

MADRAS RECORD OFFICE.

Government of Madras.

Revenue DEPARTMENT.

G.O. No.	489	Press
		<u>Mis.</u>
88		
Dated	7-8-1865.	

Not to be folded or roughly handled

*Proceedings of the Madras Government, Revenue Department,
7th March 1865.*

No. 88.

Dated 7th March 1865, No. 489.

Miscellaneous.

1. Resolved that the Minutes of His Excellency the Governor, dated 27th January and 11th February 1865, be communicated to the Board of Revenue.
2. The subject of training a number of natives to the use and working of the Agricultural Implements received from England will be considered in connection with the proposal to have a small model Farm at Madras, on which the Government expect an early report from the Agri. Horticultural Society.
3. The Board will inform Mr. Moncrieff when the implements lately received are unpacked, in order that he may examine them carefully and report how far their construction can be simplified and brought within the means of native mechanics, and how far their principle can be applied to the improvement of the implements in ordinary use in this country. Mr. Moncrieff will shortly have an opportunity of seeing the new implements at work.
4. The Board will report whether they have received a supply of sharpening stones, and if not, will submit an indent for the requisite number.
5. Mr. F. Minchin will be requested to forward one of his improved Cane Mills for exhibition at Madras, with a Memorandum of its cost.
6. The Board will report on paragraphs 21 to 24 of His Excellency's second Minute after consulting the Collectors. The report should be submitted as soon as possible, as the funds at the disposal of Government for the construction and repair of roads will be considerably diminished in 1865-66.

(True Extract.)

(Signed) J. D. SIM,
Secretary to Government.

To the Board of Revenue.
To F. Minchin, Esq.
„ the Agri-Horticultural Society.

Exd. S. T. Augustin.

*Ex post an 2 an 1/2
a part from the Agri-*

MINUTE BY THE HONORABLE THE PRESIDENT.

1. I am very glad that I was able to arrange for my visit to the Northern Circars so as to be present at the Cattle Show at Addunky. In accordance with the arrangements made by the Collector, Mr. Dykes, I landed at Kottaputnum, and proceeded from thence via Ongole to Addunky, every preparation having been made for my transport and accommodation both on the road and at Addunky itself.

2. The cattle were pouring in fast when I arrived at Addunky, the show of stock was, I am told, much larger than usual, and the number exhibited taxed the energies of the persons employed to classify them, and to adjudicate upon their relative merits; but the work was well and satisfactorily performed; and great credit is due to Mr. Dykes for the methodical arrangements by which this result was obtained, and for the mode in which he has enlisted the active co-operation of the natives.

3. The increase in the number of stock was due, I believe, in great measure to the exhibition of a larger proportion than usual of young stock, so that in a few years, when the yearlings exhibited on the present occasion have arrived at their full growth, the competition for prizes among the full grown classes will become much more active.

4. I was very much struck with the appearance of the stock generally; the bulls were remarkably fine, there were some splendid specimens of working bullocks, and some nice looking cows and heifers; these latter, however, struck me as being small in proportion to the bulls, and were disposed to be rather leggy.

5. The working bullocks were tried with a weight of two tons in a cart weighing about half a ton, and this they moved up a steepish bit of ground with fair ease; they exhibited a frame upon which 1,500 lbs. of beef might have been laid, but I should be afraid that they would be found too heavy for ordinary descriptions of labor, and would, I should think, find their weight rather an incumbrance in deep ground.

6. The Photographs which Doctor Hunter has taken of much of the stock, will give a better idea of its character than any description.

7. For the sake of encouraging the exhibition, I gave to each of five men who had gained two prizes, a gold ring, and I think that the encouragement thus given will have a satisfactory return on future exhibitions.

8. I took with me from Madras some of the new tools and machinery sent from England, and though every arrangement had been made by Mr. Dykes for their exhibition in action, the results were not so satisfactory as I could have wished.

9. In the first place, as the tools were taken out of their packing cases, and put at once on board ship, our exhibitions were to a great extent tentative; we had to experiment with new implements in the face of upwards of a thousand people, all of whom were of course alive to any failure, and who were certain to contrast the performance of the new implements with the working of their own more simple tools.

10. In the second place, several of the tools were not in a state to be used. The scythes had not been ground, and no sharpening stones had been sent with them, so none of these could be exhibited in action.

11. The pumps too were not well fitted, and more attention was required to the details of their construction.

12. The Machine which did its work most satisfactorily was the winnowing machine, and one of the iron ploughs performed well considering the light sandy character of the soil.

