M.R.O. 16-5,450—28-10-25.

MADRAS RECORD OFFICE.

Government of Madras.

Revenue **DEPARTMENT.**

G.O. No. 1168-1169 Press ~~Mis.~~

Dated 30. 4. 18-1868

Not to be folded or roughly handled

Proceedings of the Madras Government, Revenue Department, 30th April 1868.

Read the following letters :—

No. 684. From the Secretary to the Government of India, Home Department, (Public,) to the Secretary to the Government of Fort St. George, dated Simla, 30th May 1867, No. 731.

1. I am directed to forward the accompanying copy of a letter* from the President of the Commission for inquiring into the famine in Orissa, and to request that, under the orders of His Excellency the Governor in Council, with a view to the compilation of the proposed Report, as much information as may be obtainable in regard to past famines in Madras may be collected and submitted for the information and further orders of the Government of India in this Department.

* No. 148, dated 30th April.

2. It is suggested that an officer may be specially selected to compile this information.

No. 685. From the Under Secretary to the Government of India, Home Department, (Public,) to the Secretary to the Government of Fort St. George, dated Fort William, 3rd February 1868, No. 489.

I am directed to invite attention to the communication marginally noted, and to request an early reply thereto.

No. 731, dated 30th May 1867.

No. 686. ORDER THEREON, 30th April 1868, No. 1,168.

Miscellaneous.

1. Ordered that twenty-five copies of the "Collection of papers illustrative of the several scarcities which have happened in the Madras Presidency prior to 1866," for the compilation of which the Government are indebted to Mr. Dalyell, be forwarded to the Board of Revenue for use, and distribution to the Collectors.

2. Five copies will be sent to the Secretary of State.

3. The Government request Mr. Dalyell to accept their thanks for the trouble he has taken in preparing the paper which was called for by the Supreme Government.

(True Extract.)

(Signed) W. HUDLESTON,
Secretary to Government.

To the Board of Revenue.
R. A. Dalyell, Esq.

Exd. S. T. Augustin.

REVENUE DEPARTMENT,
FORT ST. GEORGE,
30*th April* 1868.

No. 687.

No. 1,169.

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,

HOME DEPARTMENT.

SIR,

Miscellaneous.

1. With reference to your letter dated 30th May 1867, No. 731, I am directed to forward twelve copies of a Collection of papers illustrative of the past famines in Madras prior to 1866, for the compilation of which the Government are indebted to Mr. Dalyell.

2. The abstract narrative is an extract from Mr. Dalyell's elaborate Memorandum prepared in connection with the relief measures adopted in the famine of 1866. The Appendices are the principal portions of the recorded correspondence from which he derived his information.

I have the honor to be,

Sir,

Your most obedient servant,

(Signed) W. HUDLESTON,

Secretary to Government.

Exd. S. T. Augustin.

From the Hon'ble George Campbell, President of the Commissioners for enquiring into the Famine, to the Secretary to the Government of India, Home Department,—(No. 148, dated Calcutta, the 30th April 1867).

With reference to a suggestion of the Commissioners for enquiring into the Famine, that the most important reports regarding famine should be collected and printed in an accessible form, I beg to enclose copy of a report of Mr. Maltby, the Special Commissioner for the Madras Famine of 1853-54, taken from original correspondence sent to me by the Chief Secretary to the Government of Madras, by desire of His Excellency Lord Napier, who was good enough to lend me his aid. Papers regarding the previous famine in that Presidency in 1832-33 were also sent, but they were not complete and did not contain any general report. I find, however, allusions to reports of Madras Commissioners of Public Works on these subjects, and they may probably be obtained from Madras.

2. A writer, in a recent number of Fraser's Magazine, seems to allude to a great famine in Western India in 1802-3, but I do not know whether it affected any territories then under British Administration, or whether any account of it may be forthcoming. Neither the late Colonel Smith, nor the present Commissioners, have been in possession of any general report of the memorable famine of 1837-38 in the North-Western Provinces; but if such report does not exist, it might be compiled (if unfortunately the records have not been destroyed in the mutiny), and I would recommend that the Government of the North-Western Provinces should be requested to make enquiries.

3. Of the famine of 1860-61, we have both Colonel Smith's report and a good general account in the annual Administration Report of the year.

4. I shall hope to obtain in the India Office some precise information regarding the famine of 1770. Of that of 1783, as regards the countries which suffered most, the history can only be obtained from Native records, if at all; but of its effect in Behar, as well as of the subsequent scarcity and famine in Bengal in 1784, and again in Eastern Bengal in 1787, I believe that ample information may be obtained by searching the District Records, most of which seem to go so far back though not to 1770. Mr. Dickens, C. S., the Secretary to this Commission, would be very well fitted to compile and put into accessible shape this information.

From E. Maltby, Esq., Member of the Board of Revenue, to the Chief Secretary to Government, Fort St. George,—(dated Bellary District, Gooty, the 13th November 1854).

In continuation of my report of the 10th ultimo, I have the honor to address you on the following two branches of the enquiry entrusted to me,—*1st*, the extent to which the failure of the rains in the past year caused distress and pressed upon the resources of this district; and, *2ndly*, the result of the measures which have been taken to give employment to the suffering people.

2. The late Fusleе 1263 was marked by a sudden and complete cessation of the north-east monsoon at an unusually early period before the crops on the dry lands were brought to maturity, and the tanks and irrigation channels had received their customary supply. The early cultivation had also been previously impeded by the scantiness of the showers in June and July. The grain harvests were in consequence universally deficient, and prices rose to a height which caused much distress throughout the Presidency, and induced Government to undertake public works for the employment of the poorer classes in many districts.

3. The failure of the monsoon was most conspicuous in Bellary, and, unfortunately, this province had sustained previous disasters which diminished its means of meeting a deficient harvest. The damage done to its great tanks and other irrigation works by the storm of May 1851, had only just been repaired; and in Fusleе $\frac{1263}{1852-3}$ the crops were extensively injured by unseasonable falls of rain. In his Jummabundy Report for that year the Collector observed,—"In some respects the season was an extraordinary one, inasmuch as heavy rain fell in January, some in February and March, which was unseasonable and injured the crops very much on the ground and caused some alarm." The rains in September and October also were too abundant, "causing considerable damage by the bursting of tanks and overflowing of rivers." The cholum crop, which furnishes the principal food of the district, was especially

J Shore Colvin

than at Bellary—a distance not exceeding 90 miles. The advantages which railways will confer on the country in equalizing and cheapening the price of food, and diminishing distress in localities where the monsoon fails, thus become conspicuously apparent.

