Marquis de Conflans at Masulipatam in 1759, rising superior to the most desperate circumstances, and attacking under every possible disadvantage, a far superior force entrenched within a strong and well-provisioned fortress. In ages past, there had been religious wars between Buddhism and the indigenous idolatry of the country. Buddhism conquered, and in its turn was driven out by Brahminism, which rules supreme to this day. Subsequently came secular wars. The Mahomedan Kingdoms of the Deccan overthrew the Hindu rulers of the south, and the Great Moghul triumphed over them in turn, and finally a lieutenant of the Great Moghul came under the influence successively of the French and the English, and ceded to the latter the districts, wherein we are about to travel, and whence we proceed to the capital of his successor, the Nizam of Hyderabad.

It is curious to reflect that the jealousy and rivalry of the Dutch originally led the English of Masulipatam to found a factory in Madras, and that in 1679 the representative of the East India Company on tour presented a purse to the King of Golconda's lieutenant at Masulipatam, as being "a person rising in the favour of the Court to whom a small summe of ready money given privately would be more acceptable than a greater summe given publickly." The English and the Dutch had been competing at Masulipatam for the commerce of the coast for more than a half century, before spotted deer and water-fowl were sent thence to His Majesty King Charles II of England. The picture of King Charles, surrounded by his subjects, feeding the water-fowl in the Park, has ever been a favourite one with the English people, and it would be odd if those water-fowl had come from Masulipatam. But on to the royal table, or into the royal parks they certainly went.

After a brief halt at this historic site, we travelled on along the coast of the district, which in size is about equal to the principality of Wales, and next morning arrived at Coconada in the Bay of Coringa, ten miles north of the Gautami mouth

* His Excellency Lord Connemara, G.C.I.E., Mr. Rees, Private Secretary, Viscount Marsham, A.D.C.

of the river Godavari. To the north and north-east of the anchorage, low hills come down near the water's edge relieving the coast from the barren and desolate appearance, that it presents near Masulipatam. The harbour was alive with boats bearing on their sails huge red crosses, anchors, moons and such like devices, whereby their owners may recognize them from the distant shore. The Collector, Mr. Power met us on board, and another voyage of 6 miles in a steam launch landed us between the groynes which form at once an entrance to the town of Coconada, and to the canals which extend thence to the great anicut of the Godavari, since the construction of which the trade of the town has advanced by 'leaps and bounds,' the value of its exports and imports having risen from £300,000 in 1862 to £740,000 in 1872 and £1,500,000 in 1888. Trade, to which a considerable impetus was given by the American war, which was the cause of extensive shipments of cotton, suffers a little at present from the construction of the Nizam's State Railway to Bezwada, whence much delta produce finds its way to Bombay. It is expected, however, that the extension of the East Coast line to Coconada will more than counteract this effect, and it is hoped that it will also convert the port into an important outlet for the coal mines of Singareni, which we are going to see. The roadway on the sea-wall was covered with natives wearing bright and many-coloured garments, and on arrival at the jetty we found present the usual assemblage of European district officers, zemindars in purple and gold, and municipal councillors in more sober and business-like attire. A feature not quite so invariable on such occasions, was the presence of an astrologer, who was prepared to predict, and perhaps prophesy, for a consideration. Immediately the Governor landed, a choir of ten pandits or wise men sang a chorus of Sanscrit benediction, and then followed a more prosaic and practical address, which referred gratefully to the Governor's efforts in obtaining the sanction of the Secretary of State and the Government of India to the construction of the East Coast railway, the survey of which is actually in progress. In reply, the Governor alluded to the fallacy of the opinion that the existence of maritime and canal communication rendered a railway unnecessary. He pointed out that the proposed line would not only develop the internal resources of these districts and rouse into life its dormant industries, but would also increase the sea-borne trade both in regard to exports from, and imports to, the coast.

At present the rich and populous districts of Ganjam, Vizagapatam and Godavari are entirely bereft of railway communication with the outer world, and the proposed line will extend from Bezwada over the Kistna river to Samulcotta, 8 miles from Coconada, and thence through Vizagapatam to Vizianagrum, whence it will proceed to Cuttack,—a distance of some 500 miles from Bezwada. The first portion of this line from Bezwada to Coconada, whither a branch is proposed from Samulcotta, is necessary in order to connect the Bellary-Kistna and Hyderabad State Railways with the rice-producing deltas of this district and of the Kistna, while its continuation to Vizianagrum will, it is believed, prove a remunerative undertaking, on account of the rich and populous nature of the country through which it will pass. Then it is thought highly desirable that the line should be extended to Ganjam, which so lately suffered from famine. This district is cut off from communication with the other parts of the country, being a mere strip of land between the Eastern Ghâts and the Bay of Bengal, isolated at all times from railways, and during a part of the year from maritime communication, owing to want of harbours and turbulent sea. For the same reason it is thought equally desirable to connect Ganjam with Cuttack on the north, more especially as the latter place will, it is believed, be finally connected with the Bengal-Nagpur Railway system.

The town of Coconada was, as is usual on such occasions, beautifully decorated and the archways displayed some original mottoes such as "Receive with *grande cher apropos*" and "Welcome with *gaieté à la mode*." In the centre of each of these remarkable inscriptions stood the effigy of an *embonpoint* Telugu lady, who emptied trays of flowers on the Governor's head as the carriage passed underneath the arches.

In the afternoon the Chamber of Commerce presented an address, in which they deprecated the closing of the irrigation canals for annual repairs, which seems, however, unavoidable, these canals being primarily irrigation works, and of secondary, though of great importance, in respect to navigation.

In the afternoon the new steam dredger *Connemara* was launched by the Governor, and christened by Mrs. Simson, wife of the President of the Chamber of Commerce. This little ceremony was very well arranged, and as the champagne bottle burst on the port beam, the Governor touched a string, and the ship slipped gently off its cradle into the water. At dinner we were glad to learn that many contracts for the urgent supply of rice to southern districts, which had been entered into by Madras merchants, had been suddenly cancelled,—a proof of the change which recent rains have made in the prospects and situation in the south.

Among the official matters considered at Coconada were some which possess general interest, for instance, the progress of local self-government. Into the municipal councils of the district the electoral system has been largely introduced, but the municipal administration has not altogether met with the approbation of the Government, as would appear from orders published, which have been communicated to the Press. The provision of female medical aid is receiving the attention of the authorities, and seven certificated midwives are at work in the district, but the prejudice against European methods of treatment seems stronger in the Northern Circars than in the southern districts. The East Indian midwife attached to the Coconada hospital attends on an average to only twenty cases in the year. In Rajamundry, again, which is considered intellectually as an advanced centre, the objection to European attendance and European treatment is particularly strong.

The ryot population of the district, being generally well-to-do, does not borrow under the provisions of the Agricultural Loans Act, and when loans are required the much-abused Sowcar here, as elsewhere, is preferred to the more reasonable but less lenient and elastic Government.

Next morning the Governor and his staff took a walk through some native villages. The soil near the coast is sandy and covered with the delicate purple flowers of the goat's foot convolvulus (Ipomœa Pescapræ). This sandy soil, however, is by no means barren, and supports besides groves of palmyra trees, orchards of cashew-nut and guava. The pathways to the villages pass between hedges of aloe and prickly-pear.

We first came upon a hamlet inhabited by persons engaged in drawing toddy. Arrangements are being made for regulating the traffic in toddy or fermented palm juice but the inhabitants of the toddy-drawers' village did not view the future restrictions with favour, and followed the Governor for a long distance repeating their objections, which I endeavoured to translate into English from their euphonious Telugu. Next we come on a village of herdsmen, and one old shepherd, solicitous of the Governor's weal, advised him to be very careful in going over a primitive bridge near the village. After that we came on some washermen beating their cloths on stones. One of these was gathering earth impregnated with alkali, which they use as a substitute for soap, and a fairly efficient substitute it is believed to be.

On Sunday, the Native girls' school and the hospital were visited, and inquiries made as to the progress of female medical education. The church too was inspected, that certain repairs might be considered, before divine service, with which the day ended.

Next morning, the 23rd, we rose early and left by canal for Rajamundry,—a distance of 44 miles more or less. We were towed along in a little convoy of house-boats by the steam launch *Arthur Cotton*, named after the celebrated Engineer, who constructed the great Godavari irrigation works. In the river from the head of the delta there is a continual fall, consequently we had a continual rise, and passed three locks, one a double one, with a rise of 18 feet. The canal banks were green and banyans shaded the road which ran alongside. All around us were fields of stubble, and innumerable strawricks. The character of the country, but for the palmyras, much resembles that of the fens. When you get within a few miles of the great dam which stems the stream at Dowlaishweram, first one canal and then another, takes off in different directions. After the separation of each canal the artificial waterway grows broader and broader, till near Dowlaishweram it becomes as wide as the Thames at Maidenhead, but probably contains a great deal more water. At last it ends in a lock; and when we leave the boats and mount the banks, an expanse of water stretches some 4 miles before the eye. Immediately in front extends the first portion of the

great anicut which, with the help of three islands at the head of the delta, holds up the river, and diverts its waters on either side, so as to irrigate upwards of 612,000 acres of fertile rice-bearing lands, and to water with gold a delta of 2,000 square miles. Every river in India is a Pactolus, but this great stream has been made more subservient to the wants of man than perhaps any other of its size in the world. Practically at the present moment it ends at this great anicut above which you see nothing but miles of water, and below which spread miles of yellow sand.

It is in the nature of such works that they are never finished. In 1852, the dam and some of the distribution works were completed for the exceedingly low figure of £150,000. Labour was then cheap and material abounds on every side. Many times since have these titanic works been considered complete. In 1880, eighteen years later, they were completed at a cost of £868,000 and now in 1890 it is believed they are pretty well completed at a cost of £1,180,000. Whatever they cost, however, so long ago as 1877, the returns directly due to the water distributed amounted to upwards of £2,000,000, and in 1879 it was calculated that goods of the value of upwards of £3,500,000 passed over the canals, while the value of the exports and imports of the district which in 1847, before the construction of the anicut, amounted to £170,000 had risen in 1887 to upwards of £1,500,000. The great dam itself rises some 14 feet above the level of the stream and consists of three long portions and one short one, amounting in the aggregate to 3,982 yards in length. The navigable channels, which distribute the water are 528 miles long, and the total length of distributive channels is not less than 1,600 miles.

Just before we got to the anicut a "dugout," or boat made by hollowing out the trunk of a palmyra, came off from the shore with the post. Among the letters was an elaborate book of advertisements from Treacher, the Bombay merchant, which I threw overboard into the canal. The small plunge of the disappearing book, was followed by the larger plunge of a man from the bank, who rescued the book and swam after the boat with it.

From Dowlaishweram the S.S. *John Mullins* brought us up to Rajamundry, the Judge's house "*impositum saxis late candentibus*," becoming visible, long before we reached it, over the broad expanse of water. As you steam away from the anicut, and get from under the lee of the island, to which its first portion extends, you see beyond you more water, and as you get higher up you see beyond that a still greater breadth; and finally across the four islands you catch a view, soon to be obscured by other islets, of an unbroken sheet of water four miles wide.

Arrived at last at the landing place at Rajamundry, we find the bastions of the old fort and the river bank crowded with people, who overflowed into the banyan trees, which were filled with living fruit, clad for the most part in clothes as red as its own berries. The crowds here are much more gaily dressed than they are in the southern districts, and nearly every man has a cloth or a turban of bright red. It was an extremely orderly crowd, as may be inferred from the presence of large numbers of Telugu babies, "brown, fat and fascinating," as Lady Dufferin calls them in her recently-published book. At bed-time a troupe of girls played the game of stick at the back of the house. In this game, a troupe dances around, each girl holding two sticks in her hand, and as they meet and pass each strikes the sticks of the other, and the sound of a continual tapping arises, not in itself unpleasant, but not conducive to sleep. It has often been remarked how sounds suggest past associations, and the tapping of these little bamboos recalled a similar and greater tap-chorus at Seoul, the far distant capital of Corea, where at nightfall the women get up in this way the linen of their husbands, who are extremely well turned out. Those who are not engaged in this species of ironing may go out for a walk at that hour. The sound serves also as a kind of curfew for men who, if found about at this the woman's time for exercise, are very apt to be taken up by the watchman, and bambooed.

Among the various apparatus of *tamasha* in the town was a small peepshow, and coming up behind the exhibitor, I heard him chattering in quick and fluent Telugu, "Walk up, ladies and gentlemen, and see His Excellency the Governor of Madras get into his carriage in front of Government House." On peeping myself, I discovered a gentleman, extremely unlike the Governor, getting into a carriage, unknown to His Excellency, in front of a house not at all resembling Government House. So while

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our friends are being amused by Barnum in England, we are not without our consolations in Rajamundry.

Next morning we rose at 5, and left at 6 o'clock, in the *John Mullins*. It is the custom here, after a decent lapse of time such as may add an element of antiquity or mystery to that of high reputation, for the Engineers in charge of these great irrigation works to be canonized as the representatives it may be of the river-god. Amongst the natives some such process as this continually goes on, and the English community here apparently acknowledge the same principle to the extent, at any rate, of naming the little ships of the flotilla of the Godavari, after the most eminent Engineers, who have controlled and distributed its bountiful and beneficent waters. This makes the ships very interesting to those who, like ourselves, had actually met in the flesh those eponymous heroes, Sir Arthur Cotton and General Mullins. The fact should also stimulate Indian executive officers in their efforts to cope with their ever-increasing duties.

No earnest district officer can be sure that he is not qualifying for a hero. In Tinnevelly the people say of the largest anicut across the Tambraparni begun by Mr. Puckle, that it was a god-like work, built by one who was like the gods. A religious character is ever a great factor in the evolution of gods from men. Sir Arthur Cotton, in reporting to Government the completion of the Godavari anicut, hoped that its accomplishment might lead to an increasing appreciation of a Christian Government, and trusted that it was only the beginning of a series of works worthy of our nation, of our knowledge, of our religion, and of the extraordinary power God has been pleased to place in our hands. To this day Sir Arthur maintains a colporteur who distributes Christian tracts in the country irrigated by his great dam. One of his assistants, General Haig, recently came out from England to do a hot-weather's duty for a sick missionary in Godavari. The respect and veneration of the natives for men of this stamp is boundless, and if a temple were erected to either of them in the delta, it would not lack worshippers. The Governor of the day, the Marquess of Tweeddale, should also live in the grateful recollection of the people, for his strong aid was needed, and was freely given, to obtain sanction for such gigantic works from the Court of Directors.

We steamed away gaily up the slightly narrowing river as far as a picturesque island-hill crowned by an ancient fane. The scenery here is just such as the traveller would be requested by the guide-book to pause and admire, and we did pause for a longer period than we had intended. At one point below, where the existence of a shoal was known, all preparations had been made for dragging the steam launch off had she grounded, and crowds of coolies stood in the shallow water, their white turbans looking like the tops of mushrooms, of which their heads were the black stalks. Just here a raft of wood about 300 yards long passed us. Woodcutters thus bring timber down the river to Dowlaishweram, living themselves for perhaps a month on their rafts. We also passed now and again alluvial islands such as are repeatedly formed by the deposit of the rolling silt of the descending river. These islands are well enough when they rise out of the river, but loose quicksands below it are the bane of its navigation, as we soon experienced. After steaming eight miles past groves of acacias and rows of sentinel palms, and now and again passing through the half section of a hamlet cut in two by the impetuous floods of the river, we left the *John Mullins* for the *Victoria*, and proceeded slowly and anxiously up stream. The steamer draws 3 feet, and at the bow a man with a leadstick continually calls the soundings. He pokes into the water a long bamboo on which feet and inches are marked. He calls 4 feet, $3\frac{1}{2}$ feet and then 3 feet. The Telugu captain gesticulates wildly and gives multitudinous orders, all of which are repeated in a shrill voice by a boy, who appears delighted with our parlous state. After 3 feet are called we see the yellow sands below us. We hang for one moment on the apex of disaster, and finally clear the sand bank and go on. We passed another alluvial island, and learnt that the tobacco grown here is not all sent to Burmah to be made into cigars but tha t part is manufactured in the district into cheroots, which sell for a shilling a hundred. A specimen cheroot is being examined, when the man with the leadstick again calls excitedly "mark three," the captain again gesticulates, the crew follow the captain's lead, and the *Victoria* runs hard upon a sand bank, whereon the boy jumps on the starboard paddle-box, and calls aloud to the *John Mullins* "Hi! jalliboatoo."

