M.R.O. 1—20,000—16-10-23.

MADRAS RECORD OFFICE.

Government of Madras.

Revenue **DEPARTMENT.**

G.O. No. 1524 Press Nil.

698-699

Dated 31 st May 1869.

Not to be folded or roughly handled

No. 698. Read the following Endorsement of the Under-Secretary to the Government of India, Home Department—Public, dated Simla, 30th April 1869, No. 2,004 :—

Read the following Despatch from the Right Honorable the Secretary of State for India, (Revenue,) to His Excellency the Right Honorable the Governor-General of India in Council, dated India Office, London, 24th March 1869, No. 24.

I HAVE considered in Council the Despatch from your Excellency in Council, numbered 10, and dated the 5th ultimo, with which, in reference to Secretary Sir Stafford Northcote's Despatch, No. 167, Public, of the 17th of November, sending out Sir Arthur Cotton's suggestions for alleviating the apprehended scarcity in the Central Provinces, you forward a copy of correspondence upon the subject.

2. I am glad to observe that the Officers in those provinces were already in consultation as to the best method of supplying the districts with food by the channel of the Godavery, should the distress become real. It is to be hoped, from the concluding paragraph of the letter from the Chief Commissioner's Secretary, of October 1, that private traders will become acquainted with the practicability of making use of this means of communication between the coast and the districts of the Upper Godavery, for the conveyance of their goods and supplies of food.

Despatch from Secretary of State, No. 167, dated 17th November 1868, and enclosure.
Letter from Secretary to Chief Commissioner, Central Provinces, No. 25—346, dated 22nd January 1869, and enclosures.
Letter to Officiating Chief Commissioner, No. 600, dated 29th January 1869.

COPY forwarded to the Government of Fort Saint George for information, together with a copy of the correspondence noted in the margin.*

(By Order,)
(Signed) J. GEOGHEGAN,
Under-Secy. to the Govt. of India.

No. 699. ORDER THEREON, 31st May 1869, No. 1,524.

Miscellaneous.

ORDERED to be recorded.

(True Extract.)

Acting Under-Secretary to Government.

Exd F. R. Bantleman.

Dept. ft 1869 Bundle.

REVENUE.

To

Dated May, 31st.

Read.

Encl.

G. O., 31st May 1869, No. 1,524.

MAY.

Nos. 260 to 269.

Anticipated famine in Central Provinces.
—Correspondence on the subject of alleviating it, recorded.

Index No.

PUBLIC.

HOME DEPT. PROCEEDINGS, JAN. 30, 1869.

Progs. No. and date.

Sir A. Cotton's suggestions for alleviating the scarcity in the Central Provinces.

Nos. 260 to 264.

No. 260.

From the Right Hon'ble Sir STAFFORD H. NORTHCOTE, Bart., to His Excellency the Right Hon'ble the GOVERNOR GENERAL of India in Council,—No. 167, dated India Office, London, the 17th November 1868.

Dated 19th October 1868.

Jan. 9. Nos. 122 & 123.

No. 122.

I FORWARD herewith, for such consideration as your Excellency in Council may deem advisable, copy of a letter from