10. Such was the emergency under which it was found necessary to give employment to the poorer classes of this district to save them from starvation, and some contingent circumstances tended to augment the local distress. The failure of the monsoon extended to the territory ceded by the Nizam north of Toombudra and led to an influx of persons seeking food and work until the sanction of the Supreme Government was obtained for employing them on a continuation of the road from Bellary towards Hyderabad through the Raichore Doab. The people had also a greater difficulty than usual in finding employment. The ordinary harvest work was much diminished, and the failure of the cotton crop in particular took away employment to which the poor were accustomed to look. The same cause injured also the small weavers and thread-spinners, and all mercantile operations were contracted by the difficulty of obtaining carriage which rose to triple and quadruple its ordinary rate. To increase the difficulties of the year the failure of rain in June and July destroyed the hope that a large portion of the distressed community would then be able to find employment in the fields.

Collector's Report to the Board of Revenue, Department Public Works, 31st January 1854; and extract from Minute of Consultation dated 2nd May 1854, communicating the instructions of Supreme Government to the Hyderabad authorities.

11. The state of the district was accordingly brought to the notice of the authorities by the Collector as soon as the failure of the monsoon was decisive, and a calculation could be made of the extent to which the crops would perish and the cultivation prove deficient. In his Report Mr. Pelly pointed out that the high price of grain already caused distress, and that much alarm had spread through the district in consequence of the paper orders having commenced robberies. He therefore requested authority to entertain extra peons to strengthen the Police and guard the Taluck Treasuries; as also to give immediate employment to from 1 to 2,000 persons on road work in the northern talooks, besides commencing a line through the Sub-Collector's Division, and to distribute Tuccavy to such ryots as were willing to clear out old wells without delay, and on the recommendation of the Board of Revenue three European Officers and eight Overseers were assigned to aid the Collector's Department in superintending the lines of road to be undertaken.

Collector's Report, to Board of Revenue, of 22nd November and 8th and 12th December 1853.

The Collector estimated that the land revenue which in 1852 rather exceeded 22 lacs would fall off to the amount of 7 lacs, in consequence of a diminished cultivation and withered crops; and that 6 lacs of this loss would occur in the 6 talooks where the distress was greatest. He further calculated that, according to the Final Returns, 6 per cent. of the population, or 75,000 persons, would be destitute and require support for 6 months, or till the rain expected in June, and cultivate under them. These measures were approved and directed to be carried into execution

Proceedings, Board of Revenue, 1st December 1853.
Extract, Min. Con., 7th idem.

12. But as the distress increased measures of relief were required on a larger scale, and the Collector accordingly requested authority for furnishing the people with more extended employment. He calculated that from the then existing appearances, 118,000 persons might require assistance for five months at a monthly expenditure of 4 lacs; and though he hoped that a smaller outlay would prove sufficient, he pointed out that any delay or failure in the May and June rains would seriously increase and prolong the distress. As it was not practicable to undertake masonry works in consequence of a want of materials, carriage, and skilled labor, he proposed to employ the people in making roads, and suggested nine lines, including the trunk line from Bellary and Anantpore, to Madras, which belongs to the Department of the Superintendent of Roads. The Collector detailed the Native Establishment which he proposed to entertain for superintending the coolies, and requested the services of some Officers and European Overseers, besides some subordinates of the Medical Department, and a supply of Commissariat tools and tents. The Collector's suggestions were approved, and authority given to him in the most liberal spirit for carrying out his plans of furnishing employment to the people as far as should be found actually necessary, though a hope was expressed that the expenditure which was thus to fall on the State would prove less heavy than was anticipated. In their remarks on this occasion, the Board of Revenue expressed their approval of the arrangements which the Collector, with no assistance but that of his ordinary establishment, had hitherto made for employing the distressed labouring population.

Collector, to Board of Revenue, Public Works Department, 18th January 1854.
Collector, to Board of Revenue, Public Works Department, 19th February.
Proceedings of Board of Revenue, Public Works Department, 27th February.
Extract from Min. Con., 14th March.

13. Unfortunately as the season advanced, no improvement took place. The rains which ordinarily fall in June and July, and enable early cultivation to be carried on, failed; and the Collector had to continue his reports that food was increasing in price, and that additional numbers of distressed people flocked to the roads for employment. To exemplify the distress he mentioned, in his letter of the 1st July, that cholum, the common food of the people, was sold at 14 seers* a rupee, instead of 50, in the northern talooks, and that 81,000 persons were then employed on charity roads. At the end of July the expenditure had

* This seer is equal to two-thirds of Madras measure.

amounted to Rupees 10,19,832, and the largeness of outlay and the prospective continuance of the distress made the Collector anxious to receive renewed instructions for his guidance. He was consequently informed that he was empowered to continue giving employment to the needy population under his arrangements then in force, which appeared to Government "judicious, and to have answered the object in view." But as a subsequent letter from the Collector still reported the absence of rain, and expressed his fears that an additional outlay of 16 lacs, at the rate of 4 lacs per mensem, would be required until the end of the year, Government deemed it proper that a Member of the Board should be sent to the district to relieve the Collector of a part of his responsibility in so unexpected and pressing an emergency, by giving his opinion on the state and prospects of the district, and consulting with the Collector and Civil Engineer about the most advantageous method of employing the people until the distress ceased, and the best means to be taken to guard against a future similar calamity. This continued drought, which the Collector had to describe, had its influence on the adjoining districts. Thus, in his Season Reports of August, although the Agent at Kurnool mentioned that prospects there were generally favorable, he added that his villages along the Bellary frontier wanted rain, and that prices had again risen "in consequence of an expected scarcity in the Bellary District." The Cuddapah Collector at the same time reported that prices were rising and prospects gloomy, and from a return of the cultivation which he has since sent me, I find that at the end of September its extent falls below that of the preceding by 3½ lacs of Rupees in consequence of an insufficiency of rain.

Extract from Min. Con., 25th July 1854.
Extract from Proceedings, Board of Revenue, Public Works Department, 3rd August 1854.

Extract, Min. Con., 2nd September 1854.