13. There are two points, however, with reference to these tools and implements to which I wish to call the attention of the Government.

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Report from the Agric.*

14. The first is the necessity of training up a certain number of natives to the use and working of these machines. The second is a matter of still more importance, namely, the necessity of simplifying the construction of these implements and machines; of bringing them within the means of the Ryots, and within the ability of the village mechanic to construct, or at all events to repair them.

15. If I recollect aright, in my Minute recommending the purchase of these machines, I laid great stress upon the propriety of introducing them as examples of the principle upon which the construction should be attempted; and from what I have seen at Oussoor and Addunky I feel compelled to reiterate this opinion. The very trifling irregularities which affect the working of a machine cannot be comprehended by a Ryot, and the result of placing such a machine in his hands would be to generate distrust in its efficiency instead of confidence.

16. I cannot but think, therefore, that it would be good policy on the part of the Government to provide the means of training a certain number of natives in the use and management of the better descriptions of agricultural implements, and, at the same time, to direct the attention of a competent Mechanical Engineer towards the application of the principles exhibited in the English machines, with a view to the invention of improvements in the native tools, and of simple processes, by which the labor of men and animals might be applied more economically than at present.

17. Take, for instance, the pumps which were exhibited at Addunky, these were modifications of the chain pump, one simple enough, but requiring more attention to its construction in matters of detail; the other complete enough, but made of iron; both of these pumps, however, require attention, in fixing; the barrel of the pump should be vertical and its axis should be in a line with the centre line of the chain and buckets, any deviation from this would cause great friction, the pump would wear rapidly, and would only do half its work. Can this amount of care be looked for in a Ryot? Is he in a position to comprehend the necessity of it? I am afraid this must be answered in the negative. It would be better, therefore, to supply him with a machine of a more simple construction, such as a chain of buckets or a belt pump; the former is the simpler of the two, and more likely to commend itself to the intellect of the Ryot. I have alluded to these pumps merely as an illustration, but the principle involved is one of general application.

18. The people of India have little or no mechanical knowledge, and in attempting to instruct them, we must take them as we find them, and adapt our training to the existing state of their knowledge; gradually we may hope to make their intellect act as a useful auxiliary in the work of mechanical training, but at present I am almost afraid that the desire to purchase implements which we have exhibited, is more likely to check than accelerate the introduction of mechanical improvement. We must begin with them as with children; and this leads me to enquire what has been the result of the reference made on this very subject to the Director of Public Instruction. He was, if I recollect aright, directed to provide in the Government schools for the exhibition of simple mechanical appliances. I should wish to know what steps have been taken by him to carry out the instructions of Government.

27th January 1865.

(Signed) W. T. DENISON.

MINUTE BY THE HONORABLE THE PRESIDENT.

1. In my former Minute of January 27th, I gave an account of the Cattle Show at Addunky, and made some suggestions as to the steps which it would be advisable to take, in order to facilitate and encourage the employment, by the Ryots, of better descriptions of Agricultural Implements. I did not allude in that Minute to the state of the roads, or to any of the wants of the District, as I thought that I should be better able to deal with these questions after I had made myself acquainted with the state of matters in the Northern Circars.

2. I left Addunky on the afternoon of Friday, 27th January, and embarked at Cottapatam on the morning of the 28th. I had intended to have looked in at Masulipatam on my way to the

North; but I received such a report of the prevalence of Diarrhoea and Dysentery in the town and the vicinity, as decided me to postpone my visit, and I therefore steered direct for Vizagapatam, off which place I anchored on the evening of the 29th. I remained at that station two days, during which time I inspected all the public buildings and institutions, and took note of the various suggestions submitted by the Collector, or by the people themselves. On the 1st of February I went by land to Bimlipatam, a flourishing place of trade, about 19 miles to the north of Vizagapatam, and embarking there sailed to Ganjam, where I landed at the old town, which has been generally deserted by the European community, and went five miles to Chitterpore, the present residence of the Agent. The next day I drove 16 miles to the northward, crossing the Ganjam river, to Rumbah, on the shore of the Chilka lake, which is the landing place of most of the boats which bring down produce from the northern shores of the lake, a distance of nearly 61 miles. At Rumbah the cargoes of these boats are transferred to bandies, and taken by land to Ganjam or to Gopalpore, another port more frequented by European merchants, about 15 miles south of Ganjam.