We reverse the engines and resort to every possible means of getting off, but at last accept the fact of shipwreck and take, as the boy at first suggested, to the "jalli-boatoo" or jolly-boat, and make for the *John Mullins* which was puffing backwards and forwards in momentary expectation of grounding like ourselves. It was of no use to be established safely on board the *John Mullins* without our kitchen-boat, which was attached to the *Victoria*. So we tried to get her off, and finally did, though we were within an ace of losing her in the rapid current. But we did not desert the *Victoria* in her troubles, and waited till some 200 coolies with infinite chattering and impossible delay came and pulled her off the bank. Then our flotilla again proceeded on its way, but all hope of getting up to the gorge, nearly 50 miles from Rajamundry, within the day, had to be abandoned. Luckily for us a camp had been arranged, at which we were to have halted on the way back, some six miles beyond the scene of our shipwreck. We spent the night there, and shipwrecked mariners never fared so well before. The fact is the shoals change almost hourly, and we were lost in a passage that had been explored and pronounced safe the day before.

Next morning we rose at cockcrow, at junglecock crow,—a very pleasant sound to hear all around your camp—and started, this time in the *John Mullins*, for the gorge, which we commenced to enter directly after leaving the camp. The river here winds through low hills rising to a maximum height of 2,800 feet and clothed from top to bottom by green and feathery forests of bamboo. When you have rounded a conical hill you find in front of you a long low range of mountains from which seemingly there is no outlet. The scenery consequently resembles a succession of peaceful mountain lakes, at such times as this at any rate when the river is not in flood. Sir Charles Trevelyan has likened it to the Rhine, and Sir Mountstuart Grant Duff compares the gorge to the iron gates of the Danube,—a comparison the felicity of which is attested by Lord Connemara. One of our passengers suggests the English lakes, and it certainly seems to resemble them rather than the Rhine. The complete solitude of the surroundings is of such a character as to make the 'castled crags' of the Rhine appear quite populous. As to the English lakes, the presence of palms and bamboos seems to me to give the scenery an unmistakably tropical appearance. I do not know why any one river should necessarily be compared with some other river, or some other scene in which water plays a part, but to follow the example of the distinguished personages named above, and to institute a comparison, I would say that each successive reach of the river as you approach the gorge resembles the solitary mountain lakes of Japan in general, and that of Chiuzenjee in particular. From Sirawaka to Kolur, a distance of four miles more or less, the channel is not more than 300 yards wide and the waters of the Godavari collected in an area of upwards of 115,000 square miles, and swollen on their course of 800 miles by innumerable affluents, roll down this narrow mountain gorge between two walls of hills rising, but not precipitously, to nearly 3,000 feet in height and clothed from top to bottom in bamboos and scrub jungle, the vegetation reaching right down to the high water-mark of the river, visible some 30 feet above us on the rocks. Even here, however, there is nothing grand or stupendous in the scene, nothing at all resembling the cañons of the Rocky Mountains, or even approaching in beauty and effect the gorge of bare white marble rocks through which the Nerbudda rushes, near Meer Gunj, about 400 miles north as the crow flies. The scenery is beautiful and its solitude most striking; but those who want a grand effect should visit it, as I believe they cannot well do, when the great river is in flood. Beyond the gorge the Godavari enters an open country again, and an effort was made at a cost of £700,000 to make it navigable during its course through the Central Provinces,—a project which has been finally abandoned.

On the way back we got a shot at some crocodiles sunning themselves on one of the islands, and we accomplished the while distance, of 50 miles more or less, from the top of the gorge to Rajamundry in a pleasant and at times somewhat exciting voyage of eleven hours. We had become so callous to shipwreck that we eat breakfast in the barge we were towing, while the hapless *Victoria* behind us was again being taken off a bank by crowds of chattering coolies.

During the greater part of this journey we were in the Agency tracts of the Godavari, a wild uncivilized region, in which the ordinary Civil Courts are not established, and where penal fiscal laws are not in force. On the left bank of the

river stretches the Rumpa country where a little local mismanagement was magnified in 1879, into an 'interesting little rebellion' for so it was described at the time in the English newspapers. The fact is that the disturbance was one with which a strong body of Police could have coped, and the Agent to the Governor in the Godavari of that day—a great scholar and mathematician—was reported in the neighbouring hill tracts of Vizagapatam, to have ridden through the disturbed country alone on his elephant, clothed in a black frockcoat and wearing a black silk hat. However that may be, the country is perfectly quiet and the people are quite contented now. The leader of this pygmy war was finally caught, owing to his faithful attendance at a trysting place, where like other warriors he was welcomed by a fair, but I believe in this case not faithless, one, for she did not betray him. Mr. Martindale, or Lord Guillamore, or some other officer employed in pacifying Rumpa at the time, should write a popular account of this little rebellion, for it has been dignified with the name. The country is superlatively interesting, and, like the people, little known. Nor I believe has any narrative of the disturbance been published.

We heard many things, official and unofficial, of Rumpa and the surrounding regions from the Collector. It is well known that in past times human sacrifices were annually offered in these hill tracts to Kali, the goddess of evil, and it is within the Collector's own experience that, not long since, in one of the largest towns the people kept a man for a week in a cage before a temple where a festival was being celebrated. On the seventh day they shaved the head of a sheep, dressed it up in man's clothing, took the man out of the cage before the goddess, and then offered the sheep as a sacrifice, saying "Receive O! Kali! such an offering as in these times we are able to make to thee." At the same time it must be remembered that this tale is only characteristic of a particular wild and uncivilized tract, the people of which would be described now by the neighbouring inhabitants of the plains, very much as they are in the National Indian Epics, as demons, monkeys and monsters. Yet are the hill-people, in spite of their former leaning towards human sacrifices, and their readiness to kill their enemies, in other respects by no means a blood-thirsty or savage race. They must, outside of courts at any rate, be judged by their own standard, and no judicial officer who has had to try them for the murders which they not infrequently commit, has not felt that the law which he applies, was created in, and is applicable to, another world than that of the simple and primitive hillmen. It is not long since the priest of one of their temples sat out in the jungle for a week, and coming back with a cane, of which many grew in the forest, alleged that he had been in communication with the deity, who had given him the stick. The production of the wand proved the truth of his assertion, and as he prophesied a good time for the hillmen, who would soon have the country for themselves, he was speedily joined by a little band of adherents who plundered and burnt the police station, and spent a week in a state of pygmy rebellion, and at the expiry of that time quietly handed themselves over to the authorities.

These people are in every way the greatest possible contrast to the inhabitants of the plains. They have no caste, and they worship the spirits of the mountains, and a tutelary god who protects them from the ravages of tigers. They revere, nay worship their ancestors, like the Chinese. They believe in one Supreme God, like the Christian. They regard heaven as a large and strong fort where there is an abundance of rice that defies the vicissitudes of seasons, and they picture hell to themselves as a place where an iron crow ever gnaws away the flesh of the sinner. Meanwhile at Rajamundry, within a day's journey, the people are highly educated, take the most complex and metaphysical views of religion and philosophy, and boycott on all sides, one or two people, who are endeavouring to promote the remarriage of Hindu widows. There are 50 miles between Rajamundry and Rumpa, and a whole world between the inhabitants of either locality. When travelling in these hill tracts myself, I remember hearing of the murder, by a hillman, of his child, to which he had been much attached. The man was brought down to the coast for trial, and in his defence, said he had lived and cultivated for some forty years. The day after that child was born, he had met a tiger, but thought little of it. The next day he met the tiger again, which disturbed his mind. On the third day he saw the tiger a third time. Then he knew that the child was at the bottom of it, and sorely against his will, he was obliged to put it out of the way. Far away in the Andaman Isles, this poor man expiates his offence, and speculates vaguely as to the reasons which induced the Englishman to

view his misfortune as a crime. Witchcraft flourishes in these jungles, and but for the Police, witches' teeth would be extracted, and witches would be ducked in ponds, according to the approved prescriptions observed in such cases alike in East and West.

Travelling by steamer on the Godavari, we are reminded of another incident of the so-called "Rumpa rebellion." A band of "rebels" took one of the little river steamers from the Police, who fled for reinforcements, but on going back found that the victorious hillmen had been scared by the whistle, which they took for the devil, when one of them with the curiosity of ignorance had pulled the string, and let loose the steam fiend.

These steamers belong to the Irrigation Department, but fleets of private boats ply on river and canal, and carry passengers at ridiculously low rates. Competition has reached such a pitch that rival carriers are said to take passengers occasionally, not only for nothing, but also to give them bananas to eat on the way. Nothing like this has yet been exhibited in England, though occasionally you can go from San Francisco to New York for the price of a journey from London to Edinburgh, from causes similar to those which operate here.

Next morning, drums were beaten at 4 o'clock in a neighbouring temple, in honor of the deity, the noise also serving as an unwelcome *réveille* to ourselves. There was plenty to do in the day, but no need to get up so early. The Governor visited the jail in the morning, discussed with the Doctor and the Superintendent, the recent report on its health, and saw carpenters, smiths, potters, weavers, carpet, cloth and boot makers, tailors, dyers, washermen, sawyers, wool-spinners, and oil-pressers, all engaged in their several occupations, and looking, for convicts, tolerably contented and comfortable.

The hospital too was not as full as we had expected. The winds, which blow over the feverish hills between the coast and the Central Provinces, are laden apparently with fever germs, and counteract and combat, sometimes only too successfully, the health-giving breezes from the coast. There were only 18 sick in jail, however, out of a population of 530. After the jail, the banks of the river had to be inspected at a point where a retaining wall is considered necessary, and sundry defects in the ferry steamer were investigated from her decks.

A visit was also paid to the girls' school founded by the Maharaja of Vizianagrum, but now maintained partly by Government, and partly by the very small fees paid for tuition. These children were, somewhat absurdly, made by their masters to petition for higher education, the continual articulate cry of the masters and the few pupils, as against the inarticulate and real want of the masses.

The excise system, under which a duty is collected upon every gallon of spirits passed into consumption, and which is the only satisfactory method of raising the duty and restricting the consumption, has not yet been introduced into the Godavari district. The effect of the introduction of the excise system in those parts of the Presidency in which it is in force, has been to increase taxation, and to obtain trustworthy statistics of consumption, which were never available under the previously existing farming system. In this district, however, it has been the custom to distil country spirits from toddy, which is furnished by every palmyra and date tree in the country. Speaking generally, a similar state of things only exists in four districts of the Presidency, and in such, the consumption is believed to have been larger than in the others, the difficulty of regulating it being obviously enormous, when the materials for distillation exist in every tree. For the present it is intended to collect the revenue by a tax upon every tree from which toddy is drawn, to reduce the number of stills and by thus concentrating manufacture, to pave the way for the introduction of the excise system into this and the few other districts, in which the right of manufacturing spirits is still farmed out.

Next morning, Friday, we passed the headworks of the Eastern Delta, and down the canal to Ellore. The banks are not very high, and on either side we could see a flat country covered with the stubble of reaped crops, and dotted with strawricks. Here and there, a herd of cattle crossing the canal would get entangled in our convoy, but they seemed to go under the boats, or between them and the steam tug, and we believed that we killed and injured not one head of cattle. Between Ellore and the sea, is the Colair

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Lake, a great depression between the higher deltas of the Kistna and the Godavari, which may yet be filled up in the course of ages by their surplus silt.

At Ellore the Governor experienced a very enthusiastic reception, this remote town once the capital of the Northern Circars being seldom visited by Governors. A chorus of cholera horns on the banks of the canal had a very startling effect, and an extraordinary number of drums were collected.

The address as usual expressed gratitude for irrigation received, and for railroads to come, praised His Excellency for investigating the Ganjam famine on the spot in the height of the hot weather, and made sundry requests concerning local matters, all of which were investigated, but none of which need be further referred to here. In reply to an application for another high school, the Governor took the opportunity to commend to the attention of the Municipal Council, primary education as being of far greater importance, and to urge on their attention the necessity of educating their women. Carpet-making, for which other towns in the south of India are now famed, was originally introduced into Ellore by Persians who came there from the Court of the Mussulman Kings of Golconda, whither they had migrated from Persia. We went to see a carpet being made, and admired the lightning celerity with which the long lean fingers of the manufacturers inserted the warp of many colours between the multitudinous threads of the stationary woof. These carpets sell for sums varying from 8 to 12 rupees a yard, according to quality, and are still largely exported to London. The Mussulmans told me that the honour and glory of this manufacture was Persian, that they were poor men, and did not make more than a bare sufficiency by their labour.

We slept in the boats and made next day our last canal journey, from Ellore to Bezwada. This mode of travelling is extremely comfortable. You have a good-sized room in which to read, write or sleep, you can travel along sidewalks to the bow of your boat, and then jump, probably across the *batterie de cuisine*, into the next boat where you find an excellent breakfast or luncheon, as the case may be. You can stop the boats and get out and walk under shady avenues whenever you like. In fact, it is a luxurious but very lazy life. A constant amusement is to watch the native captain, the chief engineer, and the boy of the steam tug. The captain calls out 'half a spade' (half speed) or 'stap her' (stop her) or 'eaz or' (ease her), and the little boy repeats it all in a shrill tenor through the speaking tube to the chief engineer, these nautical terms getting very much modified and altered as they are repeated from mouth to mouth. All the crew are clothed in blue serge with red handkerchiefs tied round their waists and on their heads, and they look extremely smart.

At midday we could see the low hills through which the Kistna winds to the head of the delta. It is in this hilly country that the Pitt and Regent diamonds were found, and it is believed that it was here that Sindbad the Sailor saw the Hindus cast lumps of flesh into a valley, which the eagles and vultures might bear back encrusted with diamonds. This myth, as Mr. Mackenzie tells us in his District Manual, has been repeated by Marco Polo in the thirteenth, and Nicolo Conti in the fifteenth, centuries, and it has been supposed that the Hindu custom of sacrificing animals to propitiate malevolent spirits gave rise to the story. The same region abounds in marble. We learnt that the agents of the Deccan Mining Company were examining the ground for diamonds, and the Governor received a petition from some ryots begging that the marble might be removed to places where the people are "much fond of stones" for building.

After luncheon we got out and walked along the shore of the canal, which is flanked by avenues of banyans and groves of gigantic tamarinds. Within six miles of Bezwada we came upon a tom-tom telephone. This is a long succession of drums at intervals of a quarter of a mile. As soon as the Governor's boat appears, the first man strikes a drum, and the next man carries it on, and so it goes from drum to drum, till the sound at last reaches Bezwada. On this occasion, however, one link in the telephone was either deaf or sleepy, and we came upon the Collector before he knew that we were near. As you approach Bezwada, several navigable irrigation canals take off from the main, and just within sight of the town, we turned down the Masulipatam canal to the charming camp in which Mrs. Arundel received the party.

Next morning we all visited the anicut. Bezwada is the head of the Kistna, as Dowlaishweram is the head of the Godavari, delta. In both cases a high

alluvial tract stretches away, for a distance varying from 40 to 60 miles, to the sea, but the anicut of the Kistna is situated in a more picturesque and beautiful spot than that of the Godavari. The river here is three quarters of a mile wide, and it passes between two barren conical hills which rise on either side of the stream like abutment piers, from which the great dam takes off on either side. Water is just now, of course, low in the river, but looking up the stream the effect is that of an immense lake bounded on all sides, except that whence you look, by low picturesque hills. At sunset when the red light is fading from the sky, these distant hills are hardly distinguishable from lowlying clouds, and the expanse of water before you seems almost illimitable. It is broken, however, at a distance of three quarters of a mile from the dam, by a round little islet covered with forest, the Innisfallen, to continue my comparison, of the lake. We crossed the river above the anicut in the steam-tug *Alexandra*, walked a short distance and then ran along a material line in a trolly to Tadipalle, where the temporary terminus of the Bellary-Kistna State Railway is for the present hung up in a jungle. The Governor hears on all sides complaints on this score. Doubtless there is objection to building a permanent station near the river bank now, when it has not been decided at what point the bridge shall be made, but it must be three or four years before the bridge can be completed, and meanwhile the temporary tin station might as easily be placed near the bank of the river, where produce is unladen, as three miles away. As produce has now to be unshipped and put into carts to get to the station, traders think it just as well to let the carts to go on to Guntur, 17 miles, and this they do, whereby the railway loses much business, and gains much abuse. A crowd of traders that followed us as we walked along, loudly protested. Meanwhile we learnt at the station that they had no goods traffic, but that an average of 150 passengers a day left Bezwada to travel down the line, which at present is open only so far as Cumbum, whence there is a gap of 66 miles to Nandyal, whence again communication is complete with the Madras railway at Guntakal. The Governor was anxious not only that a temporary station should be made on the river bank, but also that if possible a tram line might be continued to a place below the anicut where the ferry boats ply. Paddle boats they are, worked by men and not by steam. Goods and produce of course necessarily pass the river above the anicut, where the canals on either side take off.