14. Instructions were accordingly given me to proceed to Bellary; and in the first part of this Report I described the state in which I found the Province on my arrival, and mentioned the principal improvements which seem to be required in its irrigation works and roads to guard from the effects of future seasons of drought. On that occasion and in my recent letter of the 23th October, I was happy to be able to report that some favorable rain had at last fallen and so materially benefited the district that the people to whom employment is given had decreased to 47,118, and that it will be apparently possible to stop the charity roads at the end of November. Instead of 16 lacs which the Collector contemplated as the probable additional expenditure in his letter of the 14th August, I now trust that the outlay from the 1st of that month until the closing of the charity roads, will not exceed one-fourth of that sum.

15. I now proceed to offer a few observations on the mode in which employment has been given to the people, the numbers which have been employed at various times, the expenditure incurred, and the supposed value of the work performed.

16. I have already observed that, in consequence of a want of materials and carriage, it was found impracticable to undertake bridges or other works of masonry, and that the people were therefore employed in earth-work, chiefly in making roads, which occupation, besides being a public benefit to the district, was best suited to untrained laborers, and afforded the most easy means of giving employment to large masses of indigent people within a moderate distance of their villages. In Bellary, however, some of the poor were advantageously employed in improving the pettah and town with the approval* of the Board of Revenue, and on the application of the General Commanding the Division to which the Board gave their sanction,† the Collector afterwards placed 2,000 to 3,000 of the destitute poor at the disposal of the Military authorities for employment in the cantonment. The useful works upon which they were employed are enumerated in a letter (enclosure) from the Deputy Assistant Quarter Master General, which also shows that the principal tank upon which the town and cantonment depend for drinking water has been cleared out at an expense of Rupees 9,468, although a similar work could not have been performed in an ordinary year at the usual rate of wages for less than Rupees 16,161, and that a lasting benefit has thus been conferred on the station at a saving of Rupees 6,695. With this exception, and small improvements to the streets of the town of Gooty and Adony, the people have been employed on the lines of road shown in the map which accompanied the first part of this Report. The details of these lines could not be at present furnished, and will be forwarded hereafter through the prescribed channel when their accounts are closed. I shall, therefore, limit myself on this occasion to giving a general statement of the number of people employed, and the total monthly expenditure until the end of September.

* Proceedings of Board of Revenue, Department Public Works, 13th April 1854.

† Proceedings of Board of Revenue, Department Public Works, 25th May 1854.

17. The Returns of the first week in each month shew that the number of people on the charity roads, has been as follows:—

January	...	Rs. 8,766.
February	...	„ 16,017.
March	...	„ 22,279.
April	...	„ 48,299.
May	...	„ 77,862.
June	...	„ 93,092.
July	...	„ 97,554.
August	...	„ 77,768.
September	...	„ 65,869.

The highest number reached was in the 2nd week of July, when it amounted to 100,599, being 8 per cent. of the population of the entire district. In the talooks where the distress was greatest, the percentage of the poor employed bore the following proportion to the number of their inhabitants:—

Bellary	...	...	...	16 per cent.
Adony	...	...	...	17 „
Goollim	...	...	...	19 „
Punchapollem	...	...	...	16¼ „
Gooty	...	...	...	25 „

18. On comparing the above Return with the Statement of monthly prices given in paragraph 7, it will be observed that the number of applicants for assistance increased with much regularity in proportion as food became dearer, and the result has borne out the opinion of the Collector who, in his Report* to the Board on the probable deficiency of the harvest and the amount of old grain in store, calculated that 75,000 or 6 per cent. of the population might require temporary relief. The applicants for employment have consisted of all castes and occupations, and comprised, in many instances, cultivators of the better class with their families. The women and the boys have always exceeded the men who have more varied means of finding employment, and in September their relative numbers were as five to three. The Returns for that month shew that nearly one-fourth of the men then employed contributed directly to the public revenue, the rest were weavers, farm-laborers, and common coolies.

* Dated 29th December 1853.

19. At first the Collector, with the aid of his Assistants and Native Establishment, had to arrange for commencing the charity roads, and establish a system† for employing with some degree of regularity the large numbers of indigent applicants who sought relief. The arrangements made by the Collector for the purpose were reported to the Board of Revenue, and met entire approval. With the aid of the Civil Engineer's Establishment and the Maramut Superintendent parts of lines were marked out, and the people set to work under the superintendence of the Assistant Collectors, of whom Mr. C. R. Pelly was the most active, and the Tehseeldars aided by a temporary establishment. The coolies (male and female) were divided into companies of 600 individuals, which again were sub-divided into 5 gangs of 120 each. The establishment entertained for each such company, was as follows:—

† See enclosure 2.

Proceedings of Board of Revenue, Department Public Works, 17th February 1854, paragraph 2.

		Rs.
1 Mootsuddy or Accountant, at 8 Rs.	...	8
5 Damgahs, at 7 Rs. each	...	35
10 Kolcars, at 4 Rs. each	...	40
	Total ...	83

Its monthly cost amounted to Rupees 83; and there were also appointed, in some instances, Native Overseers or Peshkars, on salaries ranging from Rupees 15 downwards, to assist the Tehseeldars.

20. When the 7 Officers‡ who were appointed to be superintendents arrived, they relieved the Collector's Department of the immediate charge of the charity roads. Distances, averaging generally 50 miles, were assigned to each, and within their respective ranges they had entire control over the coolies and the native temporary road establishments under the instructions§ of the Board of Revenue. The payment of coolies and the subordinate road servants devolved entirely upon these executive officers, it being arranged that they were to draw on the Collector for such money as they required from time to time, and to be responsible for its safe custody and disbursement, sending detailed accounts of the expenditure to the Collector and Civil Engineer. In cases of misconduct these Officers were empowered to dismiss their Native subordinates, and the Collector, while at times communicating to them his wishes either direct or through the Civil Engineer, relied much on their judgment and local information for admitting or rejecting applicants for employment on the roads, and for discharging the least indigent of the coolies as the pressure of the distress abated. Detailed instructions‖ were drawn up for the guidance of these executive Officers by the Civil Engineer, Major Henderson.

	Date of arrival.	No. of European Officers under his orders.
‡ Captain Devereux	14th January	6
Major Bisset	27th March	5
Lieutenant Law	9th January	6
Ensign Jones	11th March	3
Captain Palmer	10th May	4
Ensign Johnson	15th May	3
Ensign Hankin	1 European Overseer latterly.	

‡ Proceedings Board of Revenue, Department Public Works, 10th March 1854.

§ See enclosure 3.

‖ See enclosure 3.