3. At this time of the year the traffic is very heavy, boats are constantly coming down the lake laden with rice and paddy, and there would probably be a sufficient amount of trade to make the proposed canal from the lake to the mouth of the Ganjam river a profitable undertaking. It appeared, however, to me that the great amount of this traffic was dependent upon the fact that the paddy crop had been just reaped, and that a demand existed for both paddy and rice for shipment to Bombay and elsewhere. I should, therefore, be disposed to postpone the construction of the canal for the present, till the Government can be better satisfied as to the amount of the annual traffic, and of the probable cost of the work.

4. I looked into the plans of the line of canal, and as I heard that the Zemindar to whom the paddy flat belonged, through which the line was to pass, had made heavy claims for the land required for the canal itself, as well as heavy prospective claims for damage caused by the introduction of salt water, and by cutting off the supply of fresh water, I recommended Captain Ryves to alter the line, and to carry the cutting on the sea side of the paddy flat.

5. I do not think that the delay of another year will be in any way injurious to this undertaking. It may, it is true, bring a large amount of trade direct to Ganjam; but the actual saving to the public will be the difference of cost between the conveyance by water or by road of the trade of the lake for a distance of about 8 or 9 miles; having due regard to the fact that the road, a very fair one, is already made, and that the canal has yet to be constructed, the opinion of the Collector and of others seemed to be that if a given sum of money were to be expended upon roads or canals, it would be better to spend it upon the extension of the lines into the interior of the country, than upon the improvement of those running parallel to the coast; and in this opinion I concur.

6. From Rumbah I went about 30 miles across country to Aska, where Messrs. Binny & Co. have a large Sugar Refinery, under the management of Mr. Minchin. Here I witnessed the whole process of Sugar making, from the first crushing of the cane to the out-turn of the sugar.

7. The establishment appeared to me to be very well managed; a variety of appliances were shewn to me by Mr. Minchin which, with certain modifications, seemed capable of being applied to various purposes useful to the Ryots, such as raising water, &c. I was glad to see that most, if not all, of the workmen connected with the Factory were natives, including among these the whole staff of Engineers in charge of the machinery.

8. From Aska I was driven along a good road to Berhampore, a distance of 25 miles, passing through a District which, though the season had been unfavourable owing to want of rain, shewed evidence both of the industry of the people, and of the quality of the soil, by the crops with which it was covered.

9. At Berhampore, as at Vizagapatam, I visited the public buildings, most of which are new; and having done so embarked at Gopalpore, a distance of about 8 miles from Berham-

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report from the Agent

pore, at noon on the 8th, and sailed for Madras, calling at Vizagapatam on my way for some of the details of the Battery of Artillery which were not in a fit state to march with the Battery to Madras.

10. Having thus given a sketch of my journey, I will now call the attention of Government to a variety of matters which pressed themselves on my notice, or were suggested to me by the local authorities with whom I was placed in communication.

11. I will first allude to the roads, or more generally to the means of communication; but, in order to place my views clearly before the Government I must state a few facts, and enunciate a few principles, which will, I trust, commend themselves to the attention of the Government.

12. The East Coast of the Peninsula of India does not present a single port or harbour where any shelter can be given to shipping, neither indeed is there, as far as I know, a single point on the coast where cover could be made for the protection of shipping by breakwaters or any appliances of the kind. The shore is nearly everywhere low and shelving, and vessels of any draught of water are obliged to anchor at distances varying from 2 to 5 miles from the beach, the cargo being discharged into or taken from boats of a peculiar build, capable of passing through a heavy surf. From this description, which is generally applicable, it is evident that the attraction which draws a vessel to one part of the coast instead of to another, has nothing to do with the character of the harbour or the anchorage, but is solely determined by the amount of traffic which can, by means of roads, or other modes of communication with the interior, concentrate itself at any particular spot on the coast.

13. There are several points upon the East Coast of the Presidency at which the trade of the country has concentrated itself, and, generally speaking, it would seem that the causes which have led to this were purely fortuitous. Of course the outlets of great rivers like the Godavary and Kistna, &c., are to a certain extent, exceptions to this; not however because they offer greater advantages than any other part of the coast for loading or unloading vessels, but because the produce of the Deltas of these rivers which, being irrigated, are very productive, seeks naturally the nearest port of embarkation.

14. We have, therefore, the fact that certain points have been selected by merchants as centres of trade, from distance to distance, along the coast; and the purpose of Government, which I may state broadly, is the encouragement of trade, and the development of the resources of the country, will be best answered by facilitating the access to these centres of trade from the country in rear by constructing roads radiating from these centres, and pushing them as far as possible into the productive portions of the country.