Near the railway station we saw for the first time Singareni coal, which had a dull shaley appearance, and none of the sparkle of Welsh black diamonds.

Over the anicut of Bezwada the Kistna rolls in flood far more rapidly than does its sister stream at Dowlaishweram. Its flood discharge is 761,000 cubic feet per second containing enough solid matter to deposit silt of one foot over five square miles. The anicut was chiefly built by Colonel Orr, a lieutenant of Sir Arthur Cotton of Godavari fame, and here, as there, forced labour was largely used. The dam is 1,300 yards in length, and 20 feet above the bed of the stream, 348 miles of navigable and 800 miles of unnavigable canals distribute its waters, and over these canals goods valued at £740,000 annually pass. The total cost of dam and distribution works is about £834,000, and the number of acres irrigated is 400,000. Here as in the Godavari, a large extent of land belonging to zemindars is irrigated gratis. Such lands are those which obtained water from the river prior to the construction of the new works. They had consequently an equitable claim not to be placed in a worse position, than that in which they were before, and as a matter of fact, they are placed in a much better position. There is consequently a disposition to class as 'ancient customary cultivation' as much irrigated land as possible. His Excellency asked the Superintending Engineer what was the amount of these lands, to which that officer replied that 'the amount of ancient cultivation was annually increasing.' Before going home to breakfast, we drove round the town, and saw various improvements which Mr. Arundel has been carrying out with funds partly supplied by Government and partly by the Municipality, with a view of providing for the future requirements of this important town, which surely has a great future before it.

Arrived at camp, we found the makers of toys and chintzes parading their wares. No muslins, however, were brought up for inspection. Since the publication of "Hobson Jobson," we know that the fabric took its name from Mosul, the modern site of ancient Nineveh, and not from Maisolia or the country about Masulipatam. However, Masulipatam is no longer famous for muslins, and the exports of chintzes and coloured cloths, which still are made, have fallen from £50,000 to £5,000. Such

muslins as are now produced are moreover coarse in texture. The trade in chintzes is steady, but owing to their high cost, the purely hand-painted cloths are seldom made now. A cheaper description is manufactured, the outlines of the designs being stamped by blocks and the intermediate colours filled in by hand. I do not know what are the "best and most delicate buckrams" of which Marco Polo says "in sooth they look like the tissue of a spider's web, there is no king or queen in the world but might be glad to wear them"; but pretty silk handkerchiefs are made at Jaggammapet, where the raw silk is worked up.

Among the exports of this district is one of small importance, which, none the less, commands attention. We often read of halcyon weather, and sometimes, for instance in 'Marius the Epicurean,' the beautiful tale that hangs thereby, but we seldom hear of halcyon's feather as an article of commerce. None the less, are kingfishers destroyed in this district for their plumage, destined, it is believed, to take part in the triumphs of London and Parisian milliners.

On Sunday we rested and went to church, and in the evening, the dew rained very hard in the canal, so that some of us were more or less drenched in the house-boats, which we inhabit just below the tents. Before we could get up, Lord Marsham and I were interviewed from the banks by a woman of Bourbon, who explained in fluent French that she was shipwrecked, and, in short, wanted her passage paid back to the Isle of France.

On Monday morning the Governor received and answered no less than four addresses from the Hindus and Mussulmans of Bezwada, and from the inhabitants of Guntur and Masulipatam. Speaking within sound of the water rippling over the great Kistna dam, the reader of each address in turn expressed gratitude to the British Government for the construction of that great irrigation work.

The chief subject however referred to was railway communication. The inhabitants of the district who have an earnest and able advocate in Mr. Arundel, urged that a branch of the new East Coast line should be made from Masulipatam to Bezwada, through the rich country of the delta, and from Guntur through the cotton country to meet the Cuddapah-Nellore famine protective line at the last mentioned town. His Excellency in reply urged the necessity of any extension from Bezwada to Madras being broad gauge, in order that eventually a through broad-gauge communication along the coast, might be established between Madras and Calcutta. The Kistna bridge, sanction for the commencement of which by an happy accident was communicated at Bezwada, is to be made so as to allow of its carrying a broad-gauge line, and the East Coast Railway thence through the Northern Circars to Cuttack, and by Bengal-Nagpur line to Calcutta, will, it is hoped, be completed upon the same gauge.

Opportunity was taken by the Governor to praise one municipality, and to admonish another. Several engineering questions were raised, which had been considered *in situ*, and were now to stand over till after the visit of the Chief Engineer for Irrigation. His Excellency dwelt upon the great future there was before this town which already shows signs of great commercial activity, and is being brought up by Mr. Arundel and his assistants, so as to be able to take up the position which it is expected to fill in the world, situated as it is at the head of the rice-producing delta with a country rich in minerals at its back, and coal, gold, marble and diamonds around it awaiting the successful *exploiteur*. More than this; to the list may be added garnets, agate, iron, mica and chalcedony.

The afternoon was taken up by a reception at which were present, besides the European officers and zemindars, Mr. Furdonjee Jamshedjee and Mr. Stevens who came as a deputation from the Minister of Hyderabad on behalf of His Highness the Nizam, to conduct His Excellency to Hyderabad territory, 20 miles up the railway. The levée over, the Governor and Mr. Arundel climbed up a high hill to visit Mr. Harrison, the clergyman, whom His Excellency had known at King's Lynn, and to see Bezwada from a high place. Close to Mr. Harrison's house, is an ancient Buddhist cave temple. Lord Marsham, Mr. Wolfe-Murray, and I climbed up the still higher telegraph hill on the left bank of the river, from which the anicut takes off. Half-way up is a temple of Kali, the goddess of evil, before the outer portico of which we were not allowed to pass. The Brahmin priest spoke very apologetically of the slaughter of cocks, of which there was ample evidence on the steps leading to the temple. In

the south of the Madras Presidency, you would not, I think, find a Brahmin priest in a Kali temple, or a Brahmin connected with any bloody sacrifice. From the top of the hill, you see that all the houses of the town are tiled. This in India is a token at once of prosperity and security. Only comparatively rich people build tiled houses, and in former days a tiled house, which was the exception, was always the one that was chosen to loot. Now-a-days in the Kistna people can not only be rich, but can afford to appear so.

From the top of the hill, telegraph wires start on a long and unsupported journey to the summit of the hill on the other side of the anicut across the river. Besides the telegraph wires a thick cable spans the stream. I know nothing about the theory of strains, or the behaviour of a mile of wire, but when Mr. Wolfe-Murray and I sat upon this cable and tried with all our united strengths to shake it, we failed. After giving up all hope of moving it several minutes later we found that we had produced an impression, for we were nearly shaken off the wire by a violent and irregular vibration, returning we supposed from the other side. Descending the hill we found two religious devotees sitting on the anicut surrounded by an admiring crowd. They were squatting on the ground with their backs against the wall, and singing hymns with immense energy and infinite gesticulation. One was fair and one was dark. The dark man was simple and serious, the fair man was a born comedian, and as he called on the gods in a prolonged breathless rhapsody he seemed quite pleased when we were unable to restrain an occasional laugh, and delighted when all his audience laughed outright. Then we sculled down stream, in the canal of course, to camp, dined there for the last time, and left it by steamer to attend a native entertainment before joining the special train in which we were to sleep.

The illuminations in the evening were singularly beautiful. The canal here is not a dull stagnant water-way, but a broad and flowing stream of fresh water 100 yards wide flanked on either side by green banks on which are avenues of trees, whose shade at night made dark and unreflecting two lateral streaks of water-way, and caused the remaining moon-silvered middle streak to appear the brighter by contrast. Turning the corner before the bridge at the anicut is reached, we saw up stream a town of lights hanging over its left bank, and perched in part upon a hill, lighted up in contour behind it. Along the wharves hundreds of barges and house-boats literally 'burnt on the water' and as you neared the end of the canal, and approached the terminal lock and bridge of the water-way, it seemed that the steam launch entered an aqueous passage roofed with fiery stalactites, which as you approached them more nearly, were broken into tremulous sections across the launch's bow. Then as red and blue lights burned, the banks crowded with dense masses of natives were revealed, and now and again the towers of the temple stood out in lurid light against the dark and precipitous hill.

Before leaving Bezwada, it may be as well to briefly notice one or two subjects of public interest connected with the administration. The liquor licensing system resembles, throughout half the district, that of the Godavari, that is to say, country spirits are distilled from toddy, and arrangements have been made by which a fee will be levied on every palm tree tapped, the privilege of selling such country spirits being sold by auction. In half the district the excise system is in force and it will be extended during this year over a still larger area. Under this system a distillery is established at Bezwada, and the distiller has the exclusive right of manufacture, and wholesale sale of country spirits which are distilled from coarse sugar. The liquor is taxed before it leaves the distillery, and it must be recorded, that it is generally drunk undiluted, as is believed to be the rule with the Indian dram-drinker.

Turning now to the Agricultural Loans Act. In the whole of this large district it has been brought into use in less than a dozen cases. Various reasons are assigned for this abstention, but it is quite sufficient that natives hate the preciseness and punctuality of our arrangements for repayment. They are not peculiar in this respect; for everywhere a sense of benefit derived from a past loan is apt to be dissipated by the annoyance of present repayment. It is said that the Russian Government by no means gained any popularity with the serfs, on whose behalf it carried out the great measure of emancipation.

In the Kistna district the house-tax has been gradually introduced into seventeen village-unions, at rates as low as $\frac{1}{2}$ or $\frac{1}{4}$ of the maximum. The tax does not appear

to have met with much opposition. The Collector reports, regarding self-government in general, that a keen interest is felt in the subject, and that taxes are paid with greater readiness, when imposed by the Municipal Council, or the District Board, or the local Punchayets, than they would be if imposed by any single official. He observes, however, that the persevering gratuitous work given to such matters in England is wanting here. Mr. Arundel also informed the Governor that the value of the services of midwives attached to the district dispensaries was being recognized and appreciated, one proof among many of progress in this rapidly advancing district.

We slept in His Highness the Nizam's beautiful and comfortable railway saloons, and after sunrise travelled through scrub jungle of cassia and acacia, and past fields of sorghum and castor-oil, to Kummumett, the capital of the most eastern district of the Nizam's dominions. The villages and the villagers here are just like those of our Telugu country. The houses are thatched, and you do not see the flat mud roofs which are characteristic of other parts of the Deccan. At eleven o'clock we reached Yellandupad, the next station beyond Singareni, from which the mines take their name. Here we were met by Nawab Badr-ud-Dowlah, whose particular business it is, on behalf of the Nizam, to meet out he frontier all distinguished visitors. Here too were Mr. Lowinski, the Agent of the Deccan Mining Company, and other officials and employés of the mines. Close to the platform was an archway raised on two buttresses of Singareni coal, ornamented with sprigs of yellow-flowering cassia.

It is difficult to travel from British into native territory without speculating and enquiring as to the relative condition of the ryots in either case, and on all occasions there seems much reason to believe that the difference between their economic and social condition is probably very small. An official who has lived on the frontier of several Native States will notice that it hardly occurs to the inhabitants on either side to compare the conditions of British and native rule, and that migrations from one to the other are not very frequent, nor are they all by any means immigrations into British territory. The fact is that it is the condition of the country that determines the condition of the ryot, and he is probably not more taxed on the whole in the native than in the British territory. He may pay a higher land tax, but he does not pay various cesses for the different services of civilization. In one respect, however, and that the most important—there is a great difference. The British Government spends a large proportion of its revenues in developing the districts, in making roads, railways and irrigation works. Thus indirectly, if not directly, its ryots are infinitely better off than those of Native States.

The mines at Singareni are situated in a vast, but not thick, jungle of teak and satinwood. At present there are seven workings and the output amounts to 400 tons a day. The Governor and his party went down one incline. They work here by inclines and not by shafts, chiefly because the seams are so near the surface. We descended 650 feet to get to a depth of 100 feet, and struck the seam very soon after entering the tunnel. The extraction of coal is comparatively easy and inexpensive, the roof is very good and does not require to be timbered, there is very little water, and the coal is so slightly gaseous that naked lights are used all over the works. The coal is very clean and of extremely good quality, and burns better than that of the Bengal coal-fields. It fetches from Rs. 3/8 to Rs. 6 a ton at the pit's mouth or rather at the incline head; but the cost of carriage is so enormous that it cannot be sold in Bombay under Rs. 22, and so cannot at present compete there with English coal. It is expected and hoped that the rates will soon be lowered, after which it is anticipated that the expensive and effective machinery will be fully occupied. Just now the direction have to refuse large contracts.

An article in the *London Times* of Friday, December 6th, quotes largely from reports by Mr. William Morgans, kindly furnished to us, who says that the Singareni mines produce an excellent steam coal, hard, and possessed of fairly good qualities for withstanding exposure to weather. Had the coal mines stood alone so as to be under the obligation to pay interest on the £61,000 expended upon their individual needs only, they would at the present moment be paying over 20 per cent. supposing that the expenditure has not exceeded £61,000 and that the output is 400 tons a day. Even if the latest expenditure on machinery be included, at the present rate of output it is probable that the return from the coal mine is not less than 18 per cent. but this

calculation is only given for what it may be worth. As it is, however, the produce of the mines have to provide interest on one million pounds sterling, the whole capital of the Company. The diamondiferous and auriferous regions of the State have, however, yet to be worked, and in regard to gold, at any rate, the Company is very hopeful. Mr. Lowinski, its experienced Agent, is convinced that diamonds will pay. It is reported, however, that the manner and circumstances of the distribution of these precious stones have yet to be ascertained. They have been found quite lately in a formation of a derivative character and search is being prosecuted for original diamond-bearing strata. Mr. Morgans hazards an interesting conjecture *apropos* of the much discussed question whether the natives exhausted the old works or not, before they left them. He discovered unmistakable evidence that in old workings the ancients depended largely on the use of underground fires for loosening the quartz in their drives. He thinks the expense of fuel might have stopped the mines, but on the whole believes that the wars with which the Deccan has been continuously afflicted in times past, have chiefly brought about this effect. That is very likely, but probably in the fact that the labourers were seldom paid for their labour lies the most likely explanation. They were driven to work and rigorously searched to see they took nothing away, and had no interest in finding gold or diamonds, in the profits of which they would not participate, and the labour of finding which they alone had unrequited to experience. Mr. Morgans found the country between the Kistna and Tungabadra riddled with ancient diggings and superficial mines, and considers these fields to be of the same geological character as, but of far greater extent than, the gold fields of Kolar, whose star apparently is now in the ascendant. Meanwhile the assays of Raichore quartz are said to be encouraging, while Oregaum crushings are altogether phenomenal. British India generally and Madras more particularly cannot but profit by the development of the industrial resources of the Deccan, as Lord Connemara said in answering the Nizam's toast proposing his health. It is somewhat extraordinary how little interest is taken in Southern India in the gold mining and other industries of Mysore and the Deccan, a passing reference to which we may be allowed.

We awoke on New Year's day to find ourselves climbing up the grassy uplands of the Deccan plateau in a frosty misty morning. Three blankets and a sheet were just enough to keep you warm in bed.

At the station at Hyderabad the Resident, Mr. Fitzpatrick, the Minister Nawab Sir Asman Jah, the Amir-i-Kabir Sir Khursheed Jah, the General Commanding the Division, and many other officers and sirdars assembled to meet the Governor, who presently drove off with the Minister through streets lined with troops, Hindu and Mussulman, Abyssinian and Arab, reformed and unreformed. The morning was spent in receiving visits from His Highness the Nizam and His Excellency the Minister, and in returning the Nizam's visit.

