(1) பக்கங்களின் எண்ணிக்கை 46

(2) புதுக்கித் திருப்பிய நாள் 27/10/90

(3) ஆதாரங்குறிப்பவர் சுருக்கொப்பம்

தமிழ்நாடு ஆவணக் காப்பகம்.

தமிழ்நாடு அரசு

பொதுப்பணித் துறை

அரசாணை எண். 842

மு. கோப்புத் தாள் எண்.

அச்சகம்
பலவகை

நாள் : 27-10-1890 198 .

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மடிக்கவோ கண்டபடி கையாளவோ கூடாது

ஆவண. கா-1—18,006—15-6-87.

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TWELFTH TOUR

OF

HIS EXCELLENCY THE RIGHT HONORABLE LORD CONNEMARA,

G.C.I.E.

TANJORE, TRIVALUR, CHINGLEPUT, CONJEEVERAM, BEZWADA AND CUMBUM.

MAYAVERAM-MUTTUPETT AND EAST COAST RAILWAYS.

October 1890.

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THE summer season of 1890 was quite uneventful. Of all the business that came before the Government in all its departments, perhaps nothing excited more interest than the dispute at Courtallum, as to the right of bathing in the sacred waterfall. A disagreement arose concerning the hours at which Europeans, and Indians respectively, should use the bath, and though little or no force was used, the matter came before the Magistrates of the Tinnevelly district, and the conviction of certain Hindus, for using violence in support of their alleged right to use the falls at a particular hour, was reversed by the High Court on appeal. The Government interfered at no stage in these proceedings beyond instructing its law officers to watch the case, and to state that, in the event of the conviction being upheld, it was its opinion that the justice of the case would be met by a small fine. The Government also directed its local law officer in the Tinnevelly district to apply for bail on behalf of the prisoners, as it seemed very doubtful, whether the conviction by the local Magistrate would be upheld.

Railway extensions occupied much of the attention of the Government during the summer months, and when the time came to leave the Hills, His Excellency the Governor determined to make a Railway Tour for the purpose of cutting the first sod of the Mayaveram-Muttupett, and the first sod of the East Coast, railways. We * left Ootacamund on the afternoon of 22nd September.

* His Excellency Lord Connemara, G.C.I.E.
J. D. Rees, Esq., C.I.E.
Captain L. Stamer, A.D.C., 16th Lancers.

The passage down the mountain side presented no unusual features. We passed through alternate sun and shadow, as the winding road descended in zigzags, through the beautiful forest which clothes the slopes of Nilgiris, down to the stony bed of the river, in the valley below. At Coonoor were wild roses and well-grown oak trees, a little further down pomegranates, and bamboos bending under the weight of their feathers, on the lower slopes we passed through Burliar Gardens, where cinnamon, nutmegs and mangosteens were exposed for sale, the latter fruit costing about 4 shillings a dozen. In India, however, it is believed only to grow here, and at Courtallum mentioned above, as the scene of the waterfall dispute.

On the way we passed the spot where, in May last year, the carriage in which Lord Connemara was driving upset when turning a corner, and we looked down the abyss, masked with vegetation, into which His Excellency's servant was shot. When the accident happened, in answer to an inquiry as to what had become of him, he called up from below, that he was "killed"; but the dead man looked cheerfully on to-day at the scene of his former dissolution.

Soon after leaving Burliar, we got into a country of plantain and areca palms, the air grew hotter, we saw fire-flies dancing in the bamboos, and once again were in the tropics. The rapid changes in the character of the vegetation, as you descend the ghaut, are very interesting to mark. The Nilgiri Railway survey had not got far beyond Coonoor. The Company has raised the necessary capital, and commenced operations, and it is calculated, that the line should be open for traffic in about $2\frac{1}{2}$ years.

At Mettapollium the Collector of Coimbatore, Mr. Sturrock, and Col. Pickance, Superintendent of the Central Jail, met His Excellency. Colonel Pickance had to report that cholera no longer threatened the inmates of his jail. The medical officer in charge has been trying salol, or salicylate of phenol, as a cholera antidote and considers the results as more than satisfactory. The French Government, is believed to have sent a commission to Tonquin to investigate the merits of the remedy. It would be interesting to know the results. The Collector, amongst other matters, reported that Sir Oliver St. John, and Mr. Sanderson, had carried off the tusks of a rogue elephant which they had followed up into British territory, after wounding the animal in Mysore. Sir Oliver had written to inform the Governor, of what, he called, 'this unintentional poaching,' where, of course, of poaching there was none, but public service. The question of the location of

the head-quarters of the new Assistant Commissioner of Salt Revenue was discussed, and the District Magistrate, and the Superintendent of Jail, had some suggestions to make concerning the Reformatory at Chingleput.

We travelled through the night to Erode, at 5 o'clock in the morning changed on to the South Indian Railway, and at 9 o'clock were safely landed in Trichinopoly. The railroad runs alongside the Cauvery, through a sea of rice-fields, dotted with little islands of sugarcane, and broken here and there by high conical hills of crystalline rock, such as that of Ratnagiri, the temperature upon whose summit is 10 degrees less than that of the surrounding plains. At Karur, where we had tea, the Amaravati joins the Cauvery. The former river is not more famed for its sanctity, than for its prawns and other excellent fish.

Trichinopoly which comprises 3,560 square miles, with a population of 1,215,000 souls, is one of the smallest of Madras districts; but the town of Trichinopoly, with Srirangam, which is practically a part of it, is among the twenty greatest cities in India, its population amounting to upwards of 104,000 inhabitants, with a municipal income of upwards of £10,000. Much of the land of the district is extremely fertile and a few of the richest villages belong to the temples. I do not know what truth there may be, in the tradition, that the celebrated Orloff diamond, was one of the eyes of an idol at Srirangam till stolen by a French deserter in the last century. The Czarewitch, who will visit Trichinopoly this winter, will probably know the true history of the matchless gem, that figures as the chief ornament in the Imperial sceptre of the Czar. The population of the district is generally well-to-do, and wages, within the municipal towns of Trichinopoly and Srirangam, are as high as annas 6 or 9*d.* a day, that is, a labourer in Trichinopoly in the present day gets nine times as much as a diamond miner in the Deccan did in the 17th century. Assuming that the purchasing power of money is not now more than one quarter of what it was then, the balance remains very much in favour of the 19th century. I am not at all sure that we can safely assume anything as to the relative values of money in different centuries in India, and in regard to rates of wages such assumptions are particularly to be deprecated, for in rural tracts to this day wages are generally paid in what money, if given, would buy, viz., grain. From a Despatch of the Court of Directors, dated 1733, we learn that paddy, or unhusked rice at 38 seers the rupee was considered cheap, in the early part of the eighteenth, while now in the latter part of the nineteenth century the average price is about 27½ seers per rupee, the Madras seer being slightly under 2lb. Cleaned rice now sells in Madras at about 1½ seers, or roughly 22lb. per rupee.

In this district Christians are 5 per cent. of the population, and are nearly all Roman Catholics. The head-quarters of the great Jesuit Mission of Madura, which was founded in the 17th century, are situated at Trichinopoly, and the Jesuit Fathers are most successful in their traditional occupation of educating the youth of the country. Two days before leaving Ootacamund, we had seen some of the pupils of this institution acting Moliere's *L'Avare*, and on a previous visit to Trichinopoly, in 1887, we had heard most interesting dialogues and recitations in the hall of St. Joseph's College. The Collector, Mr. Fawcett, had information to impart, concerning the health of the Mahant, or High Priest of Tirupati, who was then a prisoner in the jail, convicted of having misappropriated the funds of the great mutt or monastery, which were entrusted to his care. Grief and shame have weighed heavily on this unfortunate man, whose physique is so much affected thereby, that the Governor called for a report as to his condition and subsequently removed him to Vellore jail, a change which may prove beneficial to his health. The affairs of the neighbouring State of Pudukottah also demanded some attention, and it was reported that the young Raja was becoming very expert in the use of the gun.

From Trichinopoly to Tanjore is a short run of an hour through a level country,—indeed, the whole district does not boast a hill. The line frequently passes groves of trees, beneath which are herds of stucco horses. These are temples of Ayanar, a local Dravidian deity, who, with his followers, is supposed to ride about at night, and to entertain a kindly feeling towards those who furnish him

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with a mount. Barren women are in the habit of vowing a horse to Ayanar, so the long rows of these animals, beneath the tamarind trees, correspond in some respects to the votive tablets of a Catholic church.

On his arrival at Tanjore, the Governor was received by the Collector, Mr. Thomson, the Judge, Mr. Davies, and by other officials. The station was decorated with strings of oleanders. This flower, which is sacred to the gods, is largely cultivated, but it is marvellous how a whole district can supply the myriads of blossoms required for a single ceremonial, when the entire reception room, ceiling, walls and doors, will be one mass of its blossoms, strung upon invisible threads. The same flower is sacred alike in Hindu idolatry, and Christian hymnology. Oleanders flourish "where the heathen inflame themselves with idols under every green tree," and clothe the western bank of the lake of Gennasaret down to the water's edge.

"All through the summer night
Those blossoms red and bright
Spread their soft breasts, unheeding, to the breeze,
Like hermits watching still
Around the sacred hill,
Where erst our Saviour watch'd upon His knees."

I use the word 'idolatry,' without offence, and in its literal sense. The flowers are devoted to 'the service of an idol,' are reverently strewn before its feet, scattered over its head, or garlanded about its neck.

The troopers of the Senior Rance of Tanjore formed an escort, as the Governor drove to Vallam, seven miles distant, where the Collector resides. They still wear the picturesque, if somewhat irregular, uniforms of a hundred years ago, and the sentry, who presented arms, had stuffed the barrels of his musket full of flowers.

Next morning we left Vallam early, and rode to Tanjore to visit the jail and the hospital. The country through which we passed consists of a jungle of cashewnut and acacia trees, and it occurred to His Excellency that this embryo forest might with advantage be rented from the Ranees to whom it belongs. These ladies, now nine in number, are the remaining widows of the last Raja of Tanjore, who died in 1855 leaving sixteen widows, and two daughters. The two latter were married successively to the same individual, who survives them, and the widows are now maintained by pensions granted by the British Government. They never leave the palace, 'except to bathe in the river, and worship god.' The last Raja, Sivajee, was the son of Serfojee Maharaja, the friend of the Missionary Schwartz, and his youngest daughter, who died in 1885 was the last direct descendant of Ekojee, the brother of the great Sivajee, the founder of the Mahratta dynasty. Ekojee obtained possession of the country in consequence of a quarrel between the Naik rulers of Madura and Tanjore. The latter Prince, who was worsted by his neighbour, called in the help of the Mussalmans, who despatched Ekojee with an army to help him, but the Mahratta General, having first placed his protégé in possession subsequently deposed him, and in 1676, took for himself, the throne of Tanjore, which his descendants continued to occupy until, in 1799, Raja Serfojee ceded the sovereignty to the East India Company. The late Princess of Tanjore, the second and last surviving daughter of Raja Sivaji, the adopted son of Serfojee, was a lady of a dignified, but withal kindly, demeanour, and of a disposition which made friends of all those, who, like myself, had the privilege to have official relations with Her Highness.

The jail of Tanjore is an extremely well-managed institution. The Superintendent, Mr. McCready, since the Governor's last visit, in 1887, has introduced the manufacture of capital paper. We saw torn-up scraps going through every stage, from pulping to pressing, and were initiated into the mysteries of the making of that red tape, of which in another stage we all know so much. Excellent cloth is manufactured, and good bell-metal utensils. The Government has commended Mr. McCready alike for the institution of manufactures, and for reducing the cost per head for dieting prisoners, a reduction which, from their appearance, has obviously been carried out without diminution in the quantity of their food, and without damage to their health. Indeed, the condition of the inmates of the jail

receives the greatest possible attention. They are regularly weighed, and whenever an individual is going down, the fact is reported to the Doctor. Though this is but a District Jail, the prisoners number no less than 322. We went into the kitchen and saw very good mutton and raggi cake. Then the civil debtors were paraded. The longest period for which they can be kept in confinement is six months, and the Superintendent informs us, that they rarely stay so long as the judgment-creditors seldom continue to pay the expenses of their keep, when once they have discovered that incarceration fails to secure a prompt settlement of debt. Mr. McCready informs us that respectable men, as a rule, go down in weight very much, when they first come to jail, as the shame preys upon their minds, and thus affects their bodies, while, habitual criminals, on the other hand, take very kindly to prison life. We had just received striking proof of the correctness of these views, in the case of the unfortunate High Priest at Trichinopoly. After inquiring how various suggestions made on the occasion of the Governor's last visit had been carried out, we proceeded to the Hospital, a very large and well managed institution, though His Excellency did receive an anonymous petition, stating that "the Surgeon in charge had not even got the pity to condescend to look at the miserable invalids, whose sight would shake any desperate and strong-hearted stranger." The petitioners expressed the opinion that this medical officer "had a string loose over his subordinates, and would never secure heaven." "Quite the contrary," said they, "will surely be his fate." Thus, though angry, they approached the subject of the doctor's future, with some reserve. Another petition, for an interview, received at Tanjore, set out, that the writer would have been at the station to receive His Excellency "had he not had the pleasure of a scorpion in his left leg, which rendered him unable to come." The same gentleman concluded his letter by saying "shall I bring my invaluable lute to play before your Excellency as an indulgent son." It is much to be regretted that the midwifery training school, established in connection with the Tanjore hospital, had to be closed for want of pupils, and the District Surgeon was exhorted to give the subject great measure to the personal efforts of one of his predecessors. Midwives are, however, attached to no less than nine hospitals in the district.