15. The traffic of the Nellore District to the south of Nellore itself, will naturally flow to Madras by the way of Cochrane's Canal when this is extended to Kistnapatam, and it would be advisable to complete this as soon as possible.

16. The trunk or northern road beyond Nellore, crosses the general line of drainage of the country, and would therefore be costly to complete and maintain; sometime or other it must be put into order, properly bridged and drained; but the first step to be taken is to complete the roads leading from the small ports on the coast, such as Cottapatam, &c., into the interior of the District. A very large saving in the cost of conveying produce to Madras will be the result of this.

17. It is unnecessary for me to say anything of the Deltas of the Kistna and Godavary. The canals provide ample means of conveyance for produce, a large proportion of which is brought down to Cocanada for shipment. I may, however, take this opportunity of expressing my conviction that all attempts to neutralize the evil arising out of the discharge of the enormous amount of silt brought down by the Godavary would be fruitless; and that the best mode of securing proper accommodation for the shipping which frequent the port, and for the larger amount which will come there when the navigation of the Upper Godavary is completed, will be by the construction of a Basin on the flat shore to the north of Cocanada, with a canal leading into it from a point near Samulcotta, and a channel from it leading into deep water, with a sea lock

at some distance down it; this, however, is a matter which need not be, and will not be, thought of till the amount of shipping visiting the port is largely increased.

18. The District of Vizagapatam is but badly provided with roads, and the remarks which I made with regard to the Nellore District, apply most forcibly to it.

19. The District is rich, a great deal of land is under cultivation, and were roads pushed into the interior from the different ports of shipment, not only would a great stimulus be given to production, but an outlet would be secured for the salt made on the coast for which a ready sale would be open in the hill tracts of Jeypore. The out-break of the Native Sowrahs, in the hill country at the back of the District, which was successfully put down by the Police will probably be followed by a change in their relations to us, similar to that which followed a similar out-break among the Khonds about eighteen months ago. I should, therefore, be disposed to spend such money as can be granted upon the roads leading from the coast to the interior, and to postpone any large outlay upon the northern line of road till these roads have been pushed well forward into the hills. A three-fold benefit will be derived from these roads; in the first place a ready access will be secured for the advance of Police or Troops into the country if necessary; in the second place, this advance will probably be rendered unnecessary, as the people will get gradually civilized, having fresh wants, and seeing a simple mode of supplying these by the exercise of a little steady industry; in the third place, the revenue will be largely increased.

20. Many of these roads will have to pass through Zemindary land, and the owners will of course benefit much by their construction. I should not, however, be disposed to press the Zemindars to give the land for the road gratuitously, though I should willingly accept it if offered; but my wish would be to throw all these roads open to the public at large, and by some system of local taxation to secure the means of maintaining them in good order. In such a case the Zemindar must of course be called upon to bear his share of the local taxation imposed for a purpose so useful to himself; and it would be desirable that the Government should proceed with as little delay as possible to consider how the funds for the maintenance of these purely local roads could best be levied.

21. A suggestion was made to me by Mr. Minchin, which may be worthy of consideration. With reference to the roads in Ganjam, he proposed to levy a duty upon all the grain brought down and shipped in coasting craft; the grain shipped to foreign countries already pays a duty, but the grain taken coastwise pays none; the cost of collection of this duty would be nothing; the duty could not be evaded; it would be far more remunerative than tolls, and open to fewer objections.

22. Whether, however, this mode be adopted or not, it is very certain that the maintenance of the local roads cannot be thrown upon the general revenue, but must be met by some special source of revenue in the District, and the sooner some mode of raising these funds can be devised, the better.

23. I am far, however, from thinking that it is in any way necessary, or even desirable that one system should be applied to the whole Presidency. A scheme such as that suggested by Mr. Minchin might answer well in Ganjam, and perhaps in Vizagapatam; but in other Districts a rate upon the land somewhat analogous to a highway rate might be levied, as is now being done in the revision of the land assessment, and in other cases it might be more convenient to levy tolls.

24. To the south of Ganjam the Estate of the Zemindar of Parla Kimeddy is administered by the Court of Wards, the owner being incapable of managing his own property; under this management roads have been constructed so as to provide fully for the wants of the people. Still, however, it will be necessary to insure by some process the maintenance of these roads, and of others similarly situated, as it is by no means impossible or improbable, that when the land reverts to its native owner, he will not be disposed to lay out a large sum annually for the maintenance of communications, the benefits arising out of which he will not, in all probability, be able to appreciate.