Every one knows Hyderabad and every one knows that the drive to the palace is very interesting, through Chudderghaut, over the river, the dry bed of which is now cultivated with melons, under the archway, down the long street to the Char Minar, and on down the narrow passage, and into the palace, a quadrangle of pillared halls surrounding a raised masonry lake of water. In the evening at the banquet the palace looked even better than in the day. The pillared halls were filled with countless lights reflected in glass chandeliers, and the gardens and courtyards were lit up by thousands of oil-tumblers, as also was the long narrow street bounded by two high windowless walls, through which you drive to gain access to the courtyard. The houses and gardens of the Nizam, and of the great Hyderabad nobles are of enormous extent and consist of many squares and quadrangles all surrounded by high walls. Besides the two squares we saw on either side of the Banqueting Hall, and many others of the like character, there is a park within the precincts of the Char Mahala in which no less than 200 deer live. Many of the great nobles were present at dinner. In the familiar use of their titles we forget as a rule their meanings, which, however, are full of interest. One is "the equal of the sun in state, the great noble"; another is "the best of the nobles"; a third "the ornament of the peerage"; a fourth "the light of the State"; a fifth "its full moon"; and so on. In "the Benefactor" we recognize a more familiar appellation, and in the "crown of battle" we discover an old friend.

His Highness the Nizam himself was "the Director" or "Administrator" of the country under the Great Moghul, and so enjoys the privilege of possessing a title held by no other Prince or King. Had he been originally an independent Prince and not a Viceroy he would probably have been "The Shadow of God" like the Shah, or the "Son of Heaven" like the Emperor of China. After dinner there were fireworks and illuminations. They understand this sort of thing infinitely well at Hyderabad, which certainly is one of the greatest cities for entertainments in the world. Many of the great cities of the East have second names in which their more characteristic features are brought out. For instance, Ispahan is 'half the world,' Shiraz is 'the seat of learning,' Baghdad 'is the abode of (heavenly) peace,' and Hyderabad should be Dar-ul-Ziyafat, the city of entertainments. The best illuminations are produced by the simplest means, and nothing equals the mudpie and earthen saucer system, whereby at the installation of the present Nizam, the road and the prominent features of the landscape, on either side of it, were marked out for many miles in little lights producing an extremely beautiful effect. Just now the oil-tumbler process appears to be in greater favour, but it is not nearly so effective.

Next morning we rode with Nawab Afsar Jung, the Commander of the Golconda Brigade, to that ancient fortress where within an outer wall, seven miles in extent, six other lines of fortifications succeed one another, the last forming the citadel, which crowns the low rocky hill in the centre of the fortified post. A garrison of 5,000 troops still occupies Golconda, but while the art of war is encouraged, the arts of peace are not neglected, and Nawab Afsar Jung has introduced the manufacture of shawls with the aid of instructors imported from Cashmere. His little son, aged 10 years, rode a big horse at good hard gallop from Hyderabad to Golconda and back, and also acted as galloper to his father whenever any messages had to be carried, or there was any duty to be done. He rides wonderfully well, and promises to be as good a horseman, if possible, as his father. Most of the Mussulman nobles of the Nizam's Court are accomplished horsemen, and few of them are more at home in the saddle than His Highness himself.

The newspapers to-day bring Mr. Bradlaugh's Congress speech, and this recalls the fact that the people of Ellore, who informed the Governor that they took no interest in politics, have according to the *Hindu* decreed an address and a casket to the "Member for India," just as in another town visited during this tour a member of the Municipality, who did not agree with his colleagues, desired to present an address on behalf of a 'sabha' or assembly. These sabhas are generally local congress agencies and very often consist of the founder himself, assisted by one or two of his friends. A not unusual combination is a schoolmaster with his assistants, and a few boys. Of course there are sabhas, which doubtless are much more representative institutions. Meanwhile those who are interested in the congress will be interested in sidelights upon its constitution, and these must be sought outside of large towns.

Owing to indisposition, Lord Connemara unfortunately was not able to take part in the many entertainments which were held, or proposed to be held in his honour. Among these was a morning's sport in His Highness the Nizam's reserves at Srinagar, where a most enjoyable morning can be spent, shooting black buck in an undulating rocky country affording good cover to the stalker. Breakfast with the Nawab Vicar-ul-Omrah in his splendid new palace of Falaknumah was also an entertainment His Excellency had to forego. This immense edifice is situated on the top of a rocky hill, whence you obtain a magnificent view of the Mir Alam tank on your left, and of the fortress of Golconda beyond it. Before the palace and below it, spreads the city of Hyderabad, like one huge garden whence minarets and palaces emerge at intervals. Beyond, in the distance, the blue waters of the Hoosain Saugor tank are just visible, and beyond that again the rocky hillocks of Secunderabad, the barracks of Trimulgherry, and the gleaming walls of distant Bolarum. On the right is another lake, and beyond it the preserves of Srinagar. This view is one of great beauty, and the undulating plain, broken by little hills and big boulders, is covered as far as the eye can range with the Hyderabad of the present, and the ruins and remains of Golconda, and its suburbs, of the past.

A curious feature of the Vicar-ul-Omrah's breakfast recalled the four and twenty black birds that were baked in a pie, of which we have all read in our childhood.

Some rather, but not suspiciously, large cakes were handed round, and as they were opened a little amaduvad or wax-bill flew chirping out of each, alighted on the flowers and shrubs with which the table was covered, or flew about the ceiling and room. As there were sixty guests, no less than five dozen birds suddenly appeared and began to sing, when the pies were opened.

The Governor obtained leave from the Minister, to bring down to Madras for a while, two modellers to teach their craft to a class in the School of Arts. These men are descendants of some pupils of an Italian, who came long ago to Lucknow, to decorate the palace of the King. They are extremely clever, but the art is said to be dying out in Northern India and has yet to be introduced into the South.

Lord Connemara's visit to Hyderabad concluded with calls upon His Highness the Nizam and the Resident, and on the evening of the 4th January we regretfully left the capital of the Deccan, and after crossing the Tungabadra found ourselves once more in Madras territories, where a Collector was waiting for His Excellency with representations concerning the approaching settlement of his district.

The chief features of the present tour were irrigation, railway communications, and a consideration of the future wants of the Kistna district, the most urgent requirements of which are, the East Coast Railway, with its proposed feeder lines from Bezwada to Masulipatam and to Guntur and Nellore, the early construction of the Kistna bridge, and immediate provision for the requirements of traffic pending its construction. Fortunately Lord Connemara had an opportunity of speaking to Colonel Firebrace on this subject at Hyderabad, where the Consulting Engineers to the Governments of Bombay and of Madras were present during his stay. The Singareni coal mines, and the traffic of His Highness the Nizam's State Railway, are most important factors in the future of the Kistna district, and a return journey through Hyderabad—the most direct route from Singareni to Madras—also afforded an opportunity of accepting the invitation of His Highness the Nizam to spend a few days at his capital. Many official matters of importance were naturally considered and gone into during the tour. Indeed the number of such matters was extremely large, but all are dealt with in the Governor's official minute, and would unduly prolong this unofficial narrative.

We travelled in all 1,370 miles,—upwards of 300 by sea, upwards of 700 by rail, and upwards of 200 by river and canal. The canal travelling was an agreeable novelty, and a most comfortable shipwreck merely added zest to our adventures.

MADRAS,
6th January 1890.

J. D. REES,
Private Secretary.

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MINUTE BY HIS EXCELLENCY THE RIGHT HONORABLE THE GOVERNOR ON HIS ELEVENTH TOUR.

January 1890.

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MINUTE BY HIS EXCELLENCY THE RIGHT HONORABLE THE GOVERNOR

ON HIS ELEVENTH TOUR.

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MINUTE BY HIS EXCELLENCY THE GOVERNOR.

The first official matter which was brought to my notice on my eleventh tour was the question of sale of the steam tug, at present belonging to the Cocanada harbour. Captain Wicks informs me that it has been decided, that it is to be sold, as the finances of the port exhibit a deficit. I have not seen the papers, but it would seem a pity, now that the trade of the port is likely to increase so greatly, that facilities for coping with it should be diminished.

The first address presented to me was that of the Municipal Corporation of Cocanada, which referred, as did all others, with great satisfaction, to the approaching construction of the East Coast Railway. I promised consideration to their request that a Harbour Trust should be formed with more extended powers than those possessed by the Groynes' Committee.

At the pier at Cocanada, I saw the gentleman entrusted with the survey of that portion of the projected line which extends from Bezwada to Cocanada, and I urged upon him, that the selection in the first instance of a correct alignment was of even greater importance than a speedy completion of the survey.

The address of the Chamber of Commerce touched upon the old complaint of the closure of the Godaveri and Kistna canals during the busiest months in the year. This matter has been frequently before the Government, and it appears that the length of the close-time cannot well be lessened. Even if the Godaveri canal could be kept open, the Kistna canal cannot, and I do not think much can be done, though the hindrance to commerce, supplies, of course, an additional reason for hurrying on the railway. I promised that the question of duplicating the canal near Rajamundry should be considered, but it has been frequently considered, and will probably have to be negatived again on the ground of expense.

The Municipal Council of Rajamundry referred to the hospital at that town which I must say is the worst I have seen in the Presidency. Mr. Moberley is busying himself in collecting money for the provision of a proper building, and if any application is made to Government on behalf of this institution, I think we should give it the most favourable consideration possible.

I promised also to consider favourably the question of lending the Municipality the services of an Engineer, when they have developed, and sent up a water-supply scheme.

On the way up the Godaveri to the gorge, my attention was directed to the forests on either side, the position and condition of which is apparently very unsatisfactory. Mr. Power informs me that arrangements made with the Mittadars, after Mr. Carmichael's settlement of the Rumpa disturbances, have left the uncontrolled ownership of the forests in their hands. I have not seen the records on the subject, and can only generally allude to it; but it is most important that these forests should be reserved, and I hope the matter will receive immediate attention in the Revenue Department. I do not think that the payment of substantial compensation, should it prove to be necessary, should prevent our acquiring control over them.

The inhabitants of Rajamundry presented a long address expressing, amongst other things, their satisfaction at the maintenance, as a Government institution, of the Maharajah of Vizianagarum girls' school and they urged the necessity for constructing the railway from Bezwada to Rajamundry and Cocanada, without waiting for the completion of the survey of the entire line,—a matter as to which we are entirely in accord with them. They represented that the ferry steamer plying on the river, which was built at Kidderpore and supplied to us by the Government of India, was faulty in many respects. I do not think that there is much reason to condemn her, though her steering powers appear defective; and as the Collector has, I understand, arranged for the supply of a smaller steamer which can touch at Vijeshvaram and Bobbarlanka during the floods, probably nothing more will be

heard on the subject. In regard to the allegation as to want of proper comforts and convenience for passengers on board the steamer, I do not think it needs much notice, great pains having been taken to render passengers as comfortable as possible.

It was represented to me that one of the wants of the town was a buttress-wall from the Judge's bungalow to Red Rocks, to protect the streets and houses adjoining the river from inundation during floods. No doubt such a wall would be advantageous, but a flood bank is already maintained by Government, and it is a question how far funds should be supplied by us for the protection of people who expose their property with their eyes open to the risk of flood by building between the river-side and the flood bank. It will probably fall entirely on the Municipality to provide funds for any such work. Another question was raised in which my own opinion coincides with that of my petitioners, in the absence of any knowledge, as to the reasons which led the Forest Department to allow only a fourth of the sale-proceeds to the salvor of driftwood. The Collector thought one-half would not be too much, and I was inclined to be of the same opinion.

I inspected the Central Jail at Rajamundry, and found that the number of sick was very small. I came to the conclusion that outbreaks of sickness here must be probably attributed to causes existing without the walls of the jail, and that a lavish expenditure on drains, and the like is unnecessary. I am not satisfied that sufficient enterprise is shown in pushing the carpet manufacture, and effecting sales. It does not seem to me to be advisable that we should necessarily treat with only one London firm. A proposal to lower the outer wall of the jail to allow more fresh air to enter has, I understand, been approved, and this may have a beneficial effect.

The People's Association also presented an address at Rajamundry and objected to the rule, under which assessors and jury are drawn from a circuit comprised within a radius of 20 miles from Rajamundry. *Prima facie* there would appear to be much to be said for the view that this entails some hardship on the people living near Rajamundry, and exemption from public duty for others equally well-educated and equally well-to-do who live further off.

I felt bound to tell the People's Association that I could not favourably entertain their request that the elective system should be introduced into Taluk Boards. Their address further objected that the assessment for income-tax rests entirely with Tahsildars and this I told them is not the case if the divisional officers carry out our orders to carefully check assessments. A suggestion was also made as regards the assessment of Pleaders to profession tax, which might be considered when the Mofussil Municipal Act is brought before a Select Committee of the Legislative Council.

During my short halt at Ellore I received addresses from the Municipal Council and from the public of the town. The public asked for assistance for their water-supply, and it will be time to consider this when a project comes up to Government. The request made as to changing the present halting place for boats should receive consideration in the Irrigation Department, and the petition for a bridge over the canal, will probably be considered to be sufficiently met, by the construction of another bridge between Ellore and Powerpett, which has, I understand, been ordered. With regard to the request that a second high school should be provided for Ellore, I thought it better to express my distinct opinion that such was not called for, and that the claims of primary education were far greater.

Arrived at Bezwada, I first of all visited the anicut, where it occurred to me that the shutters of the escape on the right extremity of the dam appeared very unworthy of the great work, in which they play an important part. Perhaps there is some reason for this; but they appeared to be mere rough planks and quite unlike the strong and solid shutters provided on the left bank. There was also, what did not matter at this time of the year, a great deal of water escaping through them.

I visited the terminus of the Bellary-Kistna State Railway beyond the village of Tadepalle, and must allow that there is ample reason for the complaints made by local merchants, and the inhabitants generally, of the extreme inconvenience caused to traffic by the existence of an interval of two miles between the terminus, and the right bank of the Kistna. A material line does at present extend along

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the banks of the canal to within a quarter mile of the left bank, but it is not used for traffic or passengers. I have communicated with Colonel Lindsay on this subject, and hope we shall soon make a reference to the Government of Bombay with whose Consulting Engineer Colonel Firebrace also, I spoke on the subject at Hyderabad. It appeared to me that the deepening of the canal which is going on should have taken place upon its left and not upon its right bank, as at present the right bank is required for the material line which I hope to see extended down to the banks of the river. Mr. Hannan, with whom I discussed the matter, will inform Mr. Walch of my views on this subject.

The location of the station near Tadepalle is of course purely temporary, but as at least two or three years must elapse before the bridge can be built, it is of great importance that a line should be brought up to the bank of the river in order that goods may be laden into the railway wagons, as soon as they are unshipped from the boats.

I also inspected, with Mr. Arundel, the various improvements, clearings and removals which he has been carrying out at Bezwada, and I think his action has been throughout judicious and that the Provincial grant which we have given him is being expended to advantage. It is of great importance that the village site of Bezwada should be under control, and that the laying out of such sites should be conducted with a view to the future requirements, and to the growing importance of that place.

At Bezwada I received address, as well from its townspeople, as from the public of Masulipatam and Guntur. In reply to these addresses I said that I was of course in favour of a branch line from Bezwada to Masulipatam, the construction of which Mr. Arundel strongly urged. It is premature to consider now whether such a branch would be constructed by this Government as a feeder to the East Coast line, or whether the Secretary of State and the Government of India could be induced to include such a branch in the East Coast Railway, as well as another branch from Guntakal to Nellore, the construction of which is also strongly advocated by Mr. Arundel, and the people in the district. It is of great importance that the latter branch, if constructed should be upon the broad gauge, but as it is not finally decided that the East Coast Railway shall be constructed upon that gauge, it is useless to say more at present on the subject.

In the Masulipatam address the people asked for a steam launch to ply between the ships and the shore. I dare say it is very much wanted, but as the abolition of the steam launch at the larger port of Cocanada is contemplated owing to want of funds I fear that we may not be able to comply with this request, which should, however, be considered in the proper quarter.

I hinted to the Municipal Councillors of Guntur that the Government were very much dissatisfied with their management of the interests committed to their care. The Guntur people urged the necessity of the construction of the Kistna bridge, the construction of which has happily since been sanctioned.

In two of the addresses the importance of Ipuripollem, near Bapatla, as a port was brought to my notice and complaint was made of its present isolation. I infer though it was not expressly so stated, that the petitioners desire that a road may be made to it. This is a matter, which is within the competence of the Local Fund Board. I assume that a railway extension to this port can hardly be hoped for, at any rate for a long time to come. The Bezwada address referred to the question of removing the head-sluices of the Ryves' canal to Ramarapad, three miles lower down. I understand that engineering objections have been advanced against compliance with this request, but this matter, as also the project for widening and improving the Budimeru and Uppateru, will receive the attention of Mr. Walch, who has just left for Bezwada.