Afterwards some of our party visited the Palace, *which has often been described. In the great durbar hall, in a prominent position, is what appears to be a skeleton. A closer examination discloses the fact, that it is made of ivory,* and on inquiry, we learnt that it was made for the penultimate Raja, Serfojee, who desired to learn anatomy, without incurring the pollution, which results from handling bones. The hall which is open on one side to the air, contains a fine statue of the same Raja, Serfojee, by Flaxman. The armoury contains many beautiful specimens of inlaid arms, bell-mouthed steel blunderbusses, flint lock pistols and the like, and an extraordinary ensign of rank granted to the kings of Tanjore by the Court of Delhi. It consists of the head of monster, half tiger, half fish, possessed of goggle ivory eyes and long rows of sword-shaped sharp-edged teeth. Within its palate depends from a string a kind of rolling-pin, covered with red velvet, which wags fatuously to and fro, tongue fashion, in its yawning cavernous mouth.

The durbar hall of the late Princess contains many most curious articles. Images dressed up in the uniforms of the early part of this century, and of the last, stand about on the floor, and the picture galleries are of the most comprehensive character. One of our party discovered the counterfeit presentment of his brother acting at Cambridge in "the Birds," of Aristophanes; pictures of prize-fighters, and an autographed photograph of the Princess of Wales, divided the honours with framed extracts from the *Illustrated London News*, photographs of the present Lords Lytton and Harris, and very interesting prints of historical battles. A beautiful painting on ivory of Raja Sivajee, hung by the side of an advertisement of Gulliver, tied up in the meshes of a particularly strong cotton, and fired at by a crowd of Lilliputian bowmen.

The Tanjore Palace library contains 25,000 volumes, of which 20,000 are written in Sanscrit. The latter were catalogued by Dr. Burnell, the late District Judge of Tanjore, the well known oriental scholar. The Sanscrit books include copies of the Vedas, and of the Puranas, with innumerable commentaries upon these

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works, and an infinite number of treatises on philosophy, logic, poetry and many other subjects. To the uninstructed most of these are sealed books. One poem of 6,000 verses teaches the science of horseflesh, and illustrations show what are lucky, and what are unlucky, marks. Amongst other prescriptions for sick animals is meat broth, and Dr. Burnell in his catalogue expresses his astonishment, that the world should be so incredulous, as to horses being nourished, to some extent, upon a meat diet in India. The veracity of Marco Polo has been hotly assailed on account of his reference to, what is well known to be, a not uncommon incident of horses' diet in this country.

A volume of 6,500 stanzas teaches the science of cookery. In this comprehensive treatise, the effect upon food of the different metals of which cooking utensils are manufactured, is thoroughly investigated, and the medical effects of different coloured cloths are discussed. Dr. Burnell, however, observes that the work is neither of any great culinary, nor philological merit. Books upon ritual naturally abound. Lustrations, for instance, are prescribed on the occasion of a child being born in a false position, and for the expiation of a sin incurred by having killed a snake in a former state of existence, while dire and divers misfortunes are predicted for kings who do not support Brahmins—a crime of which the Rajas of Tanjore have never been guilty.

Dr. Burnell was appointed by Lord Napier and Ettrick in 1871 to examine the Tanjore library, and catalogue its contents; and, as he remarks, "it is due entirely to the scholarlike and lively interest taken in the past of India by Lord Napier that this invaluable collection has been saved." On the death of the last survivor of the widows of the late Raja, the library will, it is believed, escheat to Government, and Dr. Burnell estimates its money value at not less than £50,000. There is too much reason to believe that this distinguished scholar's early death was in no small measure due to his having spent the extremely little leisure available to the District Judge of Tanjore, in examining and cataloguing the contents of the Palace library. I remember his worn and jaded appearance in the heat of Tanjore and the worry of his judicial work. It is sad that his time was not exclusively devoted to pursuits, in which few indeed, can succeed him. At the same time he was no mere orientalist, but a man of great general culture and ability, whose researches would have been of value in any line.

Among the English books are many most interesting works. Bishop Heber described Raja Serfojee, who made the collection, as 'an extraordinary man, who quoted Lavoisier, Linnæus, Buffon and Shakespeare, and wrote fair English poetry.' His books reflect his varied tastes. There are the novels of Fielding and Le Sage, works on Anatomy and Philology, a very full collection of the writings of early travellers in India, and all the works of Morier, the best novels ever produced by a European, about the East. The Raja owed his cultivated tastes to Schwartz, whose hand he holds, in the monument by Flaxman, on the walls of the church within the Fort, representing the death of the greatest of South Indian missionaries.

In the library of the palace of Tanjore, no one is ever likely to forget the friendship of the two men so honorable to both. The place and its associations are alike interesting. Seated in a large vaulted room, at a table littered with valuable works, with a Sanscrit curator on one side, and an English librarian on the other, fanned by two peons, while noiseless servants pour splashing water over the steps, that lead down to the quadrangle, which is shaded by big trees, and sweetened with the fragrance of roses and oleanders, one realises a most attractive ideal of oriental luxury.

Grateful as are these unsought attentions, flattering as it is to the undistinguished, to receive the consideration due to the learning of Burnell, or the position of a Raja, sensible as I am of the charm of historic association, I would have willingly bartered all the luxuries of the ancient capital of the Cholas, 'the best, and noblest province of India,' * for one breath of the cool breezes of the country of the Sholas. It is on the morrow of leaving the Nilgiris, that one agrees most heartily with a late Governor of Madras, who said "their climate is probably one of the best in the world."

* Marco Polo (*Yule*), Vol II, p. 299.

On the afternoon of the 25th September we travelled, by special train, from Tanjore to Trivalur, where the head officials of the South Indian Railway, the members of the Local Fund Board, and a vast concourse of the inhabitants, awaited His Excellency, on the side of the railway, in and about the rice-fields. The journey from Tanjore to Trivalur was uneventful, the deltaic country being as level as a billiard table, and as green as its cloth, for the young seedlings of rice had just been planted; and little else was visible from the railway windows, except the boundary hedge of aloes, which protects the permanent-way, and orchards of mango trees, groves of cocoanuts, and huge solitary banians.

At Trivalur, a guard of honour of the South Indian Railway Volunteers was drawn up under the command of Colonel Creighton. An address was presented, and a sod of turf was cut, and wheeled away by His Excellency, who then made a speech highly commending the enterprize of the Local Boards of Negapatam and Tanjore, which have been, it is believed, the first in India to tax themselves for the purpose of constructing a railway. The southern section of the new line, from Trivalur to Muttupett, will first be constructed, and eventually a northern extension will join the main line at Mayaveram. The whole will then be 53½ miles long, and will cost, it is estimated, Rs. 28,94,000, the money being provided by the Tanjore Local Board, and the Government of Madras in equal proportions. The line is to be constructed, and worked by the South Indian Railway, which has now, in the last half-year, for the first time in the railway history of Southern India, earned a sum exceeding (by £10,000) the interest guaranteed by Government to the shareholders. It is hoped and expected that the first section of the Mayaveram-Muttupett Railway will be completed by the 31st December 1891. The speech made by Lord Connemara on this interesting occasion, is printed in the Appendix to this narrative.

Turning to another, and not less important subject, it has been decided, after much discussion, to introduce a new settlement of revenue into the Tanjore district, one of the most fertile in Southern India, which is held to pay less than its fair share towards the expenses of the administration. It has been recently asserted in Parliament, by a member who is not unacquainted with India, that the British Government takes, by way of assessment, the lion's share of the gross outturn of the land. It will not be superfluous, therefore, to state that, throughout the Madras Presidency, the Government assessment very rarely exceeds 20% of the gross produce, and generally amounts to something *considerably* under that figure. The proportion, in the case of unirrigated lands varies from 5 to 10 per cent. In the case of irrigated and unirrigated land alike, the holder profits by the considerable difference which exists between the rate at which the Government share of the produce is commuted into a money assessment, and the far higher rates which actually rule in the market. The market prices indeed are very often double those on which the commutation was based. The scheme for the settlement of Tanjore has not yet been submitted, but in revising the rough settlement made in 1832 the Government of Madras is not likely to disregard the injunction of the Government of India, to the effect that care should be taken not to raise too greatly the revenues of lands, which have long been subject to lenient assessment. In connection with this question, enquiries were also made as to the income of an ordinary cultivator for hire. No advantage would result from quoting the details of what appears a simple, but is really an exceedingly complex and difficult subject; but it would appear that, in the rich districts of the south of India, the family of the ordinary cultivator, who is possessed of no occupancy right, enjoys an income of about Rs. 50 a year. This amount is made up of wages, which are generally paid in grain to the man and his wife, of presents of clothing, of harvest fees, of presents on domestic occasions, and on festival days. The fact that the wages of the agricultural labourer are for the most part paid now, as they were long ago, in grain, makes it extremely difficult to compare the position of the cultivators in the 19th century, with that of their predecessors in the days of Bernier and Tavernier, who expressed their wages in money form. In 1866 Sir Charles Trevelyan visited Tanjore and remarked in his minute, that the mirasidars or landholders of the district, asked that something should be done to prevent the Pallans, or agricultural labourers, from emigrating to Mauritius

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and Ceylon. Sir Charles replied that there was no such thing as slavery in the Queen's dominions, and that, with the high rate of wages then obtaining, it was necessary that they should pay their labourers better, if they wished to keep them. It now appears that Pallans, when dissatisfied, freely emigrate, and that mirasidars are frequently at a loss for labour wherewith to cultivate their lands. No one who has seen the Tamil cooly, and the Tamil cultivator in Singapore, can wonder that he freely emigrates. His condition there is most prosperous, and, as Sir Frederick Weld, the Governor, remarked to me when I was studying the emigration question there, "you might as well try to keep flies from honey as the Tamil man from the Straits Settlements." In this district the majority of the ryots are well-to-do and do not need to have recourse to loans under the Land Improvement, and Agricultural Loans Acts, while the poor prefer the local money-lender, who gives unlimited credit whatever he may exact for the indulgence. The agricultural labourer is not quite so well off elsewhere, as in Tanjore, but there are few places, where he and his family have not an income of Rs. 50 a year between them. Small landholders of course, are better off than labourers. Mr. Clerk, who is preparing the Tanjore settlement scheme, estimates the income of the ryots, of the smallest holdings, as not less than Rs. 200 a year.

The water-supply of Tanjore, like that of Trichinopoly, is under the consideration of the Madras Government, which is prepared to devote no inconsiderable share of the surplus of its revenues, to assisting the large towns of the Presidency to provide themselves with good water. Enquiries were made here as to the attitude of the people of the district in regard to legislative interference with marriage laws, and it appears that such interference would be unwelcome. As regards the Congress, no public opinion has apparently been formed, though, as a branch of the Madras Committee exists in the district it is inferrible, that some persons are interested in the subject. It was reported that Local and Taluk Boards showed great interest in that portion of their duties which relates to the up-keep of communications, but that the elective system had not proved a success in municipal towns.

On the afternoon of the 26th of September riding into Tanjore, and having to discover my way to the house of a friend, of the location of which I was altogether ignorant, I found, that of half a dozen people picked out at random on the road, all were able to direct me in excellent English. Had Sir Charles Trevelyan visited Tanjore in 1890, he would not have said, as he did in 1860, "we ought not to forget that English is a difficult foreign language to the natives of India, and that their acquisition of it should commence at the earliest age at which children go to school, while the memory is tenacious and the organs of speech are supple." The increase in the English-speaking power of the people is absolutely extraordinary, and in this there is political as well as educational gain.

We spent the night of the 26th in the train after dining at the Tanjore Club, an institution maintained in a high state of efficiency by its members, who number about eight souls in all! The few European officials at Tanjore are as cheerful, as they are hospitable, and the fact that life there is literally 'all work and no play,' seems very far from producing the proverbial consequences.

At half past 5 o'clock next morning, the train stopped at Chingleput, where the Governor halted for two hours to inspect the Reformatory. Madras Magistrates are empowered to direct, that boys under 16 sentenced to imprisonment should be sent to this institution, in which, however, youths above 18, are not detained. It is only within the last 2½ years that the Madras Government has established a Reformatory, of the absence of which Judges and Magistrates had for many years complained. On the day of inspection, the inmates included 121 boys of all ages from 8 to 18. They were nicely dressed in clean white clothing, and wore conical caps, each of which bore the badge of the trade, its wearer was learning. For instance, the carpenter had his chisel, the smith his anvil, the weaver his shuttle, the tailor displayed a scissors, and the gardener was proud of his spade. They all said that they were happy and comfortable, and it appears that they only 'ask for more' on fish and mutton days—a diet they prefer to the alternate days' diet of vegetarian food. Only one boy had a complaint to make. He said he did not like raggi, which makes a most nutritious pudding, and having lately seen his mother, he was

anxious to get back home. All the boys sang "God save the Queen," accompanied by a fiddle, the proprietor of which teaches some of them to play the kettle-drum, their fingers being rendered supple by constant practice on a kerosine oil tin. They also sang other songs, some of them accompanied by action. For instance, the smallest boy in the school, a desperate offender of 8 years, who stole a cloth, as he says at the dictation of his uncle, went down on all fours, and groped about in the sand, while a ring of others standing around pointed at him, and described in shrill and thrilling strains, how 'this mouse' was the most evil of living creatures, because he was always stealing something. This referred to the natural disposition of mice, and not to the actual offence of this very little boy, in whose case no application of the maxim *malitia supplet ætatem* could well lie. A recent proposal to remove the Reformatory to larger quarters, has been under consideration; but it appears that there is room at Chingleput, for 20 more boys, than the school contains. It was decided to investigate this point, to amend the constitution of the controlling board by the inclusion of the District Magistrate, and to take into very serious consideration the possible occurrence of fire, and the disastrous effect in such a contingency, of the existence of a large number of locked-up separate cells, which could not be quickly opened, for the liberation of their occupants.