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annually out of the general revenue this want of money must always be felt. Works of the most importance while they get the largest share of the available surplus, are checked and impeded by this want of money, while all the minor works suffer even more, and all must exhibit that patchy incomplete appearance which forces itself upon the notice of every traveller.

40. It is fair and reasonable that certain works such as roads, buildings for public purposes, &c., which make no direct returns to the revenue should be paid for out of the surplus of that revenue, but that works which are sure to repay a large interest upon the money expended upon them, should be allowed to linger on in a state of incompleteness for want of that money which could be procured at any instant for 4½ per cent., seems to me but very questionable economy. The money required for the completion of the Godavery, Kistna, Pennar, and other irrigation works should, in my opinion, be borrowed from time to time as required, and the works should be pushed on as speedily as the state of the Districts to be irrigated will permit. This would set free a large sum of money for which a profitable investment might be found in the construction of the works suggested by me in a former part of this Minute.

41. I should strongly recommend that this mode of procedure should be pressed upon the Government of India and upon the Secretary of State.

42. I do not wish to suggest any special mode of raising this money; but I may observe that the Government in England has been in the habit of advancing money to individuals for the improvement of their properties, under an engagement that the interest and portion of the principal of the debt should be paid off annually, so as to extinguish the debt in twenty years. A similar or analogous course might perhaps be adopted here.

11th February 1865.

(Signed) W. T. DENISON.

(True Copies.)

(Signed) J. GROSE,

Acting Under Secretary to Government

W. T. Denison
 Resolved that
 the Minutes of
 H. E. the Govt of
 27th Jan^y 1865 and
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 The subject
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W. T.

25. To the north of Ganjam roads have been pushed into the Khond country in two directions; these, however, require to be completed and carried towards the coast. Bridges too are wanted over several of the rivers. While I am upon the subject, I may observe that the cheapness and durable quality of the Sal timber point it out as an admirable material for the construction of bridges. A wooden bridge will cost less than one-fourth of a brick or stone bridge; it will be less liable to injury from flood, as the piles on which it is supported offer less resistance to the water, and are less liable to cause a scour; any damage done to a wooden bridge is easily and rapidly repaired, while the interest of the money saved by the use of the cheaper material, will more than cover the cost of re-building it, when the timber decays. When then timber is cheap and good it would, I think, be desirable to employ it; and I would not admit the mistaken plea that works made of wood are necessarily of such a temporary character that they should not be sanctioned by the Government.

26. I was very glad to hear from the Collector and others that the lesson given to the Khonds last year has been productive of the best effects. Formerly robberies of cattle were constant, and a general system of border spoliation prevailed; there has hardly been an instance of cattle lifting since the District was quieted, and the Khonds show now a desire to apply themselves to the cultivation of land. They have produced some very good samples of Cotton; are asking for more seed, and under a firm system of management will, in the course of a few years, become an orderly and settled race. They and the other hill tribes must be taught to know and to feel that the Government is their master; that it will not permit its orders to be disobeyed or disregarded. An apprenticeship of this kind for a few years will give them a knowledge of their relation to the Government and to each other, and prepare them to yield a ready submission to the law, and to seek redress for any real or imaginary injury by an appeal to the Courts, instead of, as heretofore, an appeal to the sword.

27. The only Public works of any importance which came under my notice were the Jails at Waltair and Berhampore, and the Court House at the latter place. The Jail at Waltair was not complete, and I could only judge of the building, from what I saw of the part finished, and from the plans of the whole structure which were shewn me by Captain Ryves, the Superintending Engineer.

28. From these data I arrived at a conclusion very unfavorable to the Officer who had submitted the plans and estimates.

29. It is true that the plan shewn to me was signed by the Inspector General of Jails, Mr. Rohde, who may therefore properly be held answerable for its deficiencies; but the Superintending Engineers must be informed that the Government cannot permit them to shuffle off upon others the responsibility which their situation entails upon themselves and upon themselves only.

30. Of course if a Superintending Engineer is directed to prepare plans and estimates for a Jail to contain a given number of prisoners, he is bound to confer with the Inspector General of Jails, to ascertain from him all the rules as to the space required for each prisoner, the number to be placed in each ward, the size of the Jails, the appliances required for the comfort, the health, and the safe custody of the prisoners; but should the Inspector General, in reply to such reference, send to him a plan signed by himself, the Superintending Engineer is not to accept this plan, as a standard plan embracing every thing that can be required. He is bound, on the contrary, to exercise his own judgment as to details; to point out omissions and mistakes, and to make the plan, in every respect, perfect and complete according to the best of his judgment.