21. But it seems proper here to explain that in some remote places, distant from the main lines of road where it was found necessary to give assistance to the very poor, the arrangements for the purpose have continued under the superintendence of the Collector and his establishment. This, out of the 47,118 coolies still employed on the 14th ultimo, 4,143 are under the inspection of different Tehseeldars controlled by the Collector, as shewn in the marginal statement. Measures will now be taken to stop all this description of work, leaving such laborers as are in absolute want to apply for employment to the nearest Road Superintendents.

Bellary Talook	240
Adony Talook	300
Goollim Talook	1,160
Punchapollim Talook	1,183
Raidroog Talook	821
Dharmaverum Talook	480
	4,143

22. At first various modes were tried of paying the coolies. In some instances the payments were made daily, in others bi-weekly, and in others weekly. It was, however, found that much difficulty and loss of time arose from attempting frequent payments to such large bodies of people, and the practice now is to pay them at the conclusion of each week. The Mootsuddy, or Accountant, appointed to each company of 600 coolies keep a book in which the name of every individual is written, and entries are made in it after each morning and evening muster to shew the parties' presence or absence. At the end of the week the wages thus found due to each person are added up, the coolies are assembled for payment, and under the orders of the executive Officers the European or the Native Overseer proceeds down the line paying to each individual the sum entered in the book. In cases of slowness or misconduct the Superintendents impose fines on the coolies, and the amount is deducted from the wages found payable to them.

23. In accordance with the instructions conveyed in your letter of the 23rd ultimo, I enquired of the Road Superintendents if they have been satisfied with the conduct of their Native officials, more especially in that part of their duty which relates to the payment of the laborers, and availed myself of the opportunity to ask if the European Overseers had also given satisfaction and proved equal to the heavy and extensive duties devolving upon them. The correspondence which passed on the occasion forms enclosure 4 to this letter, and gives the following result:—Major Bisset and Captain Devereux, who have had the largest bodies of coolies under them, and had therefore to make much use of Native agency, both express dissatisfaction and state that, notwithstanding repeated dismissals and punishments, petty frauds and irregularities have prevailed. Captain Palmer writes to the same effect; but Lieutenants Jones, Law and Davies, and Ensigns Johnson and Hankin, do not make similar complaints, though it is to be remarked that these Officers have had more facilities than Major Bisset and Captain Devereux of watching the payment of wages either personally or through their European Overseers. It will be observed that the value of the European Overseers is highly spoken of, and an opinion expressed that the public interests would have been advanced if more servants of this description had been available. Under the want of a sufficient number of these Overseers, Captain Devereux has tried the experiment of appointing tasks to his gang instead of fixing a number of hours for daily work, and states that the result has proved successful. The frauds imputed to the Native officials consist principally of the entry of fictitious names in the cooly register, the levy of fees from the coolies, and the acceptance of small bribes to allow them to be absent or remain idle. To check irregularities, the coolies have received their wages in all possible cases under the eyes of the European Overseers and the executive Officers.

The gangs of coolies have fluctuated much, but stood thus on 1st September—

Major Bisset	...	18,534
Captain Devereux	...	17,242
„ Palmer	...	4,355
Lieutenant Law	...	8,700
Ensign Johnson	...	5,076
„ Hankin	...	1,293
Lieutenant Jones	...	2,096

Lieutenant Davis has only lately been brought from the Kurnool roads, and employed within the Bellary frontier.

24. The next part of the subject relates to the wages paid to the coolies until the end of July: the rates per diem,* although occasionally lower, may be said to have been, for men two annas, for women and children 1½ annas;—but as some rain fell in July and enabled cultviation to be carried on in parts of the district, the Collector was anxious to relieve the State from a portion of the heavy expense which had devolved upon it, and prevent any risk of the people giving up their ordinary agricultural occupations for employment on charity roads. Many laborers of the better class were therefore discharged, and an attempt was made to restrict the number of individuals in each family to be employed. But as difficulty was found in carrying out the latter arrangement, it was determined to lower the rates of wages which were consequently fixed as follows:—Men 1½ annas—two pice being added when the laborers brought their own tools;—women and children 1 anna. No children have been admitted who were not able to carry a common basket load of earth. At my suggestion the Collector has since ordered that children are never to receive more than eight pice, and I concur with him that these rates afford a bare subsistence with grain at its present high price, and create no temptation for the people to seek aid from Government when they have other means of earning a livelihood. I learn from the agent at Kurnool that he has recently made a nearly similar reduction in the wages paid there.

* Working days are here meant. No pay was given for Sundays.

before their health was weakened and diseases introduced by privation and unwholesome diet. Another gratifying result of these timely measures has been the preservation of order and suppression of crime. In the commencement of the distress some of the suffering poor were driven to acts of robbery, and much public alarm was felt; but when the means of subsistence were offered by employment on public works, order and security returned, the people gladly availed themselves of the honest livelihood thus held out to them, and have generally exhibited patience under their losses, and a ready obedience to their employers. This result is doubtlessly much owing to the care with which they have been guarded from all harsh treatment, and the laudatory remarks of Major Henderson on this point (enclosure 3, final paragraph) appear to me well-merited. In this year of distress the Police Returns* from January to August shew on the whole a diminution of offences against property, though a slight increase took place in robberies by open violence and on the highway. The population of the district amounts to 1,220,599 souls, and the only addition which has been made to the ordinary Police consists of the 454 temporary peons, whose employment was sanctioned by the orders of Government, dated the 9th December 1853 and 25th August last.

	Cases.
* Total robberies, thefts, in 1853 ..	762
Take of above for 8 months, or two-thirds of the year	509
Total robberies and thefts in 1854 till August, or for 8 months ...	464

	1853.	1854.
Gang robberies ...	150	135
Highway robberies ...	51	79

34. In conclusion, I will only observe that if the prices of grain during the past four months (see ante paragraphs 7 and 8) are admitted to shew that the dearth in this district has at all resembled the distressing famine in Guntoor in 1832, the difference in the result under the late liberal and beneficient measures of Government is most striking. In Guntoor 200,000 perished or emigrated out of a population of 500,000; and omitting all private losses of property, crops, and cattle, this disappearance of the population caused a falling off in the revenue which, in 1842, was estimated to amount to 66 lacs, while it was expected that 45 more (making in all 111 lacs) must be incurred before the cultivation of the district could regain its former level. In this district the people have been saved to add to the future resources of the State, so that the loss† in direct revenue will, I trust, be limited to 9½ lacs if the ensuing seasons are of an ordinary character, and the outlay of 13¾ lacs, which has been made in improving the communications of the district, may be confidently expected to have a most important result in increasing its future prosperity. On the moral effect of the liberal measures sanctioned by Government on this emergency, I shall not presume to dilate, though the spectacle of thousands rescued from starvation, and a large province passing through such a trial in orderly tranquillity, cannot but have made a powerful and beneficial impression on the public mind.