I have done into English one of the simple Tamil lyrics of the Reformatory. My translation is free, but it reproduces the sense, and I daresay the quality, of the original.

Before the sun has lit the skies
With rosy light, we early rise,
And first we supplicate the Lord
That he may health and help afford.

When thus prepared with thankful heart
To run our course, the day we start,
Each to his labour to address
Himself, nor lie in idleness.

Some, happy they, 'neath plantain shade
Delve in the yielding earth with spade,
While many more unceasingly
The weaver's shuttle deftly ply.

Others the molten iron know
To fashion with unerring blow,
And nimble pairs of hands are made
To learn the useful tailor's trade.

We all are busy, all confess
That sin begins with idleness,
That those who work with all their might,
At least in that, are doing right.

Thus when our sojourn here is o'er,
And we, reformed, are free once more,
In after life we always mean
To be good boys and bless the Queen.

While everybody was occupied in devising schemes for their comfort and improvement, one of the boys was so ungrateful, as to take the opportunity to escape that morning.

On the morning of the 27th at 8-30 we arrived at Conjeeveram, where the Governor was the guest of the Collector, Mr. Murray Hammick. This ancient and sacred city may be described now, in the terms used by Dr. Buchanan, who has left such a valuable record of his travels in 1800. He said "Conjeevaram is a type of the Hindu cities of the Peninsula. The streets are broad, and lined with cocoanut trees, and cross one another, at right angles. The houses are built in the form of a square, with a courtyard in the centre."

The great divines of Hinduism, Sankarachariar and Ramanujachariar, both lived, and lectured here. The first was the pillar of the Sivite, and the latter of the Vishnuvite faith. Years of study merely increase the difficulty of understanding Hinduism; but it may suffice for a rough division to separate all the orthodox Hindus of the south into three sects, the Smartha, the Madava, and the Vishnava. The Smartha sect, which includes the Sivites, holds that the creature is not separate

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from the creator but possesses 'partem divinæ mentis et haustus, Ætherios.' The Madava sect believes that the creator and his creatures are separate, while the Vishnuvites maintain, that the creature is separate from the creator during life, but becomes absorbed in him after death.

The sanctity of Conjeeveram or Kanchi is unsurpassed. Siva addressing his wife said "Kanchi is the best. Its inhabitants, those that have seen it, heard and spoken of it, meditated upon it, and the birds and beasts that inhabit it, obtain salvation. Even in the deluge I will raise Kanchi on the point of my lance. It is to be without destruction for ever." Nevertheless its temples, though quite of the first class, are not so grand and imposing, as those of Tanjore and Madura. They were constructed in the 16th century, during the rule of the temple-building dynasty of Vizianagar. The Vishnu temple is the richer, and contains a hundred pillared hall of great architectural merit, seated in which the Governor received an address from the trustees, and from a Sanscrit school, established in connection with the temple. In replying to this address His Excellency impressed upon the trustees, the necessity for enforcing sanitary measures during the great festivals of the year; and urged the Sanscrit school, to contribute, from its stores of learning, to the new oriental school lately founded in London under the illustrious patronage of the Prince of Wales, and under the auspices of that distinguished scholar, Professor Max Müller, whose interest in India is inexhaustible. We do not know how far the idea of establishing a school for modern oriental studies, in connection with the Imperial Institute, has been developed, but we can all agree with the learned Professor, when he says that no one can so well understand the people of India, can sympathise with them, and can influence them, as those who know their religion and can read their sacred works. The new school should be of great assistance to learning, science, and diplomacy, to the arts, and to administration, and one cannot but echo the wish expressed by the Prince of Wales to the effect, that those whose future duties will involve an intimate acquaintance with oriental languages should avail themselves freely of the resources for study and practice, which the Imperial Institute will place at their disposal.

In the year 640 A.D. the Chinese traveller Hieun Thsang mentions Conjeeveram as a Buddhist town, and though the followers of Buddha have been expelled hence, as indeed few exceptions they have been from the whole of India a thousand years ago, a small Buddhist temple still exists near the town. In order to visit it, it is necessary to pass through the weavers' quarters. The town has for ages been the head-quarters of a large community of weavers, who have of late suffered grievously owing to the competition of Manchester goods. Coarse country cloths however are still manufactured, and excellent silk can be bought for less than three rupees a yard, while the price of a dozen very good silk handkerchiefs does not exceed 16 shillings. Weaving operations are carried on for the most part in the open air, either in the broad streets, or preferably under shady groves of tamarind trees, which abound in and about the town. As you enter a weavers' grove, it appears at first sight as if those occupied in this industry were engaged in a pretty game. Rows of women walk up and down the shady aisles, each holding aloft in the left hand a spindle, and in the right a bamboo wand, through a hook at the end of which, the thread is passed. Alongside are straight upstanding rows of split bamboos reaching as high as their hips, and as they pass they unwind the thread from the spindle, by means of the wand, and pass it over each alternate upright. The threads, thus separated, are subsequently lifted, with their bamboo uprights, from the ground, and while extended from tree to tree, in a horizontal position, are washed with rice water, and carefully brushed. The threads are now ready to be made into cloth, and the actual weaving is carried on by means of primitive hand-looms, inside the houses. In this manner are manufactured men and women's ordinary clothing, as well as the red pocket handkerchiefs dear to the Tamil man, which he takes with him to Singapore, or any other distant place, to which he may migrate.

Leaving the weavers' village behind you, and crossing the sandy bed of the Vegavati or 'Swift-flower,' which, however, contained not a drop of water, you reach the ancient Jain temple. To the uninstructed eye it does not widely differ from a Hindu fane. The images, however, are those of deified saints, or just men made

perfect, who are worshipped by the few descendants of the Indian Buddhists. I was shown over the temple by a so-called Jain Brahmin, but the Brahmins of Chingleput do not recognize these sectaries as belonging to that caste. This, of course, is quite natural, since Hinduism is not merely a caste organization, but also a religious society.

The house of the chief priest is supported by beams of wood resting on transverse ploughshares, which again are supported on stone pillars, a most agricultural style of architecture. The Jains here as in other parts of India are extremely scrupulous about taking life; so much so that they will not touch food after 6 o'clock, lest in the failing light, the life of any insect be sacrificed during the preparation of their food. They carefully strain their water too through cloths, lest peradventure any animalculæ be swallowed, and this they do for the sake of such animalculæ, and not for their own good. On returning, I saw upon the walls of a small Hindu temple a diglott notice in English and Tamil, the former portion of which ran thus:—

LONG LIFE TO H.H. THE MAHARAJA OF MYSORE,

whose Dramatic Company will act

"THE NUNNERY."

No rival, no equal.

Attractive night.

Worth hearing, worth seeing.

Enacted in a refined style.

Short and sweet.

Chairs for 1	..	..	..	..	..	..	Annas 8
Bench for 2	..	..	..	..	..	..	,, 4
Mat for females	..	..	..	..	..	..	,, 2
	..	..	..	..	..	..	,, 2

In Chingleput as in Tanjore, efforts were made to discover the money value of the wages, *plus* perquisites, of the agricultural labourer, with the result that, as in that district, so in this, it appears, that the income of this, the poorest class in India, amounts to something between 40 and 50 rupees a year. It must not be imagined for a moment, that this necessarily implies, want of food. I have never seen signs of want in any ordinary year, in any part of the Madras Presidency: and Mr. Crole, an excellent authority, who takes by no means rosy views of the condition of the cultivator, says in his district manual of Chingleput that "in the majority of years the lot of the ryot is far from a hard one." The agricultural labourer comes below the poorest ryot in social position, but I am not sure that his material condition is less favourable.

It should not be forgotten that in this stronghold of Hinduism no less than 500 boys and 300 girls are being educated by the Free Church of Scotland Mission. We saw all the girls. As they were mostly Sudras, few of them were married though many approached the years of maturity. It may be remarked, that neither political nor social reform excites any sort of interest, either here, or anywhere in the district. Indeed I have been told that such native papers as are advocating legislative interference with Hindu marriage, and other reforms, are experiencing a large falling off in their circulation.

In the Chingleput district generally there seems to be no desire, that the State should interfere in any of the marriage customs, rights and disabilities of the people. The question of reform chiefly affects the Brahmins, who set an example, not so largely followed by other castes, as is generally supposed, of marrying their girls, before they reach maturity. All are agreed that the Brahmins and the castes who follow them, would strongly resent any legislative interference. Indeed, doubts were expressed, whether Government would be justified, in the face of their pledges to the people, in amending the law, so as to provide that a widow, who remarries, should retain the property she inherited from her deceased husband.

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Though the Chingleput district is not a rich one, and possesses no great works of irrigation, very few applications have been made by its ryots for loans under the Land Improvement and Agricultural Loans Acts. An improvement in this respect has, however, been manifested in the last two years.

There seems some reason to doubt, whether the extension of local self-government to village unions, has not been more unpopular, than has been represented.

During Lord Connemara's tours enquiries are made in each district concerning the supply of female medical aid to the women of the country. The Madras Branch of the Countess of Dufferin's Fund, of which His Excellency is President, arranges for the training and supervision at Madras of scholars, who are supported by Local Boards, and are bound, when qualified, to serve such Boards. Midwives are attached to no less than nine hospitals in the district, and it is considered that no further advance is, at present, feasible.

Soon after leaving Conjeeveram, the train passed Pullalur, where Colonel Baillie was defeated by Hyder Ali, in the memorable engagement, so graphically depicted upon the walls of the Daria Dowlat, at Seringapatam. The peasants in the neighbourhood say that spectres are frequently seen upon the battle-field, where cannon balls, arms, and other accessories of warfare are constantly turned up by the plough. Such superstitions are common in England, as in India. On the site of Edgehill, a similar belief has existed, since the days of the battle, soon after which it was currently reported that—

> "Fierce fiery warriors fought upon the clouds
> In ranks and squadrons and right form of war,
> The noise of battle hurtled in the air,
> Horses did neigh, and dying men did groan."

It may not be generally known that a Commission was appointed by King Charles I to report upon this circumstance, and that 'three officers, men of honour and distinction, and three other gentlemen of credit, testified to the appearance on the field of battle of the strange and portentous apparition of two jarring and contrary armies.'

At Arconam we met the district officers of North Arcot, and after the Governor had held brief conference with them, we proceeded through the night to Guntakal. The heat was stifling, and at Renigunta station we encountered 300 of the noisiest pilgrims that ever prayed, many of whom were taken on by the train.

We awoke in a more finely tempered clime at Guntakal, where Mr. Laffan, the Collector of Bellary, awaited His Excellency, and introduced a deputation of citizens, headed by Mr. Sabapathy Mudelliar, who asked for the intervention of Government to save, from prosecution, certain bribe-givers, on whose evidence bribe-takers had been convicted. The law of India, under which both parties to the transaction are punishable, is no doubt a great obstacle to the punishment of offenders. The difficulties arising alike from its enforcement, and from its evasion, by the grant of indemnities or pardons, have proved infinite. There is no doubt, however, that the giver of a bribe shares the moral obliquity of the receiver, and whether or not the law be expedient as it stands, it is at least intelligible.

The party accompanying the Governor, which had received welcome additions in Mr. Price at Arconam, and in Colonels Lindsay and Gracey at Guntakal, thus augmented, proceeded on its way to Krishna, passing first of all Maddikera, not far from which Sir Thomas Munro died of cholera. This scourge is seldom altogether absent from the Kurnool district, and deaths resulting from it had been reported just before our arrival at Cumbum. On either side of the aloe hedge that bounds the permanent-way, were tall glistening crops of cholum (sorghum), and dark green fields of castor oil. Rocky hills occurred at intervals and big boulders of rock, on which generally smaller rocks are nicely balanced. You would say, in many cases, that this phenomenon must have been due to human action, but geologists tell us that such combinations are the usual result of the action of the weather on gneissic formations. They are eminently characteristic of what Sir Alfred Lyall happily calls, "the wide stony wolds of the Deccan." The imaginative Hindu does not, of course, accept a geological explanation, and sees on these, 'stony wolds,' the rocks dropped

by Hanuman's monkey warriors, when carrying material down from the Himalayas for the construction of the bridge from Ramnad, in Madura, to Ceylon, an engineering work, which was essential to the recovery of Rama's wife, from the clutches of Ravana, Ruler of the Golden Isle. The great fortress of Gooty, which we passed at 6 o'clock in the morning, continued to dominate the country we travelled over, till noon. The crops looked very well, and the natural prosperity of this unirrigated dry cultivation, explains in a great measure the financial failure of the adjacent Kurnool canal, the water of which the ryots will not use. At Kurnool Road, formerly called Dhone, Mr. Kough, the Collector, joined us, and the question of connecting Kurnool town with Kurnool road naturally arose, the capital of the district being situated 32 miles from the railway. The Local Board is willing to find the money for a branch line, and just now the only question at issue appears to be, who shall pay for the cost of a survey, in case such survey proves abortive, and does not end in an accomplished line. It is believed, however, that early action is contemplated. Within twenty miles of this station is Ramalcotta, the site of the diamond-fields described by the jeweller-traveller Tavernier, who tells us that the miners of the 17th century used small irons crooked at the ends, which they thrust into the veins of rocks, to draw from them the sand in which they found the diamonds. No systematic effort is now made to work these ancient and renowned fields. Diamonds are, however, still found from time to time, and after rain, women and children may be seen hunting for gems in the sands washed down from the hills. A mine is worked by the Nawab of Banganapalle, whose small jaghire is situated in the district, and only the other day, an Armenian merchant was wandering about Kurnool, carrying with him a bag full of models of all the principal diamonds in the world. Meanwhile, however, a company formed to work the fields of Wajra (or Diamond) - Karur in the neighbouring district of Anantapur, has quite lately had to suspend operations, though a mining expert's report on the character of the rock and soil, was very favourable. It is reported, on the other hand, that diamonds are being found by the Deccan Mining Company on the banks of the Krishna river, near the site of the mines of Kollur, which like Ramalcotta, was one of the most prolific sources in the 17th century of the so-called Golconda diamonds.