On my way to Singareni it was represented to me that the construction of the Bezwada-Cocanada branch of the East Coast line might with advantage be made over to His Highness the Nizam's State Railway Company,—a matter which I believe has already been considered by Colonel Smith, but I should *not* be disposed to comply with this request. The coal mines are certainly doing well and the development of the resources of the Deccan Company is a matter in which we

cannot but be interested, seeing that the railways which are about to be constructed will form the natural outlet from the terminus of the Nizam's State Railway to the sea. Much coal should come down from Singareni, and much produce should go up from Kistna and Godaveri.

The recent decision of the High Court that no ryot holding land forming part of a regular irrigation system is bound to take water against his will was brought to my notice. I do not know whether this decision has been brought prominently before the Government, the careful attention of which, however, it deserves.

Another matter on which I have set inquiries on foot concerns the Abkari Department. I think we should carefully scrutinize, and possibly even reconsider, the orders prescribing a minimum strength for country spirits distilled from toddy, and the action taken for the prevention of the sale of liquor below a certain strength.

The defects in the existing Canal and Ferries Act whereby the Government have no power to levy fees for the use of wharves were brought to my notice, and the necessary addition is made in the Bill now before the Legislative Council.

MADRAS,
14th January 1890.

CONNEMARA.

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APPENDIX TO TOUR No. XI.

Address of the Municipal Corporation of Cocanada.

MAY IT PLEASE YOUR EXCELLENCY,—On behalf of the Municipal Corporation and the public of Cocanada, we beg to offer your Excellency a hearty welcome to this town.

When your Excellency's predecessor in office, Sir Mountstuart Elphinstone Grant Duff, paid a visit to this town in 1883, we submitted to His Excellency that the construction of a railway from Guntúr to Vizagapatam would materially increase the trade and prosperity and tend to develope the resources of the Northern Circars. We now hear that, through your Excellency's kind efforts, our long-cherished hopes in regard to the railway are likely to be realized and we feel highly thankful for the same.

Your Excellency is probably aware that this port is the best sheltered roadstead in this Presidency, and the rapid development of the trade of the place is in a great measure due to this fact. To keep pace with the development of the trade of the port, we respectfully submit that the formation of a Harbour Board, with more extended powers than the present Groynes Committee has, is necessary so that it may be able to raise sufficient funds for carrying out several improvements which are much needed, such as the employment of additional dredges for keeping the bar and the river clear of silt, the construction of a line of jetties along the foreshore, and the reclamation of land now submerged by the tides.

The parental care with which your Excellency has alleviated the sufferings of the famine-stricken people of Ganjam, visiting the district in the hottest part of the year, when epidemics were raging all around, at no small risk to your health and convenience, assures us that even the remotest part of the Presidency can count upon your Excellency's attention and sympathy, and makes our feelings of loyalty to Her Majesty the Queen-Empress doubly strong.

Your Excellency has endeared yourself to your subjects in all parts of the Presidency by your broad sympathies with the people, irrespective of race or creed, and by the deep interest your Excellency has always taken in their welfare and prosperity.

Your Excellency's visit reminds us of the fact that the institution of the Local Self-Government was inaugurated by your late lamented brother, and we are happy to state that under your Excellency's fostering care, we are endeavouring our best to deserve the privilege and to profit by it.

In conclusion, we pray to God that he may bless your Excellency with long life and prosperity.

His Excellency's Reply.

GENTLEMEN,—It must be always very agreeable to a person who has had the honor of representing Her Majesty in this Presidency for three years as I have had, to receive such an address as you have been good enough to present me this morning, and I am very much obliged to you for the very warm reception which you have given me, and for the handsome pandal and other ornaments which I see around me. I shall not forget it, and the recollection of my visit this morning will be amongst the most agreeable of those visits that I have had the pleasure of paying to the various parts of the Presidency. I confess that what you say with respect to the broad sympathies which I have for the people, is what I actually feel, for I can assure you that no person can be impressed of the responsibility which should devolve on a Governor, who wishes to represent Her Majesty in this Presidency, more than I do; for I know that the more sympathy a Governor shows to all classes and creeds of people, the better he represents the feelings of Her Majesty the Queen-Empress. In your address you are good enough to mention two or three things which will have my attention. You mention that my distinguished predecessor, Mr. Grant Duff, was here some years ago, and spoke of the increase of railway enterprise. I have been, all the time I have been here, strongly impressed with the fact that the East Coast railroad has been far too long delayed, and impressed upon the Government of India what a very great injustice it was to this part of India that this railway had not been begun. I am happy to say that it is now if not an accomplished fact itself, at least its survey, its plan, its design, and the intention of Government with respect to it are accomplished facts; and that nothing but some accident, which at present is unforeseen by me, can prevent the realisation of that great project. There are some people who have thought that a railway along the East Coast is unnecessary, because you have traffic by sea, and also in some parts of the district you

have traffic by canal. Those were the two difficulties which I had to contend with, but I need not tell you that I set my face strenuously against any theory founded upon any such idea as that; and I am quite sure that a railroad along the East Coast will do good to the marine traffic as much as it does to the interior. All those who are engaged in commercial pursuits, and those who have the management of commercial enterprises, know very well that the more intercourse you have into the country, the more is the trade and the traffic. Therefore the fact of your having a route by the sea does not at all, in my opinion, take away the necessity of having a good route by land; and those persons who said that that was a reason against making the railroad took a very unsound and limited view of this great question. At any rate I am happy to say that those ideas have been exploded, and have been met successfully by the Government of which I am the head. The survey of the line has already commenced; and I am happy to learn, from the officer in charge of a particular branch of the survey here, that it is going on very rapidly. I hope that it will be well made. The surveys of a great number of railways in India have been very hastily made, and unfortunately more money has been spent, and bad routes have been laid out, which prejudiced their success in the future, and caused great inconvenience and loss of money and were a drawback to trade generally. I hope that this railroad will be open before many years, but I am afraid it will not be open before the end of my term of office, which will be two years hence; but I can assure you that, whether I am here or not, I shall have great satisfaction in feeling that my humble exertions in this behalf have terminated successfully. I pray most sincerely that it will be the means of increasing the wealth of the ryots, adding to the commerce of this port and many others along the coast. You have fortunately for yourselves a most happy position both by nature and by art. Owing to the great irrigation of the Godávari, you have been able to send food to distant parts of the Presidency which has been often an inestimable boon both to the people to whom it was sent and to the people who sent it. Trade therefore is in a very healthy condition here. I know very well of what great benefit Godávari was to Ganjam this year, when by an order which I sent to the Collector you have been able to send food to that district in five or six days. This was a great help; had it not been for this, twenty or thirty thousand acres of land would have been now unsown. I believe at this moment you are sending rice to Tanjore, which is a very rich district, but where rice is unfortunately dear, owing to scarcity and want of rain, which we have unfortunately experienced there during the last few weeks. I am happy to say that when I left Madras very good rain was falling, and I hope before now 8 or 9 inches of rain have fallen all over the Southern Presidency. We cannot be too grateful for this, as a possible famine seems now to have disappeared. The prices rose very rapidly during the last week, and that was to a great extent due I think to some foolish people engaged in riots and disturbances, and not so much to scarcity of grain; but of course these riots will be put an end to. I need not tell you that the first duty of Government on such occasions is to keep order, and the fact that scarcity of food is taken advantage of by a few evil characters to raise the prices and cause the shops to be closed will be met with a strong hand by the Government, because we cannot submit for a moment to allow shops of decent people to be ravished by these rioters, who do it out of the very worst motives, and not only do harm to the individuals robbed, but also create a panic whereby the price of rice is increased generally. Severest measures, I can assure you, will be taken against those who have created these disturbances and have done so much harm. You say in your address a few words about the Port Trust. That is a question which will receive my consideration when I return to Madras. All I can say is that your request seems to be a very reasonable one, and that it is very desirable that you should have control over the port funds locally as much as possible; and what you are doing here with respect to the groyne shows that you are quite alive to the proper way of increasing the commerce of the port by developing the resources of nature. I can assure you that I am extremely obliged to you for the welcome you have given me, which I fully appreciate. I am very glad to find myself in the Northern Circars. I only regret that I was not able to come here before now. It was not from a want of desire that I was prevented from coming here earlier. The fact of the matter is, that I have visited the other parts of the Prsidency which needed my presence more than this. I am very much obliged to you for your reception, and hope I shall see more of your town during the short time I shall spend amongst you.

Address of the Chamber of Commerce, Cocanada.

MAY IT PLEASE YOUR EXCELLENCY,—On behalf of the Chamber of Commerce, and of the mercantile community of this place, we desire to offer to your Lordship our congratulations upon your visit to Cocanada.

We thank your Lordship for receiving this deputation, and would humbly request permission to refer to one or two matters connected with the trade of this port to which we would crave your Lordship's kind attention.

It was our privilege on the occasion of a visit to Cocanada by your Lordship's predecessor, to draw attention to the need of a line of railway between Cocanada and Hyderabad, and your Lordship's recent recommendations to the Supreme Government have, it pleases us to hope,

assured the speedy construction of this very necessary work as part of the East Coast Railway scheme, as on the ultimate carrying out of this project the future commercial prosperity of Cocanada undoubtedly depends.

We cannot however expect the railway to be opened for traffic for a few years yet, and we would urge upon your Lordship's consideration the necessity there exists, in the interest of the trade of Cocanada, for devising some means to obviate the closure of the Godávari and Kistna canals, which takes place during the busiest months of every year. The stoppage of traffic for so long a period, in the height of the trading season, is the cause of a large annual loss to the mercantile community; and although we would not presume to suggest what means should be adopted to secure the desired end, we are of opinion that such means are not beyond the scope of the Public Works Department.

The success which has attended the operations of the Groynes Extension Board, in keeping the river bar clear for navigation, since the Board was formed at the suggestion of this Chamber of Commerce about seven years ago, will, we hope, lead to its being invested with wider powers than it now possesses and its consolidation into a Port Trust Committee having the entire conservancy of the port under its management and direction.

In conclusion, we beg to thank your Lordship for receiving this address and to state that we rest assured that the well-being of Cocanada will meet with every consideration at your Lordship's hands.

His Excellency's Reply.

GENTLEMEN,—I am extremely glad to have the pleasure of meeting the representatives of the Chamber of Commerce. It is always a great pleasure to me to meet chambers of commerce like your own and members of the mercantile community. You know as well as I do, that the prosperity of the country depends upon the prosperity of its trade and commerce, and it is the duty of Government to do all that lies within its province to promote industry, and to promote commerce both by sea and land. From that point of view it is my great object, as I told the Municipality this morning, to see that the East Coast railway is being pushed forward rapidly. Some time ago you brought the question of a railway from Cocanada to Hyderabad before my predecessor, and I have good ground for believing that a project which comprises a much larger scheme, and which will be of more benefit to the East Coast generally, will be finished in a few years. A branch from the main East Coast line to Cocanada will, I hope, draw a large portion of the produce of the delta down to this port, and in that way will benefit the producers, and also exporters and shippers generally. I trust that producers in exchange for their grain will in turn be able to supply themselves with the luxuries and necessaries of life from the sea-board to a greater extent than they can at present. With respect to the canals, I have spoken to the engineer this morning on the subject, and it is quite clear to me that the repairs that are necessary this year for the two canals, particularly as regards irrigation, must be done, and unless you can show some means of obviating the necessity for these repairs, which I do not think you can, I am afraid the great inconvenience which I have no doubt you will suffer—and it is a very serious inconvenience to have the canals closed for navigation for three months a year—must be endured. I must confess that the suggestion you make of duplicating the canal near Rajahmundry is a very practical one, and one that will be considered by the Public Works Department when I return to Madras. The only question is, whether the results would repay the expense. The precarious nature of the navigation of these canals only shows that a railroad is a much better means of conveyance. I do not know whether you think that these canals will be of much use as means of transit when the railroad is made. I am very glad to hear that the great object for which the canals were made, viz., irrigation, is not interfered with by their being closed for three months a year. With respect to your suggestion regarding portions of the groynes, all I can say is that if you address Government upon the subject, I shall see that it is very carefully considered. I congratulate you upon the commercial prosperity of the town, and also upon the success which, with the help of the groynes, you have been endeavouring to cope with the requirements of the port.

Address of the Members of the Municipal Council of Rajahmundry.

MAY IT PLEASE YOUR EXCELLENCY,—We, the Municipal Councillors of Rajahmundry, on behalf of all the inhabitants of the town, beg to offer your Excellency a most cordial and hearty welcome. Unlike the southern districts, the Northern Circars have no railway connection with Madras, and communication between them and Madras by sea is at times almost impossible. It is probably owing to this that people living in Madras know but little of the northern districts. An instance of the want of knowledge of these parts was quite recently afforded by the leading Madras paper, which, in a short para., about your Excellency's present tour, referred to Cocanada as if it were in the Kistna district. The East Coast Railway, which we sincerely hope your Excellency's influence will soon cause to be an established fact, will doubtless remedy this state

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of things. We shall not trouble your Excellency now with a detailed account of the wants of this town. With your permission a deputation from the inhabitants of this place will wait on you during your stay here, and represent to you what are considered to be the pressing wants of the people. We would only mention that this town is sadly in need of a good hospital and of a proper water-supply. As regards the hospital, we are happy to say that the Taluk Board has taken up the question, that an estimate and plan for our entirely new and complete building are under preparation, and that subscriptions are being collected. As to the water-supply, no definite proposals have as yet been made. Your Excellency's Government will shortly be asked, through the proper channel, to depute a competent engineer to work out a scheme for supplying all parts of the town with water throughout the year; all that we ask your Excellency now is that you will use your influence when the time comes (1) to secure us the services of a competent engineer; (2) to advance us the necessary funds or to allow us to raise the sum required by a loan. We hope that your Excellency will have a pleasant trip through the gorge, that you will not be disappointed with the scenery there, and that you will spend a happy Christmas in our midst.

His Excellency's Reply.

GENTLEMEN,—I am extremely obliged to you for the very cordial reception you have given me, and also for the very handsome decorations that you have made in my honor. I know very well that these receptions which I meet with in different places, that I have the pleasure of visiting, are not given so much in consequence of any personal merits of my own as in consequence of the fact that I represent Her Gracious Majesty the Queen-Empress, whose merits and whose virtues the people of the Presidency of Madras are always too happy to acknowledge through their Governor. I am glad upon this occasion to know that the Municipality which you represent is a body representing the inhabitants here. I shall be glad to learn, whilst I am here, how you are conducting your business which I trust is in a prosperous condition, and I can assure you that anything you will bring to my consideration with respect to municipal affairs shall receive my warm attention. You refer in your address to the isolated position in which you are placed, and the want of railway communication here. I can assure you that it has not been from any unwillingness on my part that I have not been here before now, but to the fact that other less favoured districts of Madras required my attention more than yours, and I am glad to think that I have chosen this time of the year, the Christmas holidays, for I can imagine no more pleasant and appropriate place to spend them in than in this very lovely district. You also mention in your address that our public instructors in Madras have not shown that acquaintance with the geography of Rajahmundry which you expected from them. Well I receive, I am happy to say, so much good will generally from the local Press, that I am only too happy to say that I am quite sure that the mistake of placing Rajahmundry in the Kistna district was not intended as an offence; and I have no doubt that, as geographical science is progressing very rapidly all over the world, before very long, representatives of the Press in all parts of India will find in the Kistna and Godávari districts pleasant and profitable places for their correspondents to dwell in, and that your wants and wishes will then be very readily received by those correspondents. You mention I think in your address that you are not upon this occasion desirous of placing any wants of the people before me, but I shall be very glad, while I am here, to know what they are; and when I return to Madras it will be my duty as well as my pleasure to do what I can to remedy them. You mention two subjects in your address—the one is a better water-supply and the other is the need of a hospital. Well, now, these are two very necessary institutions, and I find all over the Presidency that the cry of all in every town is about a better water-supply. I wish all the towns in the Presidency had as good a water-supply as you have at present, and I am glad to think that you are going to turn your attention seriously to bringing the water which you have in such abundance into the houses of inhabitants. I shall be very glad to learn, during the time I am here, what your intentions are with regard to that subject, and to the reasonable request you make that an engineer should be deputed to give you advice. I hope I shall be able to comply with your request when I return to Madras, and I can only say, as matter for encouragement, that we have complied with similar requests from other municipalities. With regard to the hospital, I shall be glad to hear what you have to say, and to receive representatives of other bodies belonging to the town. A hospital is one of the prime necessities of the day, and I have no doubt that there are no means by which the beneficent influences of the British Government can be more efficiently brought to bear upon the people than by the provision of good hospitals both for men and women in all parts of the Presidency. There is a subject connected with this in which I am taking very great interest, viz., the subject of training nurses in various hospitals for the men and women of the country, and I am glad to say that the scheme for sending out nurses both into the hospitals and into the homes of the people to attend on the ladies of the country is making very great progress, and I have no doubt that, as Rajahmundry is one of the centres of education, all those who are interested in education here will do their very best to promote that cause. I can imagine nothing that can contribute more towards alleviating the physical sufferings amongst the high class ladies and women of the country than a plentiful supply of thoroughly well-trained nurses and female

doctors. Well now I think, gentlemen, I have touched upon the various points which you have mentioned in your address. I recognise with gratitude that it is an address of welcome rather than an address pointing out any of your wants. I shall therefore only say again what I have said at the outset of my remarks that I am very much obliged to you for the very handsome preparations you have made here, which I cannot help saying that I admire exceedingly, particularly as I am aware that all such preparations require a great deal of care and cost no inconsiderable amount of money. I hope, gentlemen, that I shall not forget the reception which you have given me, and that when I leave India, as I suppose I shall, two years hence, I shall leave behind me a kindly recollection of my efforts in doing my duty to my Sovereign.