	Rupees.
† Decrease in Fasloe 1263 ...	5,70,675
Probable decrease from diminished cultivation owing to loss of cattle in the next years	4,00,000
Total ...	9,76,675

35. As a description of the road work performed will be most satisfactory to Government when coming from its professional Officers, I have not entered into any details on this subject; but it seems proper to observe that nearly 300 miles of good road have been constructed through bare plains of black cotton soil, which have been hitherto quite impassable after any rain, and it would be an omission on my part not to notice the zeal with which the European Officers of all descriptions have exerted themselves on this occasion under the intense heat and other discouragements of such a season as that which is just passed.

From C. R. PELLY, Esq., Assistant Collector of Bellary, to the Collector of Bellary,—(dated Yerraland, the 28th January 1854).

I HAVE the honor to report, for your information, the method adopted by me in carrying out, in conformity with your directions, the orders of the Government for the employment of the poorer classes during the present season.

2. Applicants for work are divided into gangs of 600 each, to each gang is assigned one Mootsuddy, whose duty is to call over the names of the coolies in the morning before seven and in the evening at six o'clock, during the day to go occasionally along the line of coolies with the list, and without calling over the names to ascertain that all are present. It is further his duty to prepare by each sixth day a fresh list, forwarding the old one to the Amildar, and to make daily such entries in the list as may be required, such as illness or irregularity of attendance on the part of the coolies, absence from sickness or other cause.

3. Each gang of 600 is sub-divided into parties of 120 each; to superintend each of them, there is one Darogah and two Koolcars; the Darogah's duty is to superintend generally each party of 120, mark out the line of road from one flag to another, mark out check-channels and drains, and attend to the levelling and metalling of the road. The Koolcars have each the immediate superintendence of 60 coolies for the due performance of the work, on whose part they are responsible to the Darogahs, and the Darogahs in turn to the Amildar. The Darogahs and Koolcars are also responsible for the implements supplied on the part of Government to their respective parties.

4. The coolies of one gang or sub-division are not allowed to change to another. If they leave their own party from any other cause than illness, and subsequently re-apply for employment, they have to get themselves entered in a newly forming gang. This is necessary to prevent confusion, and in order that the Mootsuddies, Darogahs, and Koolcars may know their respective gangs and parties. That the gangs may be kept up to the proper number, *viz.*, 600, vacancies, as they occur, are filled up from the fresh arrivals.

5. Each gang of 600 is kept well away from the other located as far as practicable in a different village on or in the vicinity of the road, and each sub-division of 120 is also kept separate from the others; thus it is at once apparent what Darogah and Koolcars are to blame for non-performance of work; and in the event of cholera breaking out, the gangs by being then separated will probably suffer less than would be the case were they all assembled in one village.

6. Payments are made according to the enclosed form on the road in the following manner:—The Amildar, Sheristadar, or Peshkar, as the case may be, goes on Monday to one gang of 600 and pays the first sub-division of 120; then moves on to each other sub-division in succession. By this means only 120 coolies are idle at the same time, and but few minutes are lost as the people are on the spot to return to their work as soon as the payment is made. The following day a second gang is paid in the same manner, and when the numbers render it requisite, two gangs can be paid on the same day. The advantage of paying the people on the road in small parties is obvious.

7. It appears to me advisable at present to adhere to the system of payment each fourth or sixth day. The payment should be made by some responsible person whose character or interest places him above any attempts to defraud the coolies. At the present season of the year it is impossible for the Amildar or Sheristadar to make daily payments in person to all the coolies: revenue business requires their presence elsewhere. By making the payment once in four days where there are only four gangs, once in six days where there are six gangs, and if more to two gangs on the same day, occupies a comparatively short time. When the Amildar is absent on revenue business, the Sheristadar and Peshkars make the payments; in like manner, when the Sheristadar is absent, the Amildar takes his place; when both these Officers are of necessity absent, the Peshkars make the payments, and to the latter Officers occasionally doing so, I see no objection.

8. When European Superintendents are available, the frequency of payment may be increased; but as far as I have seen, the coolies do not after the first six days make any objection to the present system: those coming fresh to the work naturally require immediate payment, and as far as practicable in such cases an earlier disbursement has been made.

To comment on the execution of the work would be premature. I may however, in conclusion, remark that a large number of the people employed are of the weaver and other classes totally unaccustomed to such work, awkward in the performance of it, and resorting to it as the only alternative to keep them from crime or starvation during the present season.

General observations on the roads under formation in the Bellary District.

THE people are worked upon the roads in gangs, each gang being composed of about 1,200 individuals; and at the head of each gang is an European Overseer, whose duties are to organize the people, to see that the road work is carried on according to the prescribed measurements, to be present at the payment of the people, and to report to the Officer in charge the quantity of work done daily according to actual measurement.

2. To assist the Overseer in his duties each gang is provided with two Goomashtahs, or one for every 600 people. The duties of these men are to number the people and to keep the accounts which they will daily hand over to the Overseer, to whom they will be responsible that no people are charged for but those who have been actually employed upon the work.

Note.—The scale of establishment laid down in paragraphs 2 and 3, was acted on as far as practicable; but it was not always possible to find trustworthy servants in lieu of those discharged for misconduct.
(Sd.) E. M.

3. To organize the people so as to employ their labor to the best advantage, each gang is divided into 10 parties of 120 each, and to each of these parties is assigned a Darogah and 2 Koolcars. The Darogah, at the head of each party, is answerable that it is complete, or consists of the proper number; and as he and the 2 Koolcars remain with the party during the whole day, it is their duty to check all irregularities, to prevent the people absenting themselves, and to exact from them a proper degree of labor with reference to their physical capabilities.

4. As the Darogah should not be allowed to increase their parties beyond the complement of 120 men, one or two reserve parties each under Koolcar may be formed to each gang for the immediate admission of people seeking employment. From these reserve parties all deficiencies in the Darogah's gangs should be made up, and when the reserve amounts to nearly the number of a Darogah's party, it should be formed and worked like the others.