We halted awhile at Nandyal, where we met Mr. Crole, the Commissioner of Salt and Abkari Revenue; engaged, as the Madras Government has been for years past, in trying to perfect our excise arrangements. A new system called the tree-tapping license system has lately been introduced in many parts of the Presidency, and it is expected that it will bring the consumption of the fermented juice of the toddy-palm under better control. The change causes infinite trouble, of which no one thinks anything, yet Government in India gets no credit for its new experiments, and its past improvements in excise.

Beautiful lacquer fans are manufactured near Nandyal, but this art, and that of making inlaid weapons, are both dying away, and the lacquer manufacturers have literally dwindled down to one man. The Collector calculates that agricultural labourers in the rural tracts get as much as Rs. 4-10-0 per mensem, and in towns a rupee more, while artizans earn from Rs. 13 to Rs. 18, a month.

After leaving Nandyal, the Bellary-Krishna Railway winds its way up into the heart of the Nallamallai hills, through many a cutting, and around many a sharp curve, in which the train takes an alarming cant to starboard. The scenery in these solitary hills is very beautiful. On either side, as far as the eye can reach, are undulating woodlands, and here and there hills rise to a maximum height of 3,000 feet. Teak, bamboo, yepi (*Hardwickia*) and many other trees spring from a thick under-growth of coarse grass. The Government attaches great importance to these forests, which have been constituted reserves, and are being carefully developed. The railway, on this section, burns as fuel, the local timber, which is supplied at the rate of Rs. 5-8 a ton. Assuming 3½ tons to be equal to one ton of coal, the consumption of wood remains cheaper, than that of Singareni coal, though the latter can be bought at the pits' mouth at Rs. 7-8 per ton. This is only another proof of the prohibitive nature of the railway freight paid for coal in India. Reverting for a moment to the important subject of wages,

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the coal miners at Singareni, who work by the piece, make from Rs. 25 to Rs. 30,—rates which, for India, are about equal to the Rondda valley rates of 20 years ago—while ordinary labourers get from 6 to 8 annas, or from 9*d.* to 1*s.*, per day.

Shortly before descending from the hills on the Krishna side, the line crosses a valley, which has been bridged by a viaduct, at an altitude of 180 feet above the level of the ground, the highest, it is believed, in India, as the tunnel of half a mile which immediately follows, is, it is believed, the longest. The length of the girder, 250 feet, detracts in effect from the height of the piers of the viaduct, upon which we halted to enjoy the prospect of mountain scenery.

All along the railway, at every station, dancing girls danced, tom-toms were beaten, Indian flutes were played, and every kind of noisy welcome was given to the Governor. The arrival of a train is still a great event in these districts, into which the railway has been newly introduced, and when the train contains the Governor, the whole place is convulsed with excitement. The antelope have not yet got accustomed to the steam-engine and you may see them bounding away as it invades their solitude. Tigers take more kindly to civilisation, and one of these brutes quite lately killed a buffalo in the station-yard at Gazzulapilli on the Krishna-Kurnool frontier, in high noon. Another was observed examining the line a little further on, and scratching the ballast, from under the rails.

The Nallamallais will form a great reserve, and everywhere we are now providing the fuel of the future. Sir D. Brandis, a Forest Bismarck, has brought home to Indian administrations the real danger of supineness in conserving our forests. Yet we have hope, reflecting that from the Indus to the Mediterranean, there is little more than camelthorn, while in Bengal in the 17th century fuel was so scarce, "that * widows begged for wood out of charity, to burn themselves withal, beside the dead bodies of their husbands." The wild tribes, who inhabit these hills, live on forest produce, and fearlessly gather honey, hanging by bamboo ropes over dizzy precipices. They are the descendants of the aboriginal inhabitants of Southern India,—men who were described by the Aryan invaders as monkeys or goblins. I quote one description which sounds like 'a fine piece of invective.' 'The aboriginal inhabitant is of the complexion of a charred stake, with flattened features, of dwarfish stature, with short arms and legs, large ears, protuberant belly, black as a crow, with a projecting chin, a flat nose, red eyes and tawny hair.' In spite of all this the Chentsu is a very inoffensive creature, though shy, as savages ever are. It is not safe, to presume on his docility. An English Police officer of Kurnool, after a long hunt, once captured a Chentsu offender, and as the day was hot, gave him his sword to carry! This proved too strong a temptation to the robber, who cut the policeman down, and made his escape.

It is reported that Kurnool district takes little interest in the Congress, and contributes little or nothing to the cause, in the shape of money. It appears too, that in this backward district, the non-official element, proves lukewarm in its love of local self-government.

At nightfall, we reached Cumbum where several members of the American Lutheran Mission met the Governor. Here we dined and slept, and next day passed on through a cultivated plain, broken in all directions by low picturesque hills. Yesterday we had passed through country, where even domestic cattle, escaped from their masters, had reverted to the savage state, and were a terror to the few inhabitants. To-day we saw nothing less domestic than ploughing bullocks, as we passed through several villages of the Nellore district, belonging to the Raja of Vencatagiri. His people, too, danced and made music. It is curious to see "three cheers" put on paper, but here they were, or rather on cloth, in letters of gold, "Cheers, Cheers, Cheers." Not that the people wanted such a lead. They were most hearty, and clapped their hands in a way that was almost British.

During this long railway journey we naturally heard many railway stories. Of these, one was of a railway employé, up in the hills, whose platform was invaded

* Tavernier (*Ball*), Vol. II, p. 213.

by a panther. He reported the circumstance, and said that he had met the attack by shutting himself in his office, and ringing the station bell. Another, a station master, whose meaning has never been discovered, reported to his superior, that "serpents were percolating in streams through his office." Yet another official telegraphed to the agent of the line "whole goods train passed over one gang cooly;" but thinking this needed some comment on his part, supplemented the sad intelligence with another telegram to the effect that the "cooly was dead." There was no cause for wonder in that, but considering the agency that is enlisted for the working of a new line in India, it is wonderful that trains run at all.

After passing Vinukonda and Narasaraupett—both, places of some importance—the line passed through Feringipuram, or Franks' Town, a great missionary centre, where the French Jesuits settled in the 18th century, while a French garrison was quartered at the neighbouring fortress of Kondavid. This celebrated hill fortress is situated on a range of hills, the highest of which reaches an elevation of 1,700 feet above the sea. The works are of great extent, and the place was the seat of a Telugu race of kings of Kondavid, who flourished in the 14th century. It subsequently passed by conquest under the Mussulman kings of Golconda, and under the French; and it continued to be strongly garrisoned, until it was made over to the East India Company in 1788. Near here is a town called 'Kukka' or Dog's Kakani, where a stone, on which is graven a rude carving of a horseman and his hound, commemorates the death of an Indian Beth Gelert. A gentleman of the olden time lived here, and lived well, and ran in debt. Being unable to pay he gave his creditor, a money-lender, his best hound. The trader said he thought the dog would return to his master, but the laird replied, that the dog had never disobeyed his orders, which now were that he should stay with his new owner. That night, thieves broke into the house, and had possessed themselves of all the trader's wealth, but for the hound, which gave the alarm. Thankful for his money saved, the trader told the faithful dog he might go home to his old master, but when the latter saw him returning, he slew him with an arrow, for his disobedience. Soon afterwards, a letter explained it all, but the hound was dead, and naught remained, but unavailing grief.

From one of the stations near here, a station master reported two of his pointsmen for fighting. He said the aggressor "threw a stone at Ram Buksh, which fortunately hit Ram Buksh's wife, and unless both these men are scattered in different directions by opposing trains, there will be murder and suicide, including to myself." Asked why he considered it fortunate that the stone hit Ram Buksh's wife, this chivalrous controller of trains explained "that otherwise it would have hurt Ram Buksh."

Feringipuram is in the district of Satanapalli, in which also are situated the celebrated Amaravati tope, and the unworked marble quarry of Bellamkonda. The last halt in the long railway journey was made at Guntur, one of the largest towns in the district, where much cotton is pressed, for despatch to the port of Cocanada. The chief business done here, is cotton broking and packing, and to a casual visitor, it would appear to be more remarkable for the number of dancing girls it contains, and for a plethora of red umbrellas, than for any other characteristics. Just as the Governor was answering a brief address presented, by the municipality, down came the rain, and up went the umbrellas. Not only are these useful articles invariably red in Guntur, but the inhabitants affect the same color for their clothing, to such an extent that the whole place is of an ensanguined hue. Mr. Gill drove His Excellency round the town, and a visit was paid to a school for Mahomedan women, belonging to the American Lutheran Mission. In this excellent institution, embroidery is taught in gold, silver, brass, and silk thread, and the patterns, be it said to Miss Dryden's eternal credit, are exclusively oriental. Several arches in the town bore the practical and original inscription of, 'Cotton's warmest welcome.' General education is also attended to; and there is a Kindergarten department. Oddly enough, while we were in the yard of a cotton pressing firm, a man came up with a Reuter's telegram, which reported that further measures were being taken by Cotton Associations at home to protect the trade against the adulteration of Indian cotton. Unfortunately the complaint is too well founded. The fault rests

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of course, with the grower, and not with the packer, and with silver rising he had better look to it, lest he find his occupation gone.

Not long since, a complaint that a temple here, had been profaned by a European gentleman, was made to Government, which gave much attention to the matter, ordered the fullest inquiry, and gave complete satisfaction to the complainants. It is interesting to note how a similar complaint was disposed of under native rule in the 17th century. Tavernier, the traveller, intentionally entered the inner compartment of a temple in this district for the purpose of satisfying himself, as to what he believed to be an imposture. He got rid of the priest by sending him for water but the latter returned and found the Frank inside the temple. Says Tavernier, "He cursed me because I had profaned, as he said, his temple, but we soon became friends by means of two rupees, which I placed in his hands, and he at the same time offered me bet

Between Guntur and Bezwada lies Mangalagiri, or the hill of happiness, at the foot of which, is situated a pagoda with a very high pyramidal tower, the god of which is said to be in the habit of drinking "just the half of any pot of sherbert bigge or little, that is given to him, and to refuse to drinke more of the same pot." So Mr. Streynsham Master reported, after his journey from Madraspatnam to Mechlipatam in 1679.

On the morning of the 1st October we travelled before breakfast from the site of the present Krishna terminus to the right bank of the river, to which the line has been extended since His Excellency's visit to Bezwada in December last. On that occasion representations were made to the Bombay Government, which controls the South Mahratta line, with the result that passengers, to their great convenience, and to that of trade, are now booked from the river bank, and not from a jungle station 3 miles distant.

The afternoon of Wednesday, the 1st October, was devoted to cutting the first sod of the East Coast Railway, the main object of this very hot tour, during which, the thermometer ranged in the railway stations, in which we encamped, from 95° to 107°, the higher figure being frequently exceeded in the train. On the metre gauge carriages rock a great deal, going round corners they take a list to starboard or larboard as the case may be, and when the kitchen is ahead of you, and its culinary odours incessantly prevail, the illusion is complete, and you feel sea-sick. I constantly expected to see the fiddles on the table, and was always burning "to land."

The 'opening ceremony' took place upon the approach to the right-hand abutment of the new Krishna bridge, the construction of which is entrusted to Mr. Spring, an engineer of long experience and high reputation, whose name is already honourably connected with several great engineering works in India. This gentleman, in the absence of Mr. Walker, the Chief Engineer of the East Coast Railway, presented an address to His Excellency, the main points of which were referred to in the Governor's reply. The bridge will connect the Bellary-Krishna metre-gauge railway with His Highness the Nizam's guaranteed railway, a broad-gauge line, and also with the East Coast Railway, now to be constructed on the broad gauge from Bezwada to Cuttack, and ultimately on to the Central Provinces or to Calcutta. At the site of the bridge the river is a mile and a quarter broad. It will, however, be guided by stone-faced embankments into a breadth of $\frac{3}{4}$ of a mile, which alone will be bridged, the system of narrowing the river being that which has been adopted in the case of the Chenab and for the protection of Dehra Gazi Khan from the floods of the Indus. The bridge will consist of 12 spans of 307 feet; the iron work of each span weighing 460 tons. The girders will rest on piers 45 feet high, which themselves will rest on well foundations, sunk 83 feet below the lowest low-water. The girders will carry a metre-gauge, as well as a broad-gauge train, provision is made for ordinary cart traffic and there will also be side-walks for foot-passengers.

As regards the construction of the bridge the first season will be mainly one of preparation: the second will see well-sinking, and masonry in full swing, and training works established. The third will be a girder season, and the 1st of April 1893 will probably see the whole bridge finished. If anybody can complete it earlier Mr. Spring is probably the man.