Address of the Inhabitants of Rajahmundry.

MAY IT PLEASE YOUR EXCELLENCY,—We, the inhabitants of Rajahmundry, on this Your Excellency's visit to this town most cordially and respectfully bid you welcome.

2. It is now 6½ years since we saw the Governor of our Presidency in our midst. And considering the comparative inaccessibility of the Northern Circars, we had little hopes of receiving the honor and the favor of a visit, even from Your Excellency, of whose readiness to forego personal comfort and safety for the sake of the people committed to your care, we had a striking and never-to-be-forgotten instance so recently as last May. We therefore most heartily thank Your Excellency for giving us this opportunity of meeting you and expressing our sentiments of gratitude and laying before you our wants.

3. In the first place we are deeply bounden to Your Excellency's Government for pressing the question of the East Coast Railway on the Supreme Government, till their sanction was obtained for the survey, which we are happy to find has been already set on foot. We have also to express to you our thanks for the readiness with which our prayers in connection with two matters of local importance were granted—the maintenance as a Government institution of the Girls' School, from the support of which His Highness the Maharaja of Vizianagrum had withdrawn; and the sanction and fitting up of the Godávari ferry steamer at so early a date after the old steamer became disabled. We must not omit to make grateful mention here of the appointment of a drawing master in the local college, which appointment we take to be an earnest of the intentions of Your Excellency's Government to make Rajahmundry the centre of Art and Technical education in the Northern Circars, as it has hitherto been the centre of higher University education in this part of the Presidency; the sanction of Rs. 10,000 for the extension of the college building, and the building grant of Rs. 6,000 towards the construction of the Rajahmundry High School.

4. While thanking Your Excellency for the favors already conferred on us, we venture to lay before you a few of our pressing wants.

5. What we would place on the fore front is the construction of the Railway from Bezváda to Rajahmundry, as soon as the survey of this section of the East Coast Railway is completed, without waiting for the completion of the survey of the entire line. This would have the effect, not merely of placing the people of this district, at the earliest opportunity, on a footing of equality with the people of more favored districts of the south of the Presidency, in the matter of communication with the capital city, but would make it possible for all the surplus grains of this fertile delta to be instantly thrown into any famine-afflicted tract in the south, whenever the unhappy need for such transport may arise. When the entire East Coast Railway is completed, this district will do the same service also to the districts north of it. Its usefulness however to the southern parts need not, we are humbly of opinion, be delayed till it is equally useful all round.

6. While thanking Your Excellency for the steamer now plying on the river, we beg permission to say that it does not answer all the requirements of the public. It does not ply on Sundays. During floods it does not touch at Vijjeshwaram and Bobbarlanka. On it the passengers are exposed to rain and bad weather. The authorities, we are assured, have been looking into the matter, and the entire blame now rests with the steamer itself. Its engines are, we are told, powerful enough, but its steering qualities are not what they should be. Moreover it appears to require one day of rest in the week.

7. We therefore pray Your Excellency will be pleased to give us an additional steamer with more powerful engines with stern not side paddles and with better accommodation for passengers, ordered direct from England.

8. We represented to His Excellency Sir Mountstuart E. Grant Duff during his visit to this town our urgent want of a buttress wall from the Judge's bungalow to 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, several residents of that part of the town are forced to quit their houses whenever the floods in the Godávari are anything above the average. The post office street is the only thoroughfare by which the river traffic is connected with Old Town. Further, all those that have to post, register, or insure letters and parcels or send money orders, and all the hundreds of men and women that daily take their drinking-water from the river must

traverse this street for its entire length. And when we say that this street is for nearly a third of its length under water when the Godávari is in high floods, Your Excellency can easily conceive the hardship which the people are put to.

9. Lastly we pray that Your Excellency will be pleased to take into consideration the hardship inflicted on poor people by the present rule of the Forest Department regarding unclaimed drift-wood, by which one-fourth the sale proceeds only is allowed to the salver, while three-fourths are appropriated by Government, and to order that the salver do take one half instead of one-fourth as at present.

10. We thank Your Excellency for having given us this opportunity of placing before you our wants and our wishes. We pray the Almighty that you may long be spared to us in India and out of it, for we are convinced that the people of India have had no truer friends than Your Excellency's late illustrious brother and yourself.

11. Heartily wishing Your Excellency the compliments of the season and a safe and pleasant journey for the rest of your tour, &c.

His Excellency's Reply.

GENTLEMEN,—The fact of your having only occasional opportunities of seeing the Governor of Madras makes it more incumbent upon me to listen very attentively to what you have to say, and I cannot help saying that the whole of your address is a very sensible one, and brings to my notice nothing more than is legitimate I wish very much that I could give you satisfactory answers to all the subjects your address refers to, but it would not be convenient for me, upon an occasion of this kind, to say that I should be able to comply with all your requests without giving my colleagues and the departments of the Government an opportunity of expressing their opinions. In the first place, you are good enough to remember with gratitude the obligation under which you rest to the Government; and it gives me great satisfaction to find that you appreciate the prospects of the East Coast railroad. I have spoken both at Cocanada and here already with respect to the benefits that this railway will confer upon the whole of the Coast; and I have no doubt that many dormant energies will be roused, and many non-existent industries will be brought into being before long, after this railroad is made. With respect to the opening first the southern sections of railroad. I can only say that your address very accurately describes my own opinion (hear, hear). I have impressed upon the Government of India, long before I knew what the opinions of the local bodies here were, that it is most desirable that the southern end of the line, that is the line from Kistna, should be commenced before the other part. I think it is probable, if we are fortunate, and if the Government of India can spare us the money, that the line may be commenced first, but, at any rate, I am most anxious myself that in this very rich and fertile district which needs a railroad most, and where a railway will pay best, that portion of the line should have the priority, that the branch from Sámalkót to Cocanada should be open so as to give complete communication between the deltas of the higher country here and the sea. I have no reason to suppose at present that there will be any delay in the opening of the line, and all I can say with respect to it is that my opinions and yours entirely coincide, and I do not think that mine are likely to be altered with respect to it. You must know, of course, that there is heavy work to be done in the bridge over the Kistna river, which will take some time; but whether the line can be opened before the bridge is completed is a matter for the Engineers to consider. I hope the Kistna bridge will be begun almost immediately after the survey is commenced; and possibly arrangements will be made for commencing it before the survey is completed. You also refer to the steamer in which I went this morning. I am very glad to hear that it is of advantage. I must say that it is very well adapted for the purpose for which it was intended. I was glad to see that some arrangements were made for the accommodation of gosha and purdah ladies. You say that the steamer works only for six days every week. I have made inquiries, and I find that it is absolutely necessary that it should not work in one day in the week, and of course it would not be agreeable to you if from not being taken care of, the engines get into bad order; and I know from experience, I must tell you, that the engines of every steamer require to be looked to and overhauled very thoroughly, at least once a week. I do not see any reason why another steamer should not be bought, provided the funds can be obtained. If this question is mooted, I suppose the locality will be expected to provide a certain amount; but that is a question of detail, and I do not wish to give any opinion upon it at present. However, this portion of your address will be referred to the proper authorities who will give it consideration; and if they can give you a favorable answer, I personally shall be very glad indeed. I also took into consideration, when I went this morning, accompanied by Mr. Moberley, who takes a great interest in this matter, to visit the site of the proposed buttress wall along a portion of the river-bank here. I have no doubt that there is very great inconvenience at present, and that a wall along the street from this place where we are standing now up to the Red Rocks will be a great addition to the comfort of the people. I shall have this subject carefully considered, and, if financial arrangements permit, shall be personally glad if it can be made. I am afraid I have not the power of turning everything into gold; perhaps some of your learned Profes-ors of the Rajahmundry College, who have so far advanced in science, may be able to do this with the aid of the philosopher's stone. As an ordinary individual, I can

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only say that the great difficulty with regard to sanitation and every other reform that we are anxious to carry out, is finance. The anxiety which the people display to have good water is only an additional sign of the advance of civilization, which is spreading all over the country, fostered, I have no doubt, by your colleges, one of the most distinguished of which is the Rajahmundry College. With respect to your request regarding drift-wood, which seems to me to be a reasonable one, I do not know whether the Forest Department will agree to the change or not; however it will be fairly considered. It is possible that they may say that the expense thrown upon them in respect to the wood is so great that they cannot afford to give to the salver a larger share of the wood than they do now. Gentlemen, I am very glad to have the pleasure of seeing you. I hope it will not be six years before a Governor of Madras pays you another visit. I am sorry to think that in all probability I shall not be here six years hence, and I can only say that if my successor finds it as pleasant to visit this district as I do, he will, at any rate in one respect, do better than I have done, and that is, that he will pay you more than one visit during his administration.

Address of the People's Association of the Godávari District.

MAY IT PLEASE YOUR EXCELLENCY,—We the Members of the Godávari People's Association beg permission to approach Your Excellency with this our humble address of welcome.

2. As loyal subjects of the Queen-Empress and as people who have had our full share of the benefits of Your Excellency's benign administration, we are sincerely glad we are given this opportunity of welcoming you to our town and district and expressing our gratitude to you for the constant solicitude with which you regard the interests of every section of the community in every part of this Presidency, however remote.

3. We thank Your Excellency for bringing the East Coast Railway within measurable distance of accomplishment in the course perhaps of the next two or three years. We believe that the Survey party have begun their work and trust that the survey of the section from Bezváda to Rajahmundry will not take more than a few months. It is our humble and earnest prayer that as soon as the survey of this section is completed, the construction of the railway between these two towns may be commenced at once.

4. The present Godávari ferry steamer is a convenience for which we cannot sufficiently thank Your Excellency. But during the time that the Godávari is in flood, when other modes of crossing the river are either dangerous or impracticable, she is not as useful as she might be, owing, we are given to understand, to defects in her gearing and fittings. We pray Your Excellency will be pleased to order that the present unsatisfactory state of the steamer be set right in any manner that to Your Excellency may seem necessary.

5. Your Excellency's Government is doubtless already aware of the injustice and hardship inflicted on the people by the assessment of income for income-tax by Revenue officers of Government. We beg respectfully to point out that in towns the assessment rests entirely with the Tahsildar and in villages with the Village officers and that everywhere there is practically no formal or informal check on their assessments from any competent persons or bodies of persons who are in a position to know or ascertain more or less accurately the actual incomes of persons. We can for our part vouch to the existence of irregularities in this matter, but would leave the remedy to Your Excellency's sympathetic consideration.

6 The assessors and jury in this district are under present rules drawn from a circuit comprised within a radius of 20 miles from Rajahmundry. It unfortunately happens that this orbit most effectually excludes the most fertile and the most populous towns and villages. We beg that the choice may be extended over the whole area of the entire district, since fortunately every part of the district is connected with this town by canals, and not even the residents of the extreme verge of the district need take more than four-and-twenty hours to reach this town; and that the selection of persons in the first instance be removed from the hands of village officers and left to officers of a higher standing.

7. The present elective system in Municipal Councils is a privilege that is greatly appreciated by the people. And the uniformly liberal spirit in which Your Excellency's Government have dealt with the rights and functions of Municipal Councils encourages us to hope that Your Excellency will be pleased to make the same elective system applicable to some Taluk Boards also.

8. We understand that the amendment of the Municipal Act is under the consideration of Your Excellency's Government. We would take this opportunity of specially drawing your attention to the schedule of taxes for Arts and Professions according to which a District Court vakil, for instance, whose monthly income is Rs. 30 has to pay the same tax—Rs. 25 a year—as a Government officer drawing Rs. 1,000 a month. An equal amount has to be paid by a Printing Press as such, even though it may make no profit at all. We bring these glaring inequalities prominently to Your Excellency's notice in the confident hope that when the amendment of the Act is taken up, at an early date as we trust, the inequitable distribution of municipal taxation may not be lost sight of among other things.

9. Lastly, we pray that when the questions of a scheme of water-supply for this town and the construction of a buttress wall on the bank of the Godávari from the Judge's bungalow to Red Rocks come up for consideration before Your Excellency's Government, Your Excellency will be graciously pleased to give them your earnest support.

10. In conclusion, we cordially wish Your Excellency the compliments of the season, and pray the Almighty Giver will shower on you his choicest blessings.

His Excellency's Reply.

GENTLEMEN,—I am much obliged to you, I am sure, for your good wishes. I see this address contains subjects which have already been brought before me in the Municipal and other addresses, such as questions of the railroad, of the steamer, and of the buttress wall, to which I have replied; so I need not further allude to them. You mention one or two subjects which the other addresses did not contain. You say that the income-tax assessment should not be left entirely to the Tahsildar, and that somebody, who is in a position to know, or ascertain accurately, the incomes of persons, should check it. The Government have told the Divisional officers to check the assessments as much as possible. I do not think we can do more than that, because the Government is extremely averse to making very minute inquiries into the incomes of individuals as no person likes to have his income scrutinised. I shall, however, take the matter into consideration when I go back to Madras, and shall bring it to the notice of my colleagues. You also mention that the assessors and the jury in this district are selected from within an area of 20 miles. Of course, the object is to get the best assessors and jurors, and if, on inquiry, we find that by enlarging the area we should have a larger number of persons of position and respectability, I do not see why we should not comply with your request. You also refer to the question of the elective system, and ask that it may be applied to the Taluk Boards. I am not myself so completely blind to the defects of the elective system in the Municipal Councils and Local Boards as to say that the system should be applied to the Taluk Boards. We are very anxious to promote the principle as far as we can, but we must not go too fast. There are several Municipalities in which the elective system is in force—I need not say whether they are in this district or not—which are not working as well as we should wish them to do. Therefore I do not wish to give you the idea that we are going to introduce the elective system into the Taluk Boards. I think it will require many years before it can be very much advanced. I am very glad to see it prosper in some Municipalities and Local Boards, and one of the reasons why it is doing well is that the Members of the Taluk Boards are now nominated by the Collector and in that the Local Boards are provided with a fairly good constituency. With respect to the question of the assessment of pleaders at the rate of Rs. 25 a year, I shall have this matter considered. I think myself that it will be some time before we can be persuaded to make the change you suggest. The Municipal Act will be very carefully considered when it is brought before the Legislative Council, and it will be referred to a Select Committee composed of gentlemen who know the country, before whom I shall place this address. I only wish that the People's Association will prosper, and that you will continue to entertain the same sentiments of loyalty to the Queen and those who represent her in this country as you do now; and anything that promotes a vigorous public opinion and a vigorous public life like your Association will always receive, I am quite sure, the sympathetic help of any Governor who may be in the position in which I am.

Address of the Municipal Council of Ellore.

MAY IT PLEASE YOUR EXCELLENCY,—We, the Municipal Council of Ellore, as representatives of the public, give you a most hearty welcome, and take the opportunity to express our loyalty and deep gratitude for the many blessings of the reign of Her Imperial Majesty the Empress Victoria.

2. We thank Your Excellency for the many works of public utility with which your name and interest have been associated. Notably we may mention the early concession of the East Coast Railway, by which the many conveniences of civilization will be brought to our very doors, the resources of our district developed, and last, but not least, dire famine—such as Your Excellency with much sympathy and in person very lately helped to ameliorate—will be shorn of many of its terrors.