5. A maistry attends each gang for the purpose of marking out the work which should be always ready for at least one mile in advance of the spot where the foremost party of the gang

may be working. The intervals between the parties should also be marked out in the same manner. This is essential to prevent waste of time arising from the people not knowing where to work. The maistry is also required to assist in the measurement of the work.

6. It is considered that a European Officer can undertake the executive superintendence of four gangs, making in all about 4,800 men, extending over from 30 to 40 miles of road. This Officer will be constantly moving over his charge to regulate the work, to check irregularities, to stimulate every person employed to exertion, and by personal examination to verify the measurements of the overseers and maistries so as to ensure correctness in his monthly Reports, which, together with a diary of his proceedings, have been called for by the Board of Revenue, Department Public Works.

7. Four European Overseers were originally attached to Captain Devereax, but one has since returned to his regiment. This Officer has only now 3 Overseers (or 3 gangs) under him. The number of people in each gang has varied considerably on account of the visitation of cholera which caused hundreds to leave the work. Lieutenant Law has 4 Overseers with a corresponding number of gangs under him. It is calculated that the number of people along his charge will amount to at least 5,000.

8. The Superintending Officer will be provided with sections for his guidance showing the manner in which the road is to be formed in different soils. These sections are all adapted for level ground, being the general character of the line from Bellary towards Hyderabad and Kurnool; but occasionally, where the road passes through low ground, it will require to be raised, and in such cases it will be necessary to extend the side slopes at the rate of two feet of base for every foot raised. The side channels will be removed to a corresponding distance on each side, so as to allow the same clear space between the foot of the slope and the side channel, as is shown on the level ground.

9. For instance, according to Section No. 2, the side slope shows five feet of base for one of perpendicular height; but should it be necessary to raise this road for three feet, the space occupied by the base would be $3 \times 2 = 6$ feet in addition to the original five feet, making in all 11 feet of base, beyond which at a distance of seven feet the side channel will be cut, as shown in the section.

10. In making the road over level ground in cotton soil, the natural surface of the ground to be occupied by the road is not to be disturbed, nor is it to be raised above the natural level by throwing the same kind of soil upon it; but the road-way is to be raised and formed entirely with gravel, and drained by side channels, as shewn in the Section No. 2. In excavating the side channels the whole of the surface soil is to be thrown outside the channels, and only such good firm gravel as may be found in them to be applied to the formation of the road; which, as before stated, is to consist of gravel only. Should this material not be found in sufficient quantity in the side channels at the depth of one yard, pits are to be opened for obtaining it at convenient intervals along the road, say at every 400 yards, where the ground slopes greatly; a check channel may be made on the upperside of the road only; but the practice of digging continuous check channels for the sake of obtaining gravel, and where they are not required for drainage, should be discontinued.

11. In digging for gravel the white clayey kind first met with in the pit is inferior to the more stony kind found at a greater depth. In some cases gravel can be met with at the surface, especially in the banks of nullas or on the summits of gentle undulations, but in opening pits, the depth at which it is obtainable varies from 1 to 4 yards.

12. When a road in cotton soil has to be raised from its passing through low lands, the raising should be effected in the first with the ordinary soil, and covered afterwards with gravel to the usual thickness. But where bridges or drains are to be built, it is recommended that the raised road, or the natural bank, as the case may be, should be cut to an easy slope for the ascent and descent of bandies, say 1 in 10 or 12, leaving the approaches to the masonry works to be constructed when the works themselves are built. It is not probable that the masonry works for these bridges will be completed for some years to come, and it is of importance therefore that the roads, while under formation, be made at once as easy for the transit of wheeled conveyances as can be done without solid works of masonry.

13. Where it is necessary to make a road over a rugged and rocky surface that precludes the formation of regular side channels, it is desirable that the more prominent rocks be removed by mechanical means (perhaps assisted by fire), and that the whole surface be then covered with good firm soil. To prevent this soil from being washed away by the rains, both sides of the road should be protected by a stone facing, formed with the stones previously removed, to which others should be added should they not prove sufficient.

14. In cases where an old road may have been formed by the removal of large rocks and stones, it appears advisable that this road should in general be followed, if practicable, for carts rather than the labor should be incurred of removing such obstacles for a new road.

15. In firm hard gravelly soil capable of resisting the effect of rain, it will only be necessary to form the road by the excavation of side channels of the dimensions shown in Section 3. This will raise the road, as has been ascertained by calculation, about nine inches in the middle so as to form a sloping surface towards each side, and to provide for the wear and

tear of traffic. In this case there will be no exterior bank, but all the earth will be required to form the road.

16. Where the road has to be formed over drifted sand, such as the portion in the east bank of the river Huggry at Mokah, where the sand is nearly one mile in extent, the surface to be occupied by the road should first be levelled and then covered with cotton soil and sand mixed together when met to a depth of at least nine inches, water being at hand the above mixture of clay and sand is to be firmly tamped when wet; and should gravel be procurable, a coating of this material of one foot in thickness will be spread over all, and tamped so as to form a hard surface which will be an immense relief to loaded carts and cattle. Instructions have been given to Captain Devereax to form the above-mentioned portion in accordance with these remarks; but the surface will afterwards require to be cleared of sand every year, as it is blown up from the bed of the river by the high winds of the westerly monsoon.

17. With reference to the degree of tamping that should be given to the road, there can be no doubt that every road in India should be well watered and beaten during the process of formation. But as water is so scarce at this season, and in many places would have to be brought from a great distance, it will be sufficient in such places to give merely a superficial tamping so as to bind the surface materials together, and to prevent the high winds from blowing away the pulverized clay, leaving a more sufficient tamping to be given to the work when it may be saturated with rain during the monsoon. In some places it is probable water may be found in some of the pits excavated for gravel, which will greatly assist in the first tamping. These gravel pits should be of considerable size, say 10 yards square, as it is probable that some of them may afterwards be turned into wells, and thus they may prove of great benefit to the country.

18. In working the parties a proper proportion of pickaxes, mamotees, and baskets should be allotted to each. The general proportion seems to be 30 picks, 30 mamotees, and 60 baskets for each party. This may admit of modification according to soil and other circumstances. The Superintending Officers will keep a strict account of the Government tools, enforcing upon their subordinates the necessity of preserving them from wanton injury or depradation.

19. When the line of road follows an old track used by bandies, it seems unadvisable to leave the old line without some substantial advantage is to be gained by doing so, such as higher and better ground or a straighter line. Where the old track lies over from soil, and the line is good, nothing more will be required than to cut the side channels and spread the hard soil so obtained over the roadway, according to Section No. 3. But where the old road is much cut up, or where it has become a water course (as frequently happens), it is advisable to carry the line on higher ground either to the right or left. And if in addition to these drawbacks the line is found to be circuitous or otherwise objectionable, it would be best at once to abandon the old for a new and better line if it can be obtained.