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

BENGAL
CENTRAL PROVINCES
DOMINIONS OF H.H. THE NIZAM'S
BOMBAY PRESIDENCY
MYSORE
PORTUGUESE
FRENCH
PONDICHERY
KARIKAL

Chatrapur
Bastar
Sironcha
Godavari River
Langolya R
Vizagapatam
Warangal
Sholapur Stn
Hudgi
Satara
Hyderabad
Wadi
Bijapur
Raichur
Krishna River
Cocanada
Canal
Bezvada
Godavari River
Masulipatam
Kistna River
Kurnool
Nandyal
Nallamalai Hills
Cumbum
Tungabhadra R
Gadag
Goa
Dharwar
Panjim
Marmagoa
Hubli
Vizianagar (Hampi)
Guntakal
Bellary
Karwar
Honawar
Kodkani
Sheravutty R
Gairsoppa
Harihar
Anantapur
Cuddapah
Nellore
Pennér R
Veligonda Hills
Eastern Canal
Penner R
Kundapore
Gubbi
Bangalore
Chittoor
Arkonam
MADRAS
Conjeeveram
Chingleput
Palar R
Hosur
Matigiri
Jalarpet
Javadi Hills
Mangalore
Mysore
Gundulpet
Villupuram
Cuddalore
Shevaroy Hills
Salem
Coleroon R
Cauvery R
Gudalur
Ootacamund
Mettupalaiyam
Erode
Mayavaram
Calicut
Beypore
Ferooki
Podanur
Trichinopoly
Srirangam
Grand Anicut
Tanjore
Tiruvalur
Negapatam
Shoranur
Trichur
Kodaikanal
Anaimalai Hills
Palni Hills
Dindigul
Ammayanayakanur
Periyakulam
Periyar R
Vaigai R
Madura
Cochin
Ernakulam
Cumbum
Goodalur
Aleppey
Courtallam
Tenkasi
Maniyachi
Tuticorin
Tinnevelly
Tambraparni R
Quilon
Trivandrum
Palamcottah
Kalakad
Cape Comorin

DISTRICTS
I Canjam
II Vizagapatam
III Godâvari
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

Canal
Railway line & Station
Railway under Construction
District Boundary
12th Tour

Photo-Zincographed at Central Survey Office, Madras
1890

The circumstances under which the East Coast Railway was first brought to notice, and the history of the project from its conception to the date of the inaugural ceremony of cutting the first sod, are fully given in Lord Connemara's speech, which is appended to this narrative. From first to last His Excellency has had the project much at heart, and nothing he has done during his tenure of office, has given him sincerer pleasure, than to be permitted to inaugurate a work so useful to the people of India, and of such supreme importance to the inhabitants of his own Presidency. The names of the Secretary of State, Lord Cross, of the Viceroy, Lord Lansdowne, and he hopes his own, will ever be associated with the construction of this great link in the communications of India.

Lord Connemara began his speech by paying a wellearned tribute to Mr. H. G. Turner with whom the idea of the East Coast Railway originated, and he quoted Mr. Turner's able monograph, to show how rich and populous is much of the country through which it will pass, how important it is to give the Central Provinces communication with the sea, and what a rich and promising country exists in the highlands of Vizagapatam-Jeypore, which the line will serve. He referred to the importance of this railway from a famine protective point of view, as a distributor of Singareni coal, as the parent line of future extensions, and the inevitable forerunner of direct communication between Madras and Calcutta.

It is of the highest importance that the alignment should be satisfactory from a geographical and commercial, as well as from an engineering point of view, and the Madras Government is most anxious, that every mile, that passes through the Krishna and Vizagapatam districts, in which work is to be commenced, should be carefully considered by the engineers in communication with the heads of these districts, who have received instructions to keep Government posted in their opinions, as to the route that should be followed, to the end, that no land shall be actually acquired until it is quite certain, that the alignment decided upon is the best possible.

Lord Connemara also expressed an earnest hope that the Government of India, by whom the East Coast Railway is being constructed as a State line, will decide to bridge the Godaveri at once. Sooner or later, this must be done; it will not cost more, it appears, than will the Krishna bridge, and by beginning with a bridge, the considerable expense of the temporary ferry will be saved.

Very admirable arrangements were made for the opening ceremony by Mr. Spring, and Mr. Morse, and a large number of officials, and others from Hyderabad, Guntur, Masulipatam, and elsewhere attended. It goes without saying that crowds of people from the surrounding country flocked in to witness the first outward and visible sign of the commencement of this railway, in which they are sufficiently enlightened to be deeply interested.

An address from Masulipatam urged the claims of that port to an extension in its direction of the railway system. This is to found a good case on a bad argument. The Krishna delta from end to end should be traversed by the Bellary-Krishna line, which was constructed to bring its "golden grain" to the famine haunted area of the Ceded Districts. That line should, if possible, be extended down the delta to Masulipatâm, not to restore to life, that once famous, but now decaying port, but to take away from its vicinity, its rice and other produce, which could thus be sent from the field, across the river to the market, without breaking bulk.

Masulipatam, famous of old for muslin, has in later days been an educational centre of some note, though it has not yet by any means become, as Sir Charles Trevelyan prophesied in 1859, "more to the Northern Circars, than Oxford and Cambridge have been to the United Kingdom."

There are some rock temples in a hill overlooking the Krishna at Undavilli, not far from our camp, and as in the weather we experienced, the middle of the moonlit night was the only tolerable time of day, Mr. Campbell and I started after dinner to visit them. We rode along in comfort after causing the flaring and oil-exhaling torches of our attendants to be put out. When we got to a bad place, they were lighted again in a moment. The torch bearer, σπέρμα πυρὸς σωζων, is ever ready. Out of Cimmerian darkness, apparently without tinder, flint, or spark, he produces a light. Where he keeps 'the fire seed' is a mystery. We reached the village and

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aroused the curnam or accountant, who lived in a nice mud-house, the walls of which were painted in streaks of white and brick colour, and the roof of which was thatched. A baby was crying inside and I said I feared we had disturbed it. 'No matter,' said he, 'the child is not usually awakened at this time, but I am delighted to see your honours. All times are equally convenient, in which I can be of service.' Then he took us to the caves, making polite remarks at intervals, and apologising for every individual thorn that presumed to bar our way. In the hill at the back of his village are temples and rest-houses, hewn in the rock, small and unimportant, compared with those of Karli, for instance. Though these temples are of Hindu origin, as a great recumbent effigy of Vishnu proves, they are nevertheless, as Mr. Fergusson tells us, built in obvious imitation of the Buddhist monastery, in which, each in his own little rock-hewn cell, the Buddhist monks spent the rainy season studying the sacred books, and practising a temperate asceticism. The caves were full of loathly bats, which, dazzled by the torch-light, flew almost in our faces, hovered around us, or hung head downwards from the blackened roofs. In the winding stairs, and on the terraces, we lost our way, but soon regained the stone-steps, and exchanged, with pleasure, the atmosphere of a catacomb, for the now fairly cool air without, and a view of the glorious moon shining placidly down on the sacred river. Our friends escorted us some way and there was just a little petition before we parted. We knew the hill, well they lived below it, and their ancestors had pastured their flocks on it, 'ever since it was born,' it was a little hard that new forest rules prevented the exercise of this privilege; doubtless my companion, whose power was only equalled by his learning and sense of justice, would at once see this put right. They would send in a humble representation on the subject, and so good night.

The politeness and courtesy of the Telugu people are remarkable. Their speeches, done into literal English, sound somewhat subservient, but when the usual allowance is made for Eastern hyperbole, the language is not obnoxious to this charge. In fact, their manner and bearing are frank and independent, compared with those of the inhabitants of many parts of India.

The condition of local self-government, and the local affairs generally of the Krishna district had been fully gone into on the occasion of Lord Connemara's visit last October. It was now stated, that among others than Brahmins and traders, the age at which girls are married tends to rise beyond that of puberty to that of the attainment of full maturity. It was satisfactory too, to learn, that not one of the fifteen hospitals of this great and improving district, lacked the services of a trained midwife.

On the way back from Bezwada we halted at Cumbum to visit this fever-stricken station, once a place of greater importance. The town and neighbourhood have been reduced by malaria to very small proportions, the various public offices, that once existed here, have all been removed, and the sole remaining glory of the place is its tank, or lake, for a sheet of water of 15 square miles deserves the latter name. The country is traversed by low parallel offshoots of the Nallamalais, in which mountain streams have their origin. The outlets from the hills, around the Cumbum tank, have from time immemorial been closed by Titanic embankments, and the area within is thus flooded with water, which irrigates large tracts below. The embankment of this great work once breached, and the people sacrificed to the goddess of the water two shepherds, whose name both tank and town have ever since borne. Once, in warfare, it was wantonly cut, and once a Princess spent her dowry on its repairs. On one side of the water, the hills rise to an height of 3,000 feet, and in the centre of the lake are dotted little round islets, on which roam domestic cattle, which have reverted to the savage state. They escaped during the dry season when the island was accessible, and by some instinct learnt that the rising water would soon secure their continued liberty. On the embankment a petition was presented for the restoration of Cumbum 'to its former glorious condition,' and though all that the petitioners want cannot be done, it seems possible that a dam, advisedly demolished for sanitary reasons, may perhaps, without sanitary objection, be repaired. Less information is available about Kurnool than other districts, because one of its Nawabs finding the records in hopeless confusion, had them all thrown into the Tungabhadra river, when in flood. The district of

Krishna boasts of a Hindu Beth Gelert, and the district of Kurnool has its St. Patrick, for there is a tradition that in the Yerramalai mountains snakes never bite. It appears that a serpent, there, once bit a Saint, but the snake died and the holy man lived, and forbade all snakes in that locality to bite, with fatal effect, ever afterwards.

On our return to Madras we had travelled 1,515 miles by rail in 12 days, had slept four nights in the train, and had experienced a temperature ranging between 95° and 107°. It was hotter and more exhausting altogether, than any of our previous journeys.

The Bellary-Krishna State Railway is worked by the Southern Mahratta Railway Company, as a part of its system, which now serves the southern portion of the Mahratta country proper, and extends across the Peninsula to Bezwada, whence it is hoped it will ere long be prolonged to Masulipatam. Different branches take off from this line from sea to sea. One runs northwards to Poona, the Mahratta capital, another passes through Bijapore, one of the earliest Mahratta conquests, to join the Great Indian Peninsula Railway, near Sholapore, and a third branch runs southwards to Bangalore, and Mysore, whence it will soon run on to the foot of the Nilgiris.

The Southern Mahratta Railway thus serves much of the country which at one time or another was subject to the sway of the short-lived, but widely extended empire of the Mahrattas. The portion first constructed was, that which runs from Gadag, in Dharwar district, across the river Krishna, to Bijapore and on to Sholapore, a tract of country which has often been desolated by famine and other natural calamities. In 1791 the ground was covered with skulls, during what is known to this day, as the Skull famine. In the famine of 1876 and 1877, which led to so many railway extensions, the Bijapore district suffered more severely than any other part of the Bombay Presidency, and in 1879 its crops were destroyed by rats, of which upwards of four millions were destroyed. Plague, pestilence and famine, have for ages seized upon these uplands as their own, but from the Mahratta country, whence hordes of robbers once sallied forth on their plundering expeditions, leaving ruin and want in their train, the beneficent railway now stretches forth its branches conveying food and succour to the Deccan, the Ceded Districts, and Mysore.

It is to their misfortunes that these tracts of country owe the early provision of railway communications. The Northern Circars, on the other hand, which until lately have been more remote from railways, than any other part of India, have generally been rich and prosperous. They were among our earliest acquisitions in India, and those who know these districts best, are most confident that the East Coast Railway, by which they will now be connected with other railway systems, will prove a more remunerative line, than any that have hitherto been constructed within, or upon the confines of, the Madras Presidency.

His Excellency had hoped to travel westwards by the South Mahratta Railway as far as Bijapore, but his engagements in Madras forbade the excursion. The ruins of the "Palmyra of the Deccan" are well worth a visit. They bring home to those who see them, the greatness of the Mussalman kingdoms of the Peninsula which were added to the empire of the Mogul, in the time of Aurangzebe. Since the Adil Shahi dynasty was founded in 1489, by a reputed son of Amurath, then Sultan of Turkey, at least two of its kings have been housed in death in such fashion, that their memories yet live. The beautiful proportions, profuse, yet graceful ornament, and lace-like carvings, of the mausoleum of Ibrahim Adil Shah, excite the admiration of visitors familiar with the Taj, and other masterpieces of Saracenic architecture, while Sultan Mahmood reposes beneath the largest dome in the world, which crowns a suitably imposing mass of plain masonry. Architects have fully described this wondrous work, astonished at a covered area of upwards of 18,000 square feet, uninterrupted by supports. They compare it with the Pantheon, the next largest space covered by a single dome. The buildings are of a widely different character, and all technicalities apart, I would describe the Bijapore dome as resembling an inverted teacup, while that the Pantheon favours the form of an inverted saucer. The Gothic arches of another incomplete mausoleum,

MAP
of the
MADRAS PRESIDENCY
showing Lines of Railways
existing prior to 1886, constructed subsequently to 1886,
under construction and under Survey
to illustrate
H. E. THE GOVERNOR'S
12th Tour

Scale 1 Inch = 64 Miles
50 0 50 100 Miles

Photo-Zincographed in Central Survey Office, Madras.
1890

DISTRICTS
I Ganjam
II Vizagapatam
III Godâvari
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

REFERENCE
Railways existing prior to 1886
Railways opened during last 4 years
Railways under construction
Railways under survey or surveyed

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notwithstanding the wholly different character of the surroundings, at once recall the ruins of Tintern Abbey. I should hesitate to say so, but that every visitor makes the same remark.

To return to the railways of the Madras Presidency.

As this has been *par excellence* a Railway Tour, it will be interesting to sum up, the results of railway administration for the last four years, a term which synchronizes with Lord Connemara's tenure of office up to date.

The Bellary-Krishna and Tripati-Nellore lines have been opened, the Nizam's Railway has been extended to Bezwada, and the Madras Railway to Calicut, while a branch of the last-named line has also been made to Palghat. The two first mentioned famine lines were of course sanctioned before 1886.

The Villupuram-Tripati and Pakal-Guntakal lines are under construction, and approach completion.

The East Coast, Trivalur-Muttupett, and Nilgiri Railways have just been commenced, and the Madras-Bezwada, and Mysore Frontier to Gudalur, lines are under survey.