3. Our fellow townsmen in the address which they have presented to Your Excellency have represented such of our public wants as are of sufficient importance to warrant us in troubling Your Excellency with them, and we will therefore not detain Your Excellency further.

4. We desire to express again our earnest thanks to Your Excellency for this visit: we regret that Your Excellency's stay among us is to be so short, but hope that we be honored with a second visit before Your Excellency's term of office expires.

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Address of the Ellore Public.

MAY IT PLEASE YOUR EXCELLENCY,—With feelings of sincere loyalty and joy we beg to wait on Your Excellency with an address welcoming Your Excellency to this ancient town and to thank Your Excellency for the distinguished compliment you have paid us by this visit.

We feel that we should be wanting in duty if we did not take this opportunity of giving expression to the feeling of gratitude with which we have been universally inspired by Your Excellency's benevolent efforts, made at considerable risk of convenience and health, to save our countrymen of Ganjam from pestilence and scarcity.

This one act, were there none else, is enough to entitle Your Excellency to our lasting gratitude.

To Your Excellency's efforts we owe the commencement of the East Coast Railway—an inestimable boon by which you have placed us under the deepest obligations. The want of railway communication on this coast has, indeed, placed us under many disadvantages, and never did we feel it so much as since His Royal Highness Prince Albert Victor's sojourn in our country, for had there already been railway communication on this coast we would probably at this moment and at this place have been the fortunate hosts of the Royal visitor.

We are very thankful to Your Excellency for the deep interest you have taken in this railway project and we anxiously pray that the railway may soon become an accomplished fact.

It is not our purpose to take up much of the few hours at Your Excellency's disposal to-night. We, however, desire to avail ourselves of this opportunity of laying before Your Excellency some of our principal wants with the conviction that, though it may not be possible for Your Excellency to satisfy them with the same facility with which we can represent them, yet, if we satisfactorily impress them on Your Excellency's mind, we shall have gained a great step towards the realization of our hopes. We assure Your Excellency that the grateful consciousness of the vast good so far done us by the British Government is all that prompts us to seek for the satisfaction of what more wants we have.

Foremost among all our needs is the vital one of a good water-supply. The Ellore-Bezváda canal, running, as Your Excellency will observe, through the town, is at present the chief source from which our drinking water is taken. This canal, during four months (the hottest period) of the year, is closed, and in the rainy season the canal water is useless, if not positively dangerous to health, so that during nearly one-half of the year the canal supply fails. During this period, wells, of which there are but few, have to be relied on, and these the Chemical Examiner, who examined their water, has declared some to be quite unfit for use and the rest to be of doubtful utility. The want of water-supply to the town is thus a crying one. The Municipal Council has already moved in the matter, and it is believed that the question has been laid before Your Excellency's Government, who, we hear, have ordered an officer to give professional advice to the council. Financially the council is not in a state to undertake the project unassisted. We, therefore, pray that, when the matter goes next to Your Excellency, you will be pleased to render all reasonable assistance to it in view of its necessity and urgency.

The next point to which we beg to invite Your Excellency's attention is the necessity of changing the present halting place of boats on the Ellore-Bezváda canal. These boats are at present moored along that part of the canal which lies between Ellore and Powerpetta. This is the only portion of the canal useful to the people for bathing and drinking purposes. The mooring of the boats at this place and the consequent traffic with its attendant bustle and collection of all castes of men have the very painful effect of inconveniencing and obstructing the public resorting to the canal for bathing and carrying water and of rendering their drinking water insanitary, besides wounding the religious susceptibilities of the higher class Hindus. Our prayer is that the landing-place may be shifted to the eastern side of the bridge and that stone flights of steps, such as may be seen at Bezváda, may be constructed on either side of the canal from the bridge to the western extremity of Powerpetta.

Our next want is educational. Education here is, we regret to state, in a very backward state. We have but one Mission High school in the town, and the advantages of healthy competition are therefore unknown. One high school, besides, is very insufficient provision, considering the population and importance of the place. There are two or three low standard schools, but they are mere schools of adventure. The town, therefore, very badly wants a properly-organized high school of a secular character. Our views have the support of the chief educational officers of the district and of our Municipal Council, who seem to have taken up the matter. Bearing in mind that the one high school we have in our midst is (1) of a religious character, (2) without the advantages of well-directed competition, and (3) insufficient for the requirements of the town, we pray that Your Excellency will be pleased to give this subject the attention it deserves.

Our fourth subject is the bridge over the canal. The importance of this bridge will easily be recognised when it is considered that practically all the traffic, entering and leaving Ellore by the Kistna and Godávari canals as well as by road, necessarily passes over it. This incessant traffic inevitably becomes a great obstruction to passengers, who are hardly ever able to cross the

bridge without long detentions or in the face of no insignificant danger from carts and cattle. This great inconvenience can be remedied by the construction of a new bridge wider than the old, and we submit that this want cannot be too soon supplied. We trust this prayer will receive Your Excellency's earliest consideration.

The above are those of our wants with which we feel it our duty to trouble Your Excellency. The wants are all local, and Your Excellency may be pleased to note that they are all very pressing and such as the local corporation cannot attend to unaided.

Wants of a political or *quasi*-political character we have left to be dealt with by our more advanced brethren of other towns in the district. The questions of the separation of revenue and magisterial functions and the reform of the police force have already engaged the attention of Your Excellency's Government and we are loyally content to leave their care to those who have the power to deal with them finally.

We fear we have already taken up too much of your time. We are very thankful to Your Excellency that, amidst probably many more important engagements for the few hour's stay Your Excellency is to make here, you have made it convenient to let us present our address personally and we are deeply obliged for the consideration with which Your Excellency has treated us. We pray that Providence will grant Your Excellency long life and the continued possession of those faculties and energies which you have been employing for our good.

May, we, in conclusion, beg that, should Your Excellency meet or write to His Royal Highness Prince Albert Victor, Your Excellency might be pleased to intimate to him how grateful we feel to the Queen-Empress for the immense security, prosperity and happiness that we have been enjoying under her sway and how indescribably rejoiced we would have felt if we had the good fortune to have personally paid to himself our heartfelt tribute of gratitude and loyalty.

His Excellency's Reply.

GENTLEMEN,—I am extremely obliged to you for your kind address and for the beautiful pandal which you have been so kind as to erect in my honor and for the charming decorations which I see around me. I have long wished to visit this much-favored district, from which others less fortunate draw their supplies of grain in times of distress, as Ganjam lately did during the famine, from which happily it has now recovered. You refer in your address to the benefits you have reaped from British rule, and no one can view the magnificent irrigation works which control the waters of the Kistna and Godávari and the unique prosperity of these districts without being sensible as you are of the benefits of British rule. I think, therefore, that you do well to be grateful, and I am not surprised that you have taken this opportunity of expressing your gratitude. Turning to the requests made in your address, I fully sympathise with your desire to have a good water-supply. The water is close at hand, but I have no doubt that it will cost money to distribute it satisfactorily throughout the town. I can only say that if you formulate a scheme and send it up to Government, it shall receive such assistance as we can give you with due regard to the wants of other towns. Then you ask that the halting place for boats on the canal may be changed. Perhaps this can be done, but I will not now do more than promise to call the attention of the local Engineers to the matter and express a hope that some arrangements may be made which will provide for the wants of the bathers of different castes, and at the same time contribute to the convenience of the canal-borne traffic. Then you express your dissatisfaction with the existing bridge over the canal. The inquiries I have made lead me to believe that it is inadequate to the traffic which crosses it, but a new bridge between Ellore and Powerpetta is about to be built; and I trust that it will relieve the pressure on the present bridge and so meet your wishes in this direction. Your next want is educational, and you complain that you have but one high school, a Mission High school, which is inadequate to the wants of the town. I shall direct inquiries to be made as to the necessity for a second high school, but meanwhile I must tell you that the first necessity in my opinion is the improvement and extension of primary education. You would do better to spend your money on improving primary schools than in obtaining the establishment among you of another institution in which higher education may be taught; and should you do so you will establish thereby the best possible claim to aid for the extension of higher education also. I cannot leave this subject without commending to your notice the all-important subject of female education, which, I hope, will receive at your hands the attention that so vital a matter merits and demands. You express your satisfaction at the approaching construction of the East Coast Railway, and you regret that it had not been constructed in time to allow of a visit to your town from His Royal Highness Prince Albert Victor. I, too, am sorry that His Royal Highness could not see this part of the Presidency, but when the railway has actually been constructed, you will doubtless not be without visits from illustrious and distinguished personages, and perhaps some day His Royal Highness' eldest son will follow his example to come to India, in which case, I trust, he will come to this part of the country travelling by the East Coast Railway.

Address of the Residents of Masulipatam.

MAY IT PLEASE YOUR EXCELLENCY,—Upon the occasion of Your Lordship's visit to an outlying portion of the Kistna district the residents of Masulipatam request permission to present this address, assuring Your Excellency of their unaltered sentiments of loyalty to the Empress of India and of respect to Her Majesty's representative in this Presidency.

2. The ancient port of Masulipatam is the oldest among the dependencies of Fort St. George. It was formerly the capital of the province of the Northern Circars, and it is still the chief town of the Kistna district and the seat of the district administration. It forms the natural outlet for the export of the produce of the Kistna delta, and the trade and population, notwithstanding any physical disadvantages of its situation, do not diminish.

3. The principal disadvantage is the difficulty of communication with the interior of the country. For nine months in the year there is canal communication, but these canals are intended to serve as irrigation canals and as irrigation extends the supply of water becomes insufficient for navigation on the canals; besides the navigation canal only serves a part of the district.

4. The remedy which would meet the requirements of this town and port is the extension of the railway from Bezváda to the coast, which, as advocated by us, would traverse a tract of country, every acre of which is under rice cultivation and which will never be served by a navigable canal. The subject has been fully discussed in Mr. Arundel's note thereon.

5. Another disadvantage to this town is the want of accelerated communication with the anchorage of our port, which, if provided, would bring Masulipatam into an equality with the neighbouring port of Cocanada as well as with that of Tuticorin, where the distance of anchorage is the same if not greater. We understand Your Excellency's Government have already been moved on the question of a steam-launch being provided, which will prove an inestimable boon to this port. If Your Excellency's Government will be pleased to see the necessity of this part of our prayer also and sanction a grant to enable us to enjoy this advantage, we feel assured that the expenditure would be easily recouped by a small fee being levied on our exports and imports as is now being done at the port of Cocanada to meet the expenditure on the construction of groynes for the protection of that port.

6. In conclusion we humbly beg to give Your Excellency a hearty welcome to our district, though regretting that, on the present occasion, we have not been able to do ourselves this honor in our own town of Masulipatam. We hope, however, that at no distant date we shall have the privilege now afforded our brethern of Bezváda, and we hope further that our prayers regarding the extension of railway and the improved communication with our port having been heard and granted by the Government, we shall be able to offer our hearty thanks to Your Excellency and congratulate ourselves that this important town of Masulipatam being brought into improved communication with other places both by land and sea is no longer an isolated and outlying station.

Your Excellency's petitioners will ever pray for Your Excellency's welfare and longevity.

Address of the Public of Guntúr.

MAY IT PLEASE YOUR EXCELLENCY,—We, the representatives of the Guntúr public deputed to wait on Your Excellency, beg to convey to Your Excellency the expression of our pleasure on your visit to this district in the name of the inhabitants of Guntúr and to offer you our cordial, loyal and affectionate greeting.

We feel our inability to receive Your Excellency in a manner befitting your exalted position, but we feel sure, My Lord, that we yield to none in our deep and sincere attachment and firm fidelity to the throne of Her Imperial Majesty; and in welcoming you, her representative, we heartily thank you for the beneficent acts of Your Excellency's administration, which have tended to raise the condition and prosperity of the people, and some of which were undertaken at much personal risk and inconvenience, as in the case of Your Excellency's late tour to the distressed and famine-stricken district of Ganjam, and we gratefully recognize your assiduous devotion to the well-being of the people.

Though our town is not fortunate enough to be honored this time by a gubernatorial visit as was the case when your predecessor paid a visit to this district, yet we take this earliest opportunity to express our heartfelt gratitude to Your Excellency for having recently granted to our town the right to elect a moiety of the Municipal councillors—a gift which we prize most highly, and by which, we sincerely trust, we shall be greatly profited. We reserve our grateful acknowledgments of other benefits to another occasion, when, we venture to hope, that our town —a commercial centre not undeserving of Your Excellency's interest—will not be forgotten in the programme of a tour to this district within the remaining period of your administration.

We gratefully trace the introduction of the railway into this district to the kind consideration which your predecessor was pleased to extend to the expression of our wants when he visited it in 1883. Inspired by this remembrance, we make bold to bring to your notice some other wants which are at present engaging the attention of the public.

First of all, we beg to invite Your Excellency's attention to the importance of opening a railway line to Nellore *viâ* the delta villages, viz., Chebrole, Ponnur, Bapatla, Chirala, Vetapolem and China Ganjam. People who have to go to Madras are now greatly inconvenienced by having to travel double or treble the distances as they have to avail themselves of the Bellary-Kistna or the Nizam's State Railways; but by the opening of this line not only will much facility be offered for passengers and large traffic, but it will benefit Madras by the opening of communication with a large tract of rich country whose development has hitherto been hindered by the absence of an outlet for its produce. It will establish easy communication with the Railways of Southern India and will also form a continuation of the proposed East Coast Railway, upon whose importance as a protection against famine Your Excellency has already laid great stress. It will also be highly valuable for the pilgrims from Rameswaram to Jaganath, Benares and other holy shrines.

Another important point which we beg respectfully to impress upon Your Excellency's attention is the urgent necessity for a permanent bridge in the place of the present ferry over the Kistna near Bezváda. The inconvenience, the delay, the trouble and danger to both the public and traffic crossing it are very great, and as the railway authorities have already proposed to erect a bridge over it, we humbly crave Your Excellency to hasten its construction with a provision therein for the free passage over it of the people and carts and other conveyances. As the construction will take a long time, we venture to request Your Excellency to favor us with at least a temporary pontoon bridge to facilitate the crossing of the river to and from Tadepalli and Bezváda—the termini of the two railways. In connection with this we beg to lay before Your Excellency another want now deeply felt by the people—the non-extension of the Tadepalli terminus of the Bellary-Kistna State Railway to the ferry. This is an imperative desideratum as the hardships and difficulties of the passengers and traffic in going from the Tadepalli station to the ferry—a distance of three miles—are considerable, and we therefore earnestly entreat Your Excellency to help forward its early accomplishment.

Lastly, we respectfully beg to state that the want of a safe, easy and commodious port is very much felt in this district owing to the difficulties of landing and shipping in the port of Masulipatam, and, as the port of Epuripollem near Bápatla answers the purposes well, we humbly solicit Your Excellency to constitute it an additional and officially recognised port in this district.

We cannot conclude our address without expressing our thanks to Your Excellency for having placed the administration of our district in the hands of Messrs. A. T. Arundel and O. Wolfe-Murray, gentlemen, who, by their ability and the interest they take in all affairs conducive to the benefit of our district, have made themselves extremely popular among us.

In conclusion, we humbly pray for Your Excellency's long life and prosperity and hope that for the remaining period of Your Excellency's administration you may have health and vigour to continue to bestow on this Presidency benefits, the like of which have won for Your Excellency the gratitude and esteem of ourselves and of our fellow-countrymen.

Address of the Townspeople of Bezváda.

MAY IT PLEASE YOUR EXCELLENCY,—No people have more benefited by British rule than those who live in these irrigated deltas. Famines once so frequent and terrible are no longer possible and it becomes us to be grateful, but the hearty welcome we, the townspeople of Bezváda, offer to Your Lordship proceeds from true loyalty and devotion to the Government.

Bezváda was once a town of fabulous size and a great centre of Buddhism, but in the war of extermination between the Jains and Brahmans or in those terrible famines that often depopulated whole towns in these parts, it became reduced to very small dimensions and in 1859 was still a little village. With the building of the anicut, it began to grow apace and it continues to do so with such rapidity that it bids fair to again attain its former greatness. We beg to put before Your Lordship those schemes that are greatly needed for the further development of this district.