20. Each party, *i. e.*, Darogah's party, should be provided with a bamboo, nine feet in length, marked off into feet and inches, and each Darogah and Koolcar should furnish himself with a yard measure similarly marked off. It is also of great importance that each party should be provided with three or four stout ropes, each 100 yards in length, as well as with a supply of 30 or 40 pickets and a couple of mallets. These supplies being always at hand fresh work will easily be marked out when required, and the measurement of work performed will also be greatly facilitated.

21. The attention of the maistries should be directed to the marking out of the intervals between the parties first, and then to the selecting and laying down of fresh work in advance of the foremost party of each gang. A few people with pickaxes and mamotees, and an intelligent Koolkar, should accompany the maistry to give assistance in this duty. By this means these people will soon learn to mark out the road independently of the maistry, which will be a great advantage to the rapid progress of the work.

22. The daily work commences by the people of each party assembling early in the morning under its Darogah, who then proceeds to muster them, and if he can write, he notes in his list the names of the absentees and also of new comers, making his party up to 120 people. He then orders his party to commence work. Meanwhile the Overseer is also in attendance and visits each party in succession, receiving a report from the Darogah which he verifies by examination. Each party on the approach of the Overseer leaves the work and assembles on the roadway in two lines—the able-bodied men forming one side, and the aged, the women and children forming the other. The Overseer passes between the lines and counts the people, orders them to recommence work, sees that they are properly placed, that work is going on regularly, and passes on to the next party. The parties are placed at from 200 to 300 yards from each other,—220 yards would perhaps be a good distance to fix upon as being $\frac{1}{8}$th of a mile, the length of road occupied by a number of parties could be easily calculated.

23. Whilst the people are at work, they have a natural tendency to crowd towards each other, as well as to leave off work at a spot where the ground may be hard in order to take possession of easier soil. It is therefore necessary to assign a certain space to be occupied by a given number of work-people. In some places one pick, one mamotee, and two baskets have been assigned to every three yards in length, whilst in others these numbers and proportions

have been varied. The main object, however, should always be kept in view, *viz.*, that of giving the people free space to work in without incommoding each other, and also to prevent accidents in the use of tools from being over-crowded. A party of 120 people working 60 on each side of the road, and occupying its length at the rate of four people for every three yards, will cover a length of 45 yards.

24. The people are generally mustered and set to work by 7 A. M. They then work till 11 A. M., when they leave off to rest and cook their meals, should their village be near. This intermission lasts for two hours, *viz.*, till 1 P. M., and people work again till 6. But if their villages be far distant, they prefer one hour's intermission only in the middle of day, and to be discharged at 5 in the evening instead of 6, in order to reach their homes before it becomes dark.

25. The people having been supplied by tools from Government, appear to be in the habit of carrying them home with them in the evening and bringing them back next morning. As long as there is a prospect of a continuance of work, this practice may perhaps not be objectionable, as the possession of implements will be looked upon by the workman as a guarantee for his employment; but when the work is about to cease, a temptation will arise to the laborer to appropriate to his private purposes the implement that has for so long been his companion, and this ought to be guarded against by the adoption of timely measures for the security of the tools.

26. The baskets generally used are too small and ought to be increased in size. This is a point of importance, as upon it depends the time required for the removal of the loose earth. The quantity now carried by the women is, in most cases, less than half what it ought to be. The broad, shallow baskets used by the mudders is the best pattern. The work of removing earth is performed by the women, children, and the aged men, whilst able-bodied men are engaged in digging with the pickaxe and mamotee.

27. The people are paid at two rates only, *viz.*, two annas for the able-bodied men, and one anna four pice *(sic)* for the infirm and for women, and for boys under 16 years of age. The payments are at present made weekly; but as this is too long an interval, it is desirable that it should be altered, so that the people may receive their wages every day, or at least every second or third day. Under the present system a man may have worked for several days without obtaining his hire, and should he be taken ill or die, the value of his labor will be lost. But besides this, the people employed are those reduced to the lowest ebb of poverty, and who have not the means to purchase daily food at its present triple price. It is, therefore, highly desirable that this means should be given to them, in order that they may daily recruit their strength against the exposure and labor required from them. Such an arrangement, if it can be carried out, is also dictated by humanity; for it would have the effect of keeping the people healthy and fortifying them against disease, and specially cholera to which so many of them have already fallen victims.

28. The system above advocated might be probably carried out by the use of tickets, which could be issued to the people in the morning and taken back in the evening in exchange for daily hire—each ticket being marked with its value, the person holding it would be paid accordingly on presentation. The Overseers, with the assistance of the Gomastas, might arrange the small change during the day for distribution in the evening, or should small coins not be procurable in sufficient quantity, probably the people would be contented to receive one Rupee daily for every eight or twelve persons, according to the value of their tickets, which they could divide amongst themselves. This arrangement would save a great deal of trouble if it would be more satisfactory to the people to be paid in this manner daily, rather than have to wait a week for their hire. To ascertain this the advantages should be pointed out to the people, and they should be questioned directly by the Officer as to which system they would prefer.

29. It remains for the Civil Engineer to remark upon the orderly conduct of the people, and the cheerful manner in which they perform their work. The organization of the people and their employment in gangs sub-divided into detached parties, was first established by the Collector's Department and afterwards by Captain Devereux, under whom, with the assistance of the Overseers, the system is being carried out with great regularity. The road work has been very efficiently performed, and the progress made more satisfactory, whilst the expenditure has prevented large numbers of the poorer ryots from leaving the country. It will also secure a permanent and important benefit to the district in affording easy transit for its traffic in the direction of the different lines. The roads will still require to be provided with masonry drains and bridges to render them complete; but when these are built, the lines will be of the first class description and equal to any in the Madras Presidency.

30. As the lines from Bellary to Hyderabad and Kurnool are the most direct roads to these important stations, they should be furnished with public bungalows and chowkies for European and Native travellers. At present they are totally destitute of any accommodation of this kind, and if they are allowed to remain so, it will be a great drawback to their utility. The whole of the Bellary District is lamentably deficient in public works of

Note.—I concur in this opinion.
(sd.) E. M.

a charitable nature, but the lines above-mentioned are peculiarly destitute of trees, or any kind of shelter.