To sum up, during the last four years 393 miles of railway have been opened, 366 miles are under construction and well advanced towards completion, operations which will eventually extend over 558 miles, have been commenced within the last few days, and the survey of 284 miles has just been sanctioned.

GUNTAKAL,
3rd October 1890.

J. D. REES,
Private Secretary.

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APPENDIX TO TOUR No. XII.

Address of the Members of the Municipal Council of Tanjore.

MAY IT PLEASE YOUR EXCELLENCY,—We, the members of the Municipal Council of Tanjore, respectfully beg to approach your Excellency with feelings of profound loyalty and respect and to offer your Excellency, in the name of the inhabitants, a most hearty welcome to this ancient and celebrated town in Southern India.

Highly rejoiced at the glad, though unexpected, tidings of your Excellency's visit to this town, the public lost no time in convening a meeting for the purpose of according your Excellency a loyal and fitting greeting. But great was their disappointment when the meeting was informed by our esteemed Collector that your Excellency out of consideration for them had expressed a desire to be quietly received and entertained on this, the third occasion of your Excellency's visit to this district.

Your Excellency's administration has been one of peace and prosperity to the country. We are highly thankful for the deep solicitude which your Excellency has ever evinced for the welfare of the millions committed to your care.

While we gratefully appreciate the many useful measures already introduced for the development of the material resources of this vast province, we feel all the more grateful for the Tiruvállúr-Mutupet Railway which your Excellency has kindly consented to inaugurate and which will doubtless throw open a part of this district hitherto difficult of access.

In conclusion we again heartily welcome your Excellency to our town, and pray for your Excellency's long life and prosperity and trust that for the remaining period of your administration you may have the health and vigour to continue to bestow on this Presidency benefits such as have already won for you the gratitude and esteem of ourselves and of our fellow-countrymen.

His Excellency's Reply.

GENTLEMEN,—I am very much obliged to you for the kind terms in which you have alluded to me in this address. It is only an address of welcome, and as such I am very happy to receive it. You are good enough to say that it was my wish expressed through your esteemed Collector that you should not be put to any expense by my visit. I am sure if you had made any preparations for my reception you would have made them very cordially and willingly; but at the same time I remember that upon the two or three occasions I have been here you put yourselves to such a great deal of trouble and expense to receive me, that I do not feel that I should be justified in accepting anything of the kind upon this occasion. I know very well that in this prosperous district such trouble and such expense would have been only a trifle, but at the same time I am always anxious that my appearance in all parts of the country should rather be a source of relief than a burden to the people. You are good enough to say that the administration of Government has been peaceful and prosperous. Well, I do not attribute any praise to myself for this prosperity, but I am happy to say that the Madras Government governs a people who are always loyal to our beloved Sovereign, whom it is a pleasure to govern, and who are always ready to display feelings of loyalty, whenever a representative of their Sovereign comes amongst them. You say, I come down for a particular purpose. It is perfectly true that I come here to show that the Government have taken and will continue to take very great interest in the new Tiruvállúr-Mutupet Railway. I hope that the opening of the railroad—which I trust will not be far distant—will be of great benefit to the people. I trust that other railroads will be made on the same principle as the new railroad, and I am quite sure that in a rich district like this, the commercial and agricultural classes will derive great benefit from increased communication.

I have only to say, gentlemen, that I am extremely glad to find myself here amongst you again and to thank you for your address.

Address of the Members of the District Board, Tanjore.

MAY IT PLEASE YOUR EXCELLENCY,—We the members of the District Board, Tanjore, for ourselves and as representing the rate-payers have much pleasure in welcoming your Excellency to the district and specially thank you for your kindness in undertaking the inaugural ceremony to be performed this day.

2. The Máyavaram-Mutupet Railway will, we believe, be the first of its kind in the Presidency in having its birth purely in Local Board enterprise. The history of the Railway is somewhat varied. The first proposals in connection with it were mooted in 1877 during the Collectorship of Mr. H. S. Thomas and originated in the desire—a desire accentuated by the experience of famine—to tap some of the great grain centres of the district. In his letter to the Board of Revenue, No. 24, dated 24th January 1878, he suggested, as a primary measure, the formation of a Railway line from Máyavaram to Tranquebar, the latter town being at that time a place of some importance and the seat of both a Sessions Judge and a District Munsif. Before orders were passed on these suggestions, Mr. Thomas was succeeded by Mr. Forster Webster, during whose tenure of office an Engineer was specially deputed to survey the proposed line and an estimate for Rs. 8,77,187 was, in G.O., No. 1252, dated 20th September 1882, Financial, approved and sanctioned. In this order, Government disapproved of constructing the line out of private capital and directed the Local Fund Board to apply for a loan of the requisite funds from the public treasury by availing itself of the provisions of the Local Authorities Loans Act. The Honorable Mr. H. E. Stokes, C.S.I., whom we would have been glad to welcome with your Excellency, had in the meantime succeeded to the Collectorate of this district. In his letter to the Board of Revenue, No. 2255, dated 6th November 1882, he pointed out that, as statistics did not prove that the line contemplated was likely to pay four per cent. net profit, no loan could, under the existing provisions of the law, be applied for, and separate legislation would be required. He further expressed his opinion that the line as originally proposed from Máyavaram to Tranquebar was of doubtful expediency; and urged, with the approval of the Local Board, that in its place one should be constructed from Tiruválúr to Mutupet, and afterwards extended to Nannilam or Máyavaram as funds were found to permit. The arguments adduced by the Collector after considerable discussion were finally accepted by Government in G.O., No. 1896, dated 29th August 1883, Financial, which directed the preparation of plans and estimates for the whole line from Máyavaram to Mutupet a distance of 53¼ miles.

3. It would be out of place in this address to refer to the various arguments in support of the different schemes. We are assured that the decision of your Excellency's predecessor in office was arrived at after mature deliberation and is the best for the district.

4. From 1883 to 1888, the preliminary investigations were conducted by the South Indian Railway officers and the necessary plans and estimates underwent careful scrutiny at the hands of Government.

5. As the Government of India even under the new conditions of the Local Authorities Loans Act (which had been amended according to the representations of your Excellency's Government) declared its inability from want of funds to sanction a loan of the requisite monies, it was determined that the first of the Honorable Mr. Stokes' proposals, viz.,—the construction of the southern section of the line from Tiruválúr to Mutupet should be proceeded with. The cost of this section is estimated at Rs. 14,75,635; and for the generous offer of your Excellency's Government to share equally with the Board, the cost of its construction, as well as the consequent profit and loss, we have to express our most sincere thanks.

6. Though we have at the present time upwards of nine lakhs at credit of the Railway Guarantee Fund, yet it would have been impossible for us, without the generous assistance of your Excellency, to have attempted unaided the construction of so large and expensive a work.

7. It only remains for us now to request your Excellency to pronounce that the construction of this branch has been commenced, and to express our hope that on its completion, the whole line may grow and prosper and bear lasting testimony, with other similar works, to the wisdom and energy of your Excellency's administration.

His Excellency's Reply.

Mr. Betts and Gentlemen,—I thank the members of the District Board of Tanjore for their hearty welcome upon this occasion. The inaugural ceremony which we are performing to-day marks a remarkable event in the industrial progress of this district, and I was anxious by my presence here to-day to give it the prominence it deserves. In your address, you give a short and correct history of the circumstances which have led up to the present condition of things with respect to the railroad. I congratulate the Local Fund Board that they have been able during the last ten years to provide so large a sum as nine lakhs of rupees towards this project; and it has given my colleagues and myself great pleasure to show our appreciation of the public spirit which has enabled the Local Board to collect so large a sum, by adding a considerable amount from provincial funds to that which they have collected locally. It has been pointed out by many Collectors that the district between here and Mutupet and Adirampatnam is a very rich district, but that at the same time owing to want of communication it is in a backward condition. The Hon'ble Mr. Stokes has been for many years anxious that this line should be made; and I regret very much that he is not here to-day; but although he has been obliged to take sick leave to England, I am happy to say that there is every prospect of his speedy recovery, and that he will be amongst us again, I hope, long before the railroad to

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Mutupet is finished. I look forward to the time when the railway may be carried on beyond Mutupet to Adirampatnam. We know that neither Mutupet nor Adirampatnam are very good ports; but at the same time, a large quantity of grain is carried from both those ports in native craft to Ceylon and to other places; and when this railroad is finished, I have no doubt that this trade will be very much increased. The salt pans along the southern part of the district are capable of very great extension and the railroad will be of great advantage in carrying the salt and distributing it into other districts than those it reaches at present. I hope that the people will thus be enabled to obtain their salt cheaper than they do at present, and that this salt which is of a peculiarly good quality may be widely distributed. I believe this is the first railroad which has been inaugurated in India under similar financial circumstances. It is the first railroad, I believe, where a Local Board has provided one-half of the capital, and provincial funds have found the other half; and it is quite appropriate that Tanjore, one of the richest districts in this Presidency or perhaps in India, should have the credit of making this precedent. Whether it is a precedent that is likely to be followed by other districts, I do not know; but I am anxious at any rate in the name of the Government to thank the Local Fund Board for their public spirit in thus stretching out their hands, by the new railroad, to help a backward part of the country. I have every expectation that they will find that their local funds have been wisely devoted to this purpose, that their money has been profitably and prudently invested, and that, by means of this railroad, the general trade of this district will be increased. At any rate, I have been anxious to come here to-day to tell you and to show to you that the Government entirely sympathise with the efforts that the Local Fund Board have made to develope the material resources of the country, and I hope and trust that their exertions will contribute to the happiness and well-being of the people—a cause which I have most sincerely at heart. I have to add that Mr. Betts has just announced that the accounts of the South Indian Railway for the last half-year, which have just been closed, show the result of the working to be a surplus of £10,000 over the guaranteed interest paid by the State to the shareholders. This is the first instance of any railway in the Madras Presidency having shown surplus over the guaranteed interest, but I trust it will not be the last opportunity of congratulating Mr. Betts and the South Indian Railway.

Address of the Municipal Councillors and the Inhabitants of Conjeeveram.

May it please your Excellency,—We, the Municipal Councillors and the inhabitants of Conjeeveram, beg leave to approach your Excellency with feelings of profound respect and affection to offer your Excellency a cordial welcome on the occasion of your Excellency's visit to the ancient capital of the Chola Kingdom. Your Excellency is welcome not only as the representative of Her Gracious Majesty Empress Victoria, our beloved Sovereign, and as the brother of the popular Viceroy, the late lamented Lord Mayo, but also as our popular Governor, who has always the welfare of his subjects at heart. Conjeeveram, one of the seven holy cities of the Puranic age, contains numerous temples which were built by the munificent liberality of the ancient Hindu Rajahs, and which are the standing monuments of the architectural skill of ancient India. The town is held in great veneration by the people all over India, and is visited annually by thousands of pilgrims from different parts of the peninsula during the great festival which is celebrated in the month of May, not to speak of the numbers that daily come to pay their respects at the different shrines, and of the crowds that gather together on occasions of other festivals. It is the largest and most populous town in the Chingleput district, and is the centre of the weaving industry. In conclusion, allow us to avail ourselves of this opportunity to express our heartfelt gratitude for the manifold benefits for which we, the people of this Presidency, are indebted to your Excellency, and to express our sincere wish that your Excellency may enjoy the blessings of long life and sound health, to enable your Excellency to extend the sphere of usefulness here and elsewhere. Once more offering your Excellency a hearty welcome.

His Excellency's Reply.

Ladies and Gentlemen,—I am very much obliged to you, I can assure you, for the kind terms in which you alluded to me in your address. I am glad to find myself in a place like Conjeeveram which is celebrated for its antiquity and for its history. It gives me very great pleasure to find that the town is now in a prosperous condition. I hope I shall have the pleasure of seeing the weaving industry whilst I am here. I congratulate you on the good monsoon you had hitherto; and I hope most sincerely that the north-east monsoon will be as good as the monsoon that is just over. If that is the case, I hope that all the ryots and inhabitants of the Presidency generally will have a prosperous year; and that is what I am sure all those who are engaged in the government of the country—not only the Governor but also the Collectors and all others who are engaged in administering the Queen's Government here—are anxious for. We are spending our lives in trying to do the best we can for the people and increasing their material welfare. I am glad to have an opportunity of meeting the Municipal

members here; and I hope that your Municipal affairs are prospering and that you will devote yourselves with public spirit to the improvement of the town. Now, gentlemen, I can only tell you again that I am much obliged to you for the preparations—beautiful preparations—that I see around me, and that you have made. I accept them not as a tribute to myself, but as a tribute to the Queen whom I represent, and whom you loyally are glad, I know, to have as your Sovereign. We can only testify our loyalty to her by doing our duty in our respective spheres. I am quite sure that you know as well as I do there is nothing more dear to the heart of the Queen than the wish that her subjects in this and other parts of the world are prospering. I can assure you she is not like many sovereigns who do not take an active interest in their subjects; but she knows everything that is going on here, as well as in other parts of the world, where her dominions extend. There is not any of her dominions in which Her Majesty takes more interest than in India; and hardly a week passes that I do not receive from those who represent Her Majesty at Home most gratifying proofs that she is always mindful of the interests of her Indian subjects. I should be very glad to see the objects of ancient interest which exist in this town. We are standing in the midst of a country which may be said to be classic ground, where the first foundations of the great Indian Empire may be said to have been laid more than 140 years ago. It is gratifying to see and think that, instead of wars and tumults and fightings all over the country, we have now a state of profound peace. I hope that that peace may long endure. I have no reason to think that the people will be disturbed from their peaceful occupations to undertake anything of a different nature. Now, gentlemen, I can only say again that I am much obliged to you for these very beautiful preparations that you have made for me, and I am quite sure I shall enjoy the short time that I shall spend amongst you, and I shall take away with me pleasant recollections of the way in which you have received the representative of the Queen.