31. To apply what I have said to the case of the Jail at Waltair, I must observe that no provision was made in the plan or the estimate for a house for the Jailer, none for a supply of water, none for cook-houses or sheds; none for privies, and none for Hospital.

32. When I inspected the Jail at Berhampore, which was precisely upon the same plan, and completed, I found that although the house for the Jailer had been added to the buildings

shewn upon the plan, and a well sunk, none of the other deficiencies were remedied; and the mode in which the Jailer's house was constructed made the iron gate of the prison a mere farce, as there was direct access to the Jailer's house from the prison, and an easy exit from the same without troubling the main gate, while as there was but one well, all the prisoners from the different wards had to draw water from it which made the yard in a constant mess.

33. I went over the Berhampore Jail with the Judge and local Officers, and Dr. Shaw, the Inspector General of Hospitals, and the following is but a sketch of the complaints made:—

First.—Want of means of classifying and separating the prisoners, all the wards being of the same size and constructed on the same pattern.

Second.—Want of Hospital accommodation.

Third.—The absence of means of adapting the wards to suit the changes of climate.

Fourth.—The absence of latrines.

Fifth.—The absence of cook-houses or sheds.

Sixth.—The facility afforded, by the construction of the Jail, for the escape of prisoners.

Seventh.—The check imposed upon ventilation by the proximity of the external walls to the wards.

34. I must say that these complaints appeared to me to be well founded.

35. There are many other defects which will be brought before the Government by the Judge and the Inspector General of Hospitals, and all these will be dealt with when brought forward in their regular form.

36. The Court House at Berhampore seemed to be a convenient building, but the space taken up by records seemed to me altogether out of proportion to the amount of business transacted, and I cannot but think that much must be retained which cannot possibly be of use, and which can only serve to impede instead of to facilitate reference; there seemed to me also to be a want of method in the arrangement of records, of this, however, I would only judge from appearances.

37. I saw at Aska a practical exemplification of the benefit to be derived from the employment of improved machinery, and of the willingness of the natives to avail themselves of such machinery. Mr. Minchin, the head of the large Sugar Refinery of Messrs. Binny & Co., was convinced that but a small proportion of the saccharine matter in the sugar cane was really made available. He thought that this was due, in the first place, to the inefficiency of the common crushing apparatus, which is, in fact, but a couple of hardwood vertical rollers worked by coarse screw on the head of each, and he accordingly employed a pair of cast iron rollers with a toothed wheel at the head of each, and a proper system of wedges to keep the rollers nearly in contact. The effects of this simple improvement has been to add about 30 per cent. to the quantity of syrup from a given quantity of cane, in fact to add about 35 Rupees per acre to the gross yield of the crop. Upwards of fifty of these improved crushing mills have been purchased by the Ryots in the vicinity of Aska. Mr. Minchin expressed his willingness to aid the Government in its endeavour to introduce improved implements, and I should be disposed to send a certain number of those which the Government may procure or make to him; it would be as well that a couple of his improved cane crushers should be purchased and tried in other Districts, while others may be easily made upon their pattern out of some of the old iron guns which could easily be turned down into cylinders, and properly fitted.

38. The general burthen of the complaint in every District which I visited was want of money for the completion of public works. Did I remark an unfinished bridge or culvert, I was told that the estimates for these had been sent in year by year, and struck out of the budget to make place for more pressing wants. Did I enquire why a road was made good for a few miles and then left as a track, the answer was certain to be "want of money."

39. It is perfectly evident that so long as the cost of all public works, whether directly remunerative, as irrigation works, or indirectly so, as roads, is chargeable to the balance available

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Report from the Officer*

Horticultural
Society.

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Mr. Minchin
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exhibition at
Madras with a
view of its cost.

The Bd will
consult the Col.

January - Nagpur
 Patana - Tanjore,
 Malabar & S. India,
 Canara as to
 the expenditure
 of levying a light
 duty on private
 printed books
 & maps, for the
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Report on pages
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 The Board of Revenue
 & the Hon. Secy. to Govt.
 & the Hon. Secy. to Govt.
 & the Hon. Secy. to Govt.

Revenue 1865 deficit
Pro: of Govt for March

N^o 489.

Pro: of the Madras Govt.
27th March/65

From
Manager of the Acha Concern
24th March/65 @ 2912.

Pro Board of Revenue by
22 May/65 C N: 1430

Issuing orders on
the various points noticed
in the Minutes of the Governor
on his visit to the Northern
Circars.