I. FIRST OF ALL, THE KISTNA BRIDGE.—We take it for granted that Your Lordship will urge on the erection of this structure as quickly as possible, because if a famine like the last should come again, the absence of it might cause dire regret. The Bellary-Kistna Railway without it is like a long, strong and expensive chain with one bad link and no chain is stronger than its weakest point. So much having been spent on this first-rate famine prevention project we feel sure Your Lordship will do your utmost to prevent its remaining incomplete. We beg that the bridge may be provided with a road for carts and passengers. By so doing the sum that can be raised by tolls will largely help to pay for the structure. The ferry brings in Rs. 2,800 per annum.

II. Next come the railway extensions, but these have been lucidly explained by our excellent Collector in his persuasive memorandum, which by showing the wealthy nature of the towns on the suggested routes carries conviction with it.

The three extensions are—

(1) The East Coast line;
(2) Guntúr to Nellore;
(3) Bezváda to Masulipatam.

These lines will largely help to make the Kistna bridge pay for itself. In the meantime, the Kistna station of the Bellary-Kistna Railway being far from the Kistna and quite a misnomer, it would be a great benefit to bring the terminus at once to the south bank of the river.

III. There is a very fine place for ships to call at, named Ipurupálem, on the coast, a little south of Bápatla. British India ships have called there and it has been described as the only fit place for ships between Madras and the Hoogli, for they can come close up. All that is wanted to make the place of great value to all this part of the country, in fact to provide us with a good port, is communication. The Guntúr-Nellore extension will pass within five miles of it, the Buckingham canal also passes within nine miles of it, so that to make both railway and canal connection with it will be quite easy. This port would also give the Singareni coal a fair chance of getting on the market. Its distance from Bezváda would be about 55 miles and from Guntúr 35. The value of earnestly carrying out this project will be very great and cannot be overstated.

IV. It would be a great improvement to remove the head-sluices of the Ryves' channel to Ramarapad, three miles lower down to a point where the two canals almost meet, so that room for wharfage may be obtained on its banks.

V. The project for widening and improving the rivers Budimeru and Uppateru and reducing the level of the Collair is one that will bring a large quantity of land under wet cultivation, yield a large revenue and be otherwise advantageous and deserves the support of Government. We would also respectfuly suggest that the time may now have come for taking into consideration the question of permanently raising the anicut and by that means making the whole irrigation system more effective.

VI. The deep interest taken by A. T. Arundel, Esq., in the extension and improvement of Bezváda and the energetic way in which L. M. Wynch, Esq., has put into operation and carried out the Municipal Act are producing good results. In the Buckinghampett extensions and improvement of parcherries, Government have kindly aided with a grant, and, as these projects are calculated to benefit the town greatly, we beg, in order to bring them to a satisfactory completion, for a generous continuance of that assistance. On reviewing the Municipal report, the Government were pleased to refer the question of preparing plans for drainage and water-supply to the Public Works Department. We beg to draw your Lordship's attention to the urgent necessity of carrying out these projects at an early period.

VII. In conclusion, we wish your Lordship all happiness and prosperity and beg to assure you of our loyalty and devotion to Her Majesty the Empress.

His Excellency's Reply.

GENTLEMEN,—I can assure you I am very glad to receive so many representative Addresses this morning. These Addresses seem to me to represent the wants and the wishes, not only of Bezváda itself, but also those of a very large portion of the district through which I have passed myself, as well as those of portions through which I have not had the pleasure of passing. In the first place I would impress upon all those gentlemen who represent towns other than Bezváda, that I regret very much that I have not been able to visit those towns upon this occasion; but my inability to visit them will rather be an additional incentive to me to attend to their wishes. It is extremely gratifying to me to find that you have all joined to meet me here, and to give me, in the name of our Gracious Sovereign the Queen-Empress, such a hearty welcome. I observe that the beautiful decorations which I see all over the town represent not only the wishes of the people of Bezváda, but also those of other towns which have presented Addresses; and there is one motto I observed in the spirit of which I can join with very great cordiality, that is "May your visit be to the benefit of the district." I only hope that it may not be very long before I have another opportunity of visiting you. Your addresses contain several subjects which are common to all, and I shall now refer to matters relating to individual towns before I pass on to such subjects. As Masulipatam is, I suppose, the oldest town in the district, I will pay that respect to age which is common to Christians and Hindus and Muhammadans, and I will take that first. Its inhabitants wish in the first place for a rail-road thence to Bezváda. I am strongly in favor of such a line myself. I am sure that Masulipatam needs such a railway, as does the district between this and Masulipatam, which, as you point out in your address, is a very large, fertile, prosperous and well cultivated country. I have no doubt that, before long, a railway will be made to Masulipatam. The fact is that it is a portion of the

design which I have laid before the Government of India for the East Coast railroad and its various branches; but whether it will be begun immediately I am unable to state, because you know that the work that we have undertaken of making a direct line along the East Coast is a very expensive one, requiring a great deal of capital, and, therefore, it is a question how soon the Government of India can spare us enough money to make the various branches, though they are of supreme importance; I shall be very glad myself if public opinion can be brought to bear upon the Government of India, and if any funds can be raised locally for the railway. By subscribing money locally, the people will show that they have this great enterprise really at heart. The next thing to which you allude is the question of accelerated communication between ships and the shore at Masulipatam. Now, we all know that Masulipatam is not a very good place for landing, the anchorage being seven or eight miles away from the shore. Such difficulties can be overcome in a great measure, you say, by a steam launch. I shall bring the subject to the notice of my colleagues, and if we can help the people of Masulipatam to a steam launch, or if we can apply the Port funds to that purpose, it will give me very great pleasure. I think it would be a thousand pities if the trade of Masulipatam was allowed to decay. We know very well that when trade goes to a port it always shows a natural disposition to stop at that port, and on the contrary when it departs, it will not quickly come back again; and I hope that the rising prosperity of other ports will not injuriously affect Masulipatam.

I shall now refer to the Guntúr Address. I am very sorry that I have not been able to visit Guntúr myself, but its representatives who have been sent here have brought before me so many questions of public importance that I am quite sure that my absence will not prejudice in any way their interests. You mention that, as a port, Bápatla will increase in importance on the construction of a branch railway reaching down from the Kistna to Nellore. I am not sure that the good people of Masulipatam will agree with you that Bápatla is the very best port on the coast; but at the same time the fact that ships are able to get there within half a mile of the coast must give it a great advantage, by which it will doubtless fully profit in time. With respect to the line from the Kistna to Nellore, I need not tell you that that is no part of the East Coast Railway scheme. It is one that has been proposed lately to be undertaken by the Madras Railway Company, and I shall be very glad myself to see a thoroughly good railway communication secured between Nellore and Bezváda; and I hope that such a railway, if constructed, will be made upon the broad gauge system, because that is the gauge of the East Coast line, in which I take so much interest. I look forward with confidence to seeing a broad gauge line running along the coast from Madras to Calcutta, comparatively speaking, within a very short time. I shall not be able to see it myself, but I shall have great satisfaction to think that I have done my best to promote such a line which will be of more general benefit to the whole of the Presidency than any other enterprise of the kind that has ever been carried out in the South of India. You have also mentioned that the line from the Kistna to Nellore should pass through certain villages which you name. That is a very natural wish, and I hope that, when the line comes to be laid out, due care will be taken that it passes through populous villages and that its alignment shall not rest on purely engineering considerations. We have in many cases made great mistakes in that way in building railroads in India, and have sometimes, I think, apparently taken a road by drawing a line across the map from one point to another disregarding the requirements of the commerce of the country. I hope such a mistake will not be made between Nellore and Bezváda. Before I leave the Guntúr Address, I should like to say one word with respect to its Municipality. The Councillors of that town, I hope, will show that they are alive to the great duties that devolve upon them, and will not commit mistakes such as have been committed in the infancy of such institutions. It is with very great regret and sorrow that the Madras Government is unable sometimes to pay compliments to the various Municipalities, which it is anxious to pay them. There is no part of the administration in respect of which it is more desirous to show an appreciation of work done than it is in respect of the labours of Municipalities and the other local bodies.

Turning now to the Bezváda Address, I find that you express your appreciation of the exertions that have been made by Mr. Arundel and the other District officers to meet all the wants of the district, and to perform their very onerous and responsible duties. I cannot imagine that there is, in the whole Presidency, a place where a District officer's work is more agreeable than here in Bezváda, where there is so much life evidently around. There is obviously a great future in store for this place, and so much enterprise is being shown by the inhabitants that the town seems to resemble rather a new settlement in the far West than one in the East. We know our Western brethren on the other side of the world are famous for their go-ahead principles and propensities; and it is pleasant to find in this neighbourhood so keen a desire to make this place a great commercial centre. I am also glad to congratulate this Municipality upon the compliment that the Government was enabled to pay it this year on the way in which it has conducted its business during its short life. I only hope and trust that your exertions will be successful, and that you will avoid all those pitfalls into which young Municipalities sometimes fall. You are now not in debt, and I hope that you will remain out of debt as long as you can do so, although you know that public bodies are unable to get on with their duties without occasionally raising loans. I can assure you that so long as you exhibit those business-like qualities which you have begun by showing, it will be a pleasure to the Government to help you as much as possible with loans for beneficent

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purposes, at low rates. We have lately taken power to do so. The permission to grant such loans was one of those points which I was very anxious to settle when I came to India, and now we can lend public money whenever we think it can be lent with safety. I think Bezváda fulfils those conditions, for it is already the terminus of two, and it will be the terminus of more than two railways. It is the terminus of H. H. the Nizam's railroad; it is also the present terminus of the Bellary-Kistna line; and another line will also terminate here. In one of our Addresses you mention that Bezváda was a town of fabulous size in the palmy days of Buddhism. I am not very well acquainted with Buddhist statistics, and I am unable to say what was the extent of the town in those times; but it was a very small place a very short time ago. The improvements likely to be carried out now, I have had an opportunity of seeing, under the guidance of Mr. Arundel. I observe that a great number of very respectable houses are being built in Buckinghampett, and I hope the Municipality, in disposing of the ground for building purposes, will have regard to the future prosperity and magnitude of the place. Well, gentlemen, with reference to the first great point to which you wish to draw my attention, I had yesterday morning an opportunity of walking over to the other side of the river and visiting the railway station of the Bellary-Kistna line, and I must say that I agree with everything you say with respect to the very inconvenient situation in which that station has been placed. I do not know what reasons led the Southern Mahratta Railway Company to place the station where they have, but as it is a temporary structure, the fact of their having placed it there will not, I hope, prove an obstacle to their removing it to a more desirable site. The Southern Mahratta Railway Company is extremely ambitious and enterprising, and is conducted with very great ability; and, therefore, I have no reason to suppose that they will turn a deaf ear to any representations made to them on this subject. On the contrary, they will probably be very glad to hear what the opinion of the people of Bezváda is on the subject, and I am quite certain it will be to the advantage of the Bellary Company itself if they carry out your suggestions on the point. I must acknowledge that until the Kistna bridge is made, any means of providing a better communication between Bezváda and the Railway station must be temporary. We know that the bridge will take five or six years to build, and we do not know the exact place where it will be built, whether below or above the anicut. Therefore, it would be unreasonable in us to ask the Southern Mahratta Railway Company to make any extensive arrangements at present. I think there are one or two things that the Railway Company may do, assisted by the Municipality and by the Local Board. In the first place, if a continuation of the railway which now runs down from the station to within a short distance of the river were made to the river bank, it would be a great advantage. I think that, with the addition of a mile or so of light railway, this could be done, and it would have the effect of enabling goods, which come now in great quantities to the landing place above the anicut, to be landed and sent up to the railway direct. The Railway Company suffers great loss now as people send their goods all the way to Guntúr in carts. I will bring all this to the attention of the Railway Company myself without delay, and it will not be my fault, gentlemen, if these improvements are not carried out. I am sorry to say that, although I represent a paternal Government that has a great deal of power, I have not as much power in these questions as I should wish. I have got to deal with, first, the Railway Company, then, with my own Government and lastly, with the Government of India. I hope that the site of the Kistna bridge will be agreed upon before very long. The more I look at the geography of the place and consider its wants, the more I am convinced that the question is a very difficult one, and one which ought not to be decided without the most mature consideration. It is not only an engineering question, but it is also one in which the public convenience must be studied. You mention several subjects connected with your canals and irrigation works. These I have noted, and I shall bring them to the attention of the Chief Engineer for Irrigation, Mr. Waloh, who is coming to visit this place within a few days. I need not say that their importance will be urged upon him by the Collector, whose services you have already recognised, and I am quite sure you cannot have a better advocate than Mr. Arundel to put your wants before the Government or their Chief Engineer. There is no use in my going in detail into those questions, because they require a great deal of discussion from a technical point of view, and it is only after such discussion that a sound conclusion can be arrived at. I have referred to every point mentioned in the addresses and all I would say, in conclusion, is that I feel confident that this town has a great future before it, and that Bezváda in the next generation will be a very different place from what it is at present. It is not only a great agricultural centre, but it is also in the neighbourhood of vast mineral resources, and I have no doubt, as I have said before, that many dormant energies will be roused and non-existent industries will rise into being, not only here but also in the neighbourhood. I hope we shall soon have Companies prospecting for marble, for diamonds, and for gold before very long. That sounds very hopeful, but when I see what is going on around me, I do not think I am taking too rosy a view of the future. As everybody who reads the newspapers knows, persons are making discoveries of gold, of coal, and of diamond mines, and from a conversation I had yesterday with Mr. Wolfe-Murray, I learn that there are very large marble quarries in the neighbourhood which may be brought into working by means of these railways. Gentlemen, I can assure you that I hope most sincerely that all those bright prospects, at which I ventured to hint, may be realised, and that the Prince of Wales' eldest son whom you have now had the honor to see India, may, if he returns five and twenty years hence, find this place to be one of the most prosperous in India.

Address of the Muhammadan Residents of Bezváda.

MAY IT PLEASE YOUR EXCELLENCY,—We, the Muhammadan residents of Bezváda, beg to offer our hearty welcome and sincere thanks to your Lordship, for they gained the fortune of having your Lordship's esteemed presence to-day in this town, which has become one of the most important towns in Presidency and has attained a good sanitation and beautiful look, as the Municipality, though it was first objected to by the inhabitants here, was introduced by the vigorous and energetic arrangement of our benevolent Collector, A. T. Arundel, Esq., and the best Chairman, L. M. Wynch, Esq., whom we are heartily thankful to. A municipal school has been established, wherein boys are educated free.

The proposed technical institution may also be constructed at an early date, and some of the scholarships allotted therefor may kindly be bestowed upon the Muhammadan students to whose wretched and indigent state, the benevolent Government have to pay their kind and special attention and it will be a great boon, specially to the Muhammadan community of this progressive town.

Government are well aware of the needy and miserable circumstances of the Muhammadans, and that almost all of them are employed in menial service, which even, the Government have now ruled not to be conferred on any person unless he is qualified by passing the Primary examination. This rule has entirely disheartened the helpless Muhammadans of this town who had some hopes of earning their livelihood by means of the said menial service, and they therefore earnestly pray your excellency to be graciously pleased not to apply the above rule, as a special concession, to this town, till a period of ten years.

Several Government orders were issued to the heads of all departments to improve the Muhammadans in higher grades of public service and to encourage them by giving some preference to their claims in filling up vacancies which occur under their control, and we therefore respectfully implore your Lordship's compassion to be extended to the miserable Muhammadan community—a ruling power and ready in assistance to the British—to be gracious enough to draw once more the special attention of heads of department to aforesaid orders. There is not a Muhammadan holding a higher position of Rs. 50 or above in any branch of the public service in this district, except a temporary Overseer in the Public Works Department, and two inspectors in the Police Department. But we are thankful to say that three or four Muhammadans of this district have qualified themselves for higher appointments in the Revenue Department, and we are hopeful enough that the stay for some days more of Mr. Arundel in this district will raise them to some higher situations and thereby we will enjoy the pleasure and happiness of seeing some of our co-religionists employed in a better position under his kind control.

May blessings about your Excellency and prosperity attend your reign.

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P. W. DEPARTMENT.

Current No. 670/

From

The Private Secretary/
to H.E. the Governor
of Madras

ENCLOS.—

No.

Dated 6.1.90

Received 23.1.90

SUBJECT. Narrative of
Forwarding Eleven th
Tour of His Excellency the
Right Honble Lord Connemara
G.C.I.E.

DISPOSAL.

P/

No. 1501 Dated 24 January 1890

Recorded

Ch

WWM 23.1.90

Answd 23-1-90

S.F.C. 31/1

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