Address of the Trustees of the Temple of Devarajaswami.

MAY IT PLEASE YOUR EXCELLENCY,—We, the Trustees of the Temple of Devarajaswami, respectfully beg in behalf of ourselves and of others interested in this sacred institution, eagerly to avail ourselves of the privilege of hailing your Excellency's presence this day within its venerated walls, and of expressing our profound loyalty and warm attachment to Her Most Gracious Majesty the Queen Empress and our gratitude for the honor conferred on the Vaishnava community to which we belong by your Excellency's brief sojourn in their midst—a fact in which we all recognise the traces of your Excellency's favorable disposition towards the religious institutions of this part of the country and the welfare of its people.

We are reminded by the present solemn scene, that Kanchipuram—reckoned as one of the seven sacred cities of India—was long the capital of the Chola Kingdom, and the favorite resort of illustrious native princes and chiefs, as it is still a great goal of pilgrimages from the Himalayas to Cape Comorin. It was once the seat of an advancing civilization and learning, active in commercial enterprise and in the peaceful arts of industry. Though wars and revolutions and administrative changes have reduced the political importance of Kanchipuram, yet in regard to the cultivation of letters and the teaching of religion and loyalty, which after all are the great safeguard of a people's welfare, our community still continues to follow the example of our forefathers; and we confidently hope that your Excellency's Government will extend its encouragement to Sanscrit learning and its protection to our religious endowments, rights, and privileges.

As trustees of this temple of historic fame, it is our earnest endeavour to discharge faithfully the duties assigned to us and to carry on the temple worship, and the several festivals in an orderly manner with the limited Tasdik allowance from the State and the other means at our disposal; and it is our sincere hope that during the administration of our respected Collector and Magistrate, we shall secure that approbation and support which Kumara Tatacharya, the first trustee to whom the management of this institution was transferred by the Government, and others of our predecessors in office, were fortunate enough to enjoy.

With renewed assurances of our loyalty and respect, and with an earnest prayer that your Excellency will be the illustrious instrument of Devarajaswami,—the Lord and King of the World—in advancing the interests of our religious institutions, in establishing orderly habits among the people, and in promoting our national welfare.

His Excellency's Reply.

GENTLEMEN,—I feel very grateful to the trustees of this ancient temple for their cordial welcome upon this occasion, and I have no doubt that the expressions in your address of loyalty and attachment to our Most Gracious Sovereign the Queen Empress are perfectly sincere. You, in common with all other religious communities, have been secured in the exercise of your

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religion, in the fullest manner, by the Queen Empress; and institutions like these are, as you are well aware, as safe under the ægis of Her Majesty as they were in the olden times under the Chola Kings. The fact of Conjeeveram being one of the seven sacred cities of India must ever make it an object of interest to one who, like myself, is called upon to govern this great Presidency, and I am glad to hear that in the cultivation of letters and in the teaching of religion and loyalty, your community continues to follow the example of your forefathers. The British Government, the British Public, and the learned Universities of England are always showing encouragement to Sanscrit literature, and within the last few months a new school of Oriental languages has been established in England under the auspices of that distinguished scholar, Professor Max Müller, and under the patronage of His Royal Highness the Prince of Wales, for the encouragement of Oriental literature; and I have no doubt that that Society will receive with great pleasure any contribution which your learned Pandits can send them for illustrating and throwing light on Sanscrit learning, and those subjects which are mainly to be learnt through the Sanscrit language. As trustees of this temple, you have many important duties to perform with respect to the several festivals which take place in this town, and it is no light duty that is imposed upon you to take care that these are performed in an orderly manner and with due regard to sanitary considerations. I am quite sure that so long as these ideas are kept in view, you will secure the support of your respected Collector and Magistrate, and that as the administration of the temple has hitherto been creditable, the present and future trustees will imitate their predecessors in office. I thank you for the prayer with which your address concludes, and I can assure you that in endeavouring to establish orderly habits among the people and in promoting that national welfare, you are laboring in a cause in which you will have my hearty co-operation while I am in India and my sincere good wishes when I return to the calm of private life.

Address of the Public of Guntúr.

MAY IT PLEASE YOUR EXCELLENCY,—In the name of the public of Guntúr, we beg to approach your Excellency with this expression of grateful loyalty and sincere pleasure at this second visit to our district, and through your Excellency we tender the tribute of our profound homage to Her Most Gracious Majesty, the Queen Empress of India, for her benign rule over us.

We beg to offer your Excellency a hearty welcome and regard your Excellency's visit with feelings of gladness, for it has afforded an opportunity to personally give our cordial thanks for the boon conferred on us in response to our request in the last address, viz., the inception of the East Coast Railway; the commencement of the Kistna bridge; and the survey of the Nellore-Guntúr Railway.

We beg to state that it is our belief that by this network of railways to the north, south and west of our district, its natural resources, its trade and industries will develope and the people will advance in intelligence and prosperity by closer contact with the chief centres of civilization with the north and the south.

We are happy to say that by the introduction of this civilizing agency in our district, your Excellency's name will ever be cherished in the hearts of the people with affection and reverence as that of His Grace the Duke of Buckingham, for the establishment of the canal communication from Bezvada to Madras.

We believe it may not be out of place if we venture to request that your Excellency, in consultation with the district authorities, will be pleased to strengthen the Police force of the town, in consideration of its growing population and importance.

We crave your Excellency's permission to express our thanks to Mr. Arundel for his energy and effort in his endeavours to secure railway communications in this district.

In the end, fervently invoking the Almighty, the Disposer of all things, to confer his choicest blessings on your Excellency.

Address of the Merchants of Guntúr, Bápatla, Chirala and Vetapalem.

We, the undersigned loyal subjects, and merchants of Guntúr, Bápatla, Chirala, and Vetapalem, humbly beg to approach your Excellency with this expression of sincere gratitude that the suggestions of our Collector, A. T. Arundel, Esq., regarding the route of the Nellore-Guntúr Railway Extension, have been so far approved of as to have already resulted in a survey of the line through the towns, which we represent.

We are encouraged thereby to earnestly hope that the line so surveyed will be sanctioned and its construction commenced at an early day. We beg to represent to your Excellency the feasibility, and great utility to the commercial interests of the district, of a Port at Ipurpalem,

Wadarevu, and to pray that the opening of this Port by rail communication, may be included in the Railroad extension now under survey and awaiting sanction.

In conclusion we beg to express our profound loyalty to the Government, under which we enjoy the enhanced prosperity of our day, and earnestly desiring the continued blessings of Heaven upon its head, Her Most Gracious Majesty, the Queen Empress of India, and upon your Excellency, the honored Ruler of this Presidency.

His Excellency's Reply.

GENTLEMEN,—I am much obliged to you for your addresses, and I accept with gratitude your expressions of loyalty to Her Majesty the Queen. It is always a pleasure to me to come amongst the people and to find that, wherever I go, these sentiments of loyalty to the Queen are entertained by her Indian subjects. I am glad to find myself here to-day because I was not able to come to Guntúr last time when I visited Bezváda. I am anxious to see what I can of the town during the short time I shall be here. I am glad that you cherish very pleasant recollections of my distinguished predecessor, His Grace the Duke of Buckingham, and I am very glad indeed to think that the efforts which he made in increasing communications with Madras have been appreciated and remembered. I shall always think in future with very great pleasure that I have done a little, I hope, towards increasing your railway communication. I have no doubt that the railway that I am going to inaugurate tomorrow will be of great benefit to the people of this country. I shall make enquiries about what you say regarding the Police, and if I can increase the number of the Police force, I shall be very glad. I am much obliged to you for the beautiful preparations you have made for me, and it will give me great pleasure to see what I can of the town during the time I am here.

Address of the Inhabitants of the town of Masulipatam.

MAY IT PLEASE YOUR EXCELLENCY,—The inhabitants of the town of Masulipatam humbly desire permission to present this address conveying their grateful acknowledgment of the interest which your Excellency has displayed in the prosperity of this district, by obtaining sanction for the East Coast Railway with the Bridge across the Kistna and by your Excellency's presence at this inaugural ceremony.

This solicitude for the material welfare of all parts of the Presidency which is entrusted to your Excellency's care leads your Excellency's petitioners to entertain hopes that the claims of Masulipatam will not at this juncture be overlooked, that the project of a Branch Railway to this seaport will receive due attention, and that the sanction and commencement of this Branch Railway may give to the people of Masulipatam special cause to remember your Excellency's tenure of the office of Governor of Fort Saint George.

And your Excellency's petitioners shall, as in duty bound, ever pray for your Excellency's long life and happiness.

His Excellency's Reply.

His Excellency in reply promised attention to the subjects mentioned, and hoped that the Railway line prayed for would be made within a reasonably short time.

Address of the Bezváda Municipality.

MAY IT PLEASE YOUR EXCELLENCY,—We, the members of the Municipality and the representatives of the Town of Bezváda, have the pleasure to welcome your Excellency to this ancient town.

It was only a few months ago that we had the privilege of enjoying your Excellency's presence in our midst. We now may consider ourselves twice fortunate since the Representative of our Gracious Queen-Empress has condescended to pay us another visit.

It is needless here to dwell upon the manifold blessings your Excellency's administration has conferred upon the Presidency in general and the Kistna district in particular.

The Nizam's Guaranteed State Railway has been extended to the northern bank of the "sacred" Kistna and the Southern Mahratta Railway extended under the name of Bellary-Kistna State Railway to the southern bank. This auspicious day inaugurates the completion

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of the scheme of railway communication and gives us an opportunity of thanking your Excellency for laying the foundation of the East Coast Railway which will place this once neglected town in railway communication with the three Presidencies and raise it to the enviable position of grand junction station between Calcutta, Bombay and Madras.

We feel sure that the Kistna Bridge will when completed add additional lustre to our town.

Concluding this short welcome by cordially thanking your Excellency for this unexpected visit, we earnestly pray that your Excellency will be pleased to keep green in your mind a kindly remembrance of this rising town.

His Excellency's Reply.

His Excellency replying said that had it not been for the interest taken by the Secretary of State, the East Coast Railway could not have been pushed on so rapidly. He hoped most sincerely that the benefits anticipated by the construction of the Kistna Bridge would be realized.

EAST COAST RAILWAY.

INAUGURATION CEREMONY.

Address by Mr. F. J. E. Spring, the Executive Engineer of the Kistna Bridge.

YOUR EXCELLENCY,—Owing to the unavoidable absence of Mr. F. B. Walker, the Chief Engineer of the East Coast Railway, it has devolved upon me to invite you to perform the ceremony of inauguration. Knowing, as I do, the interest which from its first inception, your Excellency has taken in the great project on which work is now to be commenced, I have little doubt but that the rite which you have undertaken to perform will to you be an agreeable one.

An unspanned gap in the otherwise fairly well schemed network of railways with which the Indian Peninsula is covered has long been a standing defect in our system of cross communication. The link by which, under the auspices, and at the initiative, of the Government of Madras, this gap is now to be spanned, will, when completed, be a monument of the most lasting and useful character of your Excellency's rule.

The sole means of railway communication which has hitherto connected certain Madras districts with a population of some 50 millions, and certain Bengal districts which contain about 100 millions of inhabitants, has been a circuitous route of some 2,000 miles in length through the Presidency of Bombay. Roughly speaking, it may be stated that, by the construction of the East Coast Railway, and of certain other schemes now under consideration but not yet brought to maturity, this distance will be reduced by fully one-half.

The facility afforded to the general administration, not only of the Presidency which is governed by your Excellency, but of the Indian Peninsula in general, by the saving of distance thus to be secured, though in itself a matter of no mean moment, fades into insignificance when compared with benefits of another character which the East Coast Railway is confidently expected to confer upon wide tracts of country that have heretofore been insufficiently supplied with modern means of communication. These benefits I would class as, 1st, the better facilities afforded for travel and for the transport of produce in the heart of the districts traversed; 2nd, the certain enhancement of the traffic of existing railway systems; 3rd, and by far the most important, the protection of great tracts of country from the effects of those periods of scarcity which in times past have already occurred, and are certain, in future, again and again to recur.

As regards the first of these classes of advantages—the improvement, namely, of the communications of the districts traversed—it will be sufficient to briefly say that a population of some 8 millions of persons will be now for the first time brought within practical reach of a railway; that in a strip of country of about ten miles in breadth at each side of the line the inhabitants average 350, and in some places 500, to the square mile; that 24 considerable towns will be served, of which half the number have populations of from ten to thirty thousand persons; that besides the great world-known place of Hindu pilgrimage, Jaggannath Puri, which is annually visited by some 200,000 persons, of whom nearly one-half are estimated as arriving from the Madras side, there are, in the vicinity of the line of railway, some 50 other shrines of greater or lesser repute which are visited by about 300,000 persons annually. To anyone acquainted with the conditions of a tiresome Indian pilgrimage, as performed by the classes with whom this form of expression of their devotion is in greatest repute, these bald figures call up an appalling picture of widespread misery; and a great work of public utility which, as the East Coast Railway undoubtedly will, succeeds in even partially mitigating the hardships voluntarily undergone by this mass of suffering humanity, will have largely justified its existence, and the foresight of those to whose initiative its inception is due.

As regards the second class of benefits for the conferring of which the East Coast Railway may be credited—the improvement, namely, of the traffic of existing railway systems—it is certain that the Bengal-Nagpore Railway will derive substantial advantages from the opening out of additional markets for the produce of the grain fields of Chattisghar; the Nizam's Guaranteed Railway, again, will profit by the new outlets for its coal traffic to the eastward; the Madras Railways generally, and the Southern Mahratta Railway more particularly, will benefit by being brought into connection with a hitherto undeveloped tract of country; and the Great Indian Peninsular Railway will receive its share of the improved traffic of more than one of these other lines.