31. The lines previously marked out as far as Adony from Bellary have now been marked as far as Madaverum, and Lieutenant Law is engaged in placing his Overseers on this portion, and in advancing the parties from Adony, who have already completed the most of the work assigned to them near that town. As the work advances northward, fresh people from the neighbouring villages will present themselves for employment in large numbers, who are now waiting for the advance of the road to share in the liberality of Government. Some of these people will bring their own implements, but it will be necessary to provide many of them with Government tools, should any extra tools be available; therefore they should be brought forward by the Overseers with the advanced parties. A fresh supply of tools from Bellary is expected daily up to this date. According to the Collector's Statement 1,649 mamotees and 1,665 pickaxes have been allotted to the Bellary, Goollem, and Adony Talooks, exclusive of hammers and other smaller tools.

32. The subordinates should be instructed to prevent the quantity of gravel placed upon the road from exceeding that allowed in the sections, and also to prevent the people from lingering over their work near their own towns and villages, either by using more than the necessary quantity of material there, or by smoothing and beating the surface so as to make it resemble a garden walk—a degree of finish quite unnecessary to a traffic road—much valuable time and labor have already been lost by the practice above remarked upon. But it should be the object of all in authority over the work to utilize, as rapidly as possible, the product of the present large expenditure of public money, so that the Government may in future reap a good interest from the capital they are now disbursing with such great liberality.

33. It is of great importance that the side and check channels be made passable for carts and cattle whenever a branch road crosses the main line, by cutting the sides of channels to an easy slope; and this should be done at intervals of every half mile along the whole length of each line. To give access to the adjoining fields and villages, narrow branch roads may occasionally be made to the villages close to the main roads.

34. As great injury to the roads is to be apprehended from the falling in of the perpendicular side channels which, in some places, have been dug to the depth of five or six yards to obtain gravel, the Civil Engineer particularly requests that these side channels be not in future excavated to a greater depth than one yard.* If more gravel or even earth be required for the road than these will afford, it should be taken either from check channels or from pits. These channels will invariably be cut with sloping, and not with perpendicular sides.

* Vide Section No. 2.

35. It has been already stated that these check channels should be dug on sloping ground, and on the upper side of the road only. In cotton soil the best way to obtain gravel is to open large pits at least 10 yards square at intervals of 400 yards, and at a distance of about 10 yards from the sides of the road.

36. The Superintendents are particularly requested to observe that work in sufficient quantity to give employment to the people, shall always be carefully marked upon the ground in advance before the gangs are moved forward for its execution, and that only those gangs or parties be advanced that have already finished the work assigned to them.

37. The Civil Engineer is aware that a paper of this kind, necessarily drawn up in haste and in the midst of other pressing duties, must be imperfect, and that it cannot meet every case that may occur in the formation of expensive lines of road. But he relies upon the judgment of the Superintendents to obviate all the difficulties they may meet with, and to construct the roads under their charge in a solid and efficient manner, whilst he has every confidence that their zeal will lead them to use every judicious means to prevent undue advantage being taken of the liberality of Government. It is understood to be the intention of Government and of the Collector that all who present themselves should find employment to the fullest extent that tools can be procured. But laziness in the able-bodied men must be discouraged, and for this purpose the Civil Engineer recommends that the Overseers should be empowered to summarily dismiss from the work all people who refuse to give their labor according to their strength, and that they should be instructed to bring to notice the names of any Daroghas or Koolcars who may fail in their duty of efficient superintendence. It should be distinctly explained to the people that they are not to give any portion of their wages to the native officials over them, and that any case of this kind brought to notice will subject both the giver and receiver to instant dismissal. This is a point of great importance, and the more so as suspicion points to the practice having already been established.

38. The Civil Engineer cannot conclude this paper without expressing his gratification that, in the course of his inspection of the road from Bellary to the boundary of the district along the Hyderabad line, not a single instance of ill usage of the people has either come under

Rec: 15 May 68
Rev: 30 April 68 L 4684

his observation or been brought to his notice; and he has every confidence that the Superintendents will do all in their power to perpetuate this kindly feeling towards a people whose sufferings demand every consideration from those placed over them. Many of them hold respectable positions in their own villages; a large number are weavers thrown out of employment and unaccustomed to severe bodily labor; and it is said also that other artizans of a higher class, such as goldsmiths, are to be found amongst them—a lamentable proof of the prevalent distress.

CHIEF ENGINEER'S OFFICE, 3RD DIVISION,
KURNOOL,
The 13th March 1854.

(Signed) R. HENDERSON,
Civil Engineer, 3rd Division.

11

Revenue Department

W-1168.

Proceedings of the Madras Government

Under date the 30th April 1868.

Read the following

letter from the Govt of Mad

Requesting information in regard to past famines in Madras for the compilation of a Report } (Rec'd 30th May 1867 L.

Requesting an early reply to the Communication respecting past Famines } (Do - 3d Feby 1868 - L

Ordered that 2

copies of the "Collection

papers, illustrative of t

several occasions wh

for Reconciled

the Government

to Mr. Lalyell be forwa

to the Board of Reven

or use and distribution
the Collectors.

Five copies will be
sent to the Secretary of State.

The Government has
requested Mrs Salyell to ac-
pt. their thanks for the
uable Library taken in
sparing the paper &c was
~~matter~~ [illegible] the list.

[illegible]

Revenue Department

12

30th April 1868

No 1169

To

The Secretary to the
Government of India
Home Department

Sir

With reference to
your letter dated 30th May
1867 No 731. I am directed
to forward 12 copies of
a Collection of Papers
illustrative of the great
famines in Madras prior
to 1866, for the compilation
of which the Government
are indebted to Mr Dalyell.

The abstract now a
-lies is an extract from
-le

Revenue Dept
No 1169
Dated 30th April 1868

Rec'd 6th May

Referred to England
By 24th May No 23 of 1868
See

5/1564

Revenue Dept
No 1169
Dated 30th April 1868

Rec'd from Chief Secretary Govt
of Madras 30th April 1868

Mr. Dalyell's elaborate
Memo: prepared in connection
with the relief measures
adopted in the famine of
1866. The appendices are the
principal portions of the
recorded correspondence from
which he derived his
information.

Reported to England
D/ 12th May No. 23 of 1868.
Mis:

Revenue 1868 Depts
Pro of Govt for April

No: 1169

To
The Govt of India
Home Depts
D/ 30 April 1868

No. 69