But the protection against famine which the East Coast Railway will afford to great districts which have always been liable to the devastating visits of this terrible scourge, is by far the most important of its functions. In countries which in latitude and longitude are widely separated, and which differ as largely in climatic conditions as they differ ethnographically and in the quality of their soil, it is inevitable that there should periodically occur wide variations in the available quantity, and in the prices, of food grains—variations so wide that while one tract of country has before now been suffering from famine, another has at the same time scarcely known how to dispose of its surplus grain. No one knows better than your Excellency how unreliable a mode of transit is offered for the equalization of the prices of grain by the coasting steamers which have heretofore had almost a monopoly of the carrying trade along the East Coast of India, and which more than once during the most critical periods of scarcity have had to lie outside in the open roadstead for many days, unable to land their cargoes through the surf. When the East Coast Railway has once been constructed, this serious difficulty of transit will no longer be a source of trouble and of embarrassment to your Government, and prices may be trusted to automatically adjust themselves in accordance with the ordinary laws of demand and supply.

The net revenue derivable from the working of a system of railways is far from being the sole measure of the financial benefits which it confers upon the country which it traverses; the increase in the land revenue which under a wise fiscal system accrues to a Government from that extension of cultivated area which inevitably follows an improvement of communications may frequently prove to be as large a source of income as that which is directly derived from the working of the railway itself. Minor sources of revenue also, of the sort which rise and fall as the material condition of a people improves or declines, may also be trusted to largely add to the amount of those supplies which are so necessary to a Government for efficient administration.

The particular section of the East Coast Railway, 500 miles in length, to which sanction has now been accorded, commences near the spot where your Excellency is now standing, and, after crossing the Kistna river by a bridge which will consist of twelve spans of 300 feet, arrives at the town of Bezwáda, where the three separate systems—the Southern Mahratta Railway, His Highness the Nizam's Guaranteed Railway, and East Coast Railway—are, I believe, destined to meet. Hence the line passes up towards Bengal serving on its way, more or less conveniently, the well-known towns, Ellore, Rajahmundry, Sámalkót, Cocanada, Vizagapatam, Vizianagrum, Bimlipatam, Chicacole, Calingapatam, Berhampore, Gopálpur, and Ganjam. A few miles beyond this latter town the confines of Bengal are reached, and after passing Jaggannathpuri, the 500 mile section terminates on the river Mahánadi near Naraj, at a point where there appears to be every probability of its being connected, at no distant date, with the Bengal-Nagpore Railway by means of a branch which will presumably be constructed by this latter Company. The only break in the 500 miles will be at the river Godávari, which is at present intended to be crossed only means of a ferry, but it is to be hoped that bolder councils may yet prevail, and that the Godávari may be bridged in half or three-quarters of a mile near Rajahmundry, by the aid of those principles which, in the case of far more difficult rivers in Northern India, have rendered the crossing of rivers of this description no longer an extravagant luxury or a formidable engineering problem.

I now have the pleasure to invite your Excellency to dig and remove the first barrow of earth to be handled on the East Coast Railway, and afterwards to lay a cap stone on a centre pillar of the new embankment; I also request that you will be pleased to accept the shovel and the trowel with which the inauguratory rites shall have been performed, as a memento of an interesting and important event in your Excellency's proconsulship.

His Excellency's Reply.

Mr. Spring and Gentlemen,—Although I regret the absence of Mr. Walker, the Chief Engineer of the East Coast Railway, I must say that he has found a very efficient representative upon this occasion. As the address which has just been read by Mr. Spring enters very ably and fully into the prospects and future fortunes of this Railway which, I have been most anxious to see commenced ever since I have been Governor of the Presidency, I would take this opportunity of giving credit where credit is due to an absent man. The first person who brought before me the importance of the subject was Mr. Henry Turner, late Collector of Vizagapatam, and although the line which has been decided upon is not exactly that

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which he suggested, yet the importance of the general idea was one which he laboured for strenuously for many years, and which he spent much time and thought in putting before the Madras Government. The general benefits which I expect to result from the construction of the Railway are ably put forward in Mr. Spring's address. The line will pass through a country which, in many places, is very densely populated, and near towns which have very large populations. I hope most sincerely that this line has not been laid out entirely with a view to Engineering considerations, but that the survey has been made as the Madras Government wished it to be made, with due consideration of the various populous towns which it is intended to serve. It is possible that, as it has been made very rapidly—a fact for which the Engineers deserve credit—enough consideration has not been paid to the service of the various towns. The Collectors and other District officers will have their attention called to this point immediately, and their reports will be sent in to the responsible authorities. I believe that it will be perfectly feasible to draw out rules for the guidance of the Engineers in charge of the railroad, so that where the alignment requires alteration, in view of the convenience of the population, it can easily be made. I wish to draw attention to this point, and now that I have done so, there will be no excuse whatever for repeating the mistake with regard to the East Coast Railway which has been lamentably often made in other parts of India; that is, the survey and alignment has been done too often exclusively with regard to Engineering questions, and has ignored altogether the convenience of the populations that the Railway was intended to serve, and the development of its future traffic. I hope the attention of the responsible authorities will now be drawn very seriously to this point. The Madras Government will do all it can to prevent mistakes of this kind, and if they are hereafter made, it will not be our fault. Considering that there are 24 large towns between here and Ganjam, it will be a great misfortune if these towns are not regarded when the alignment of the railroad is definitely settled. The line will form an important means of communication for the many thousands of pilgrims that pass from the north to the sacred shrines in the far south such as Rámesvaram, Conjeeveram, and other places, and also for those pilgrims who pass from the south to the north annually to the celebrated Hindu place of pilgrimage of Jugganath. When the Mahanádi Branch of the line is completed it will be the means of distributing over the whole of the Madras Presidency the produce of the Central Provinces; and when we recollect that the price of grain foods in those Provinces is always much lower than it is in this Presidency, this, in itself, will be a great boon to the people. I do not think that Mr. Spring has placed too high the advantages that this railroad will give us in dealing with difficulties and emergencies of famine. Hitherto famines have never come at the same time in all parts of India, and, therefore, it is above all things advantageous that when a famine occurs in one part of the country means of providing for the transport of food from the districts where there is plenty to where there is scarcity should exist in abundance. Therefore, in seasons where there is no famine it is important for the general merchant, trader and consumer that an equalisation of prices should exist as much as possible. The introduction and construction of railways in different parts of India have in a great measure effected this equalisation of prices. Thirty-five years ago there were only about 300 miles of railway open in India; at present there are more than 15,000 miles of railway. The consequence is that this facility of transport has, paradoxical as it may seem, in one respect made provision against famine more necessary than in olden times, as it used to be the custom for the people in prosperous years to hoard up their superfluous grain which they could not sell, in the absence of efficient transport, and keep it for times of scarcity. Now in districts where there is railway communication these stores do not exist and the population get rid annually of their abundant crops. This consideration, therefore, makes it more than ever necessary that railway communication should be as universal as possible in order that stores of grain can easily be thrown over large districts of country in case of scarcity or famine. Your address alludes to the unreliable character of the sea-route in critical periods of scarcity. That is true to a certain extent, but at the same time I do not forget that last year, during the scarcity in Ganjam, my Government, notwithstanding the existence of the monsoon, was able to transport by sea large quantities of rice from the Godávari to Gopálpur. But the difficulty began when the rice arrived at Gopálpur and we felt the need of a railway very much to distribute the grain throughout the country. I do not anticipate that traffic by sea will be injured by the East Coast railroad, for I look forward to such a very large extension of the general trade of the country, much of which will reach the various ports along the coast, that the steamship traffic will be rather increased than impaired. The mineral resources of this rich country are practically in a virgin state, and I do not think I am too sanguine in expecting that coal, gold and iron mines, as well as the valuable marble quarries will, before a generation passes by, be contributing to the general stock of the wealth of India, while the almost inexhaustible forests of the maliahs will also be brought under requisition for the use and comfort of mankind. I concur with the address in anticipating also a considerable rise in the general revenues of the country through which the line traverses. This has been the result of railway communication in all parts of India and in every other part of the world I am acquainted with, and there is no reason why the *Hinterland* of the Coromandel Coast should be an exception to the general rule. I hope most sincerely that the benefits which this line will confer upon the country will be taken advantage of by the wealthy Zemindars and large landed proprietors, whose vast estates will be greatly benefited, and the advantages to these great proprietors will be so considerable that I hope they will afford the Government every facility in their power for completing the line. As to the engineering features of the proposed Railway there is very little of importance to

be said. Generally speaking, there will be little difficulty in constructing it; and the bridge which will be commenced immediately near the point where we are now standing, will be one of its chief engineering beauties. But the experience and ability of Engineers in constructing similar works are now so great that I do not anticipate any difficulty whatever in the construction of the Kistna bridge, and I am sure under Mr. Spring, whose experience and ability have already been displayed in other and more difficult work, the bridge will be constructed efficiently, economically, and rapidly. I wish I could promise myself the pleasure of standing here a few years hence and seeing long trains of passengers and goods pass over this beautiful river which, notwithstanding its natural beauty, is still a great obstruction to the general traffic of the country in passing from north to south. I dare say in a few more years also, one of my successors will have the privilege of opening a bridge over the Godávari. I hope the attention of the Government of India will be called to the question of the Godávari immediately. I believe that the experience which has been gained of late years in crossing broad rivers of this kind will enable the crossing of the Godávari to be considered much less difficult than is generally supposed. The river no doubt is very broad, but from a conversation I have had with Mr Spring this morning, I believe the crossing of the Godávari would not be a more serious engineering project than that of crossing the Kistna, and that a bridge could be made near Dowlaishweram for a sum not exceeding that which the Kistna bridge is to cost. From a superficial examination of the subject I incline to think that it would be cheaper in the end, and certainly more effectual, to bridge the Godávari, instead of spending money upon a steam ferry. We must recollect that money spent upon the steam ferry in the event of the river being eventually bridged will be all thrown away. The attention of the Government of India will be called to this subject immediately, and I hope that the resolutio.. to be satisfied with the steam ferry, which was taken at a time when the question of bridging the Godávari was not considered, will now be seriously entertained. As to the Singaréni coal-fields, assuming that we have a broad gauge line direct to Madras, these will be put in short and direct communication with the capital, and it is unnecessary to expatiate upon the great advantage which Madras and the whole of our Southern districts will gain from this fact. Other coal-fields are also likely to be opened in the Kistna district, so that I hope, before very long, Madras will not only obtain Singaréni coal but also coal from other sources. I have observed within the last day or two that cultivation of cotton, sugar and tobacco has increased very rapidly in many of the districts through which this line will pass, and that these industries will be very materially stimulated by means of the new line. There is a paragraph in Mr. Turner's report with respect to the highlands to the north of the line which I should like to quote:—

"The highlands of Jeypore will be tapped by the branch of 50 miles that will run out from Vizianagrum. Along this branch line there will be a large traffic in hill produce such as oil-seeds, myrabolams, horns, hides, rice in husk; while the return journey will take up cotton-goods, tobacco and salt. The depôts at the foot of these hills are the emporia of trade for the immense tract of country that lie between the coast and the Nagpur plateau. Jeypore, Bustar and Kalahandy comprise an area of 30,000 square miles with a population approaching a million souls. These countries contain boundless plains fitted for the plough with a rainfall of 50 to 70 inches per annum requiring only silver and population to develop into regions of enormous agricultural wealth."

In addition to all the advantages which I have hitherto enumerated we cannot forget that the various lines which will be in direct communication with the East Coast line from Bezváda will be enormously benefited, as the interchange of traffic between the Southern Mahratta, Madras, and South Indian Railways and the Hyderabad State line will be very considerable, and the addition to their traffic very much increased without additional capital expenditure on their part. I am glad to see Mr. Pendlebury here and hope he will represent these things to his Board. As to the extension from Cuttack to Calcutta, I should be going outside the geographical limits of my own Presidency if I were to discuss that question, but I have no doubt that the Government of India and the Government of Bengal will come to a wise decision upon the subject. I may say, however, that I consider that it would be advisable to connect the Bengal-Nagpur line with Cuttack by the Mahanádi Valley, as I consider it of great importance, both from a provincial and imperial point of view, that the Central Provinces should have access to the sea as well as to the East Coast railroad. But, above and beyond every other consideration, I am most anxious to see a broad gauge line made from Madras to Calcutta. As far as the Madras Government is concerned, it has done its best to carry out this idea, and in addition to the 500 miles of railroad which we are to-day inaugurating, my Government has lately sanctioned the survey of a line from Nellore to Bezváda, and also of another from Madras practically to Nellore. I shall urge upon the Secretary of State the expediency of commencing these lines within the immediate future and I have little doubt that I shall meet with the same willingness on his part to authorise the commencement of these two latter lines, as I found him ever ready to show with respect to the line from Bezváda to Cuttack. I shall now have great pleasure in accepting the invitation of Mr. Spring to dig and remove the first barrow of earth to be handled on the East Coast railroad, and I accept with much gratitude the shevel and the trowel with which he has been good enough to present me as a memento of this ceremony, a ceremony which, I can assure you, I feel most thankful to have been permitted to take part in. I have no doubt that by the blessing of the Almighty this railroad will prove of untold and unforeseen blessings to many millions of Her Majesty's Indian subjects.

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P. W. DEPARTMENT.

Current No. 10057

From 12th Tour

Private Secty to H. E. the Governor.

ENCLOS.—

No.

Dated Oct/90.

Received 23/10/90

SUBJECT.

Inclg the Tour of H. E. the Right Hon. Lord Connemara G. C. I. E. — Forwarded —

DISPOSAL.

No. 2842 dated 27 Oct. 1890

Recorded

MCM
24.10.90

27.10

29/10

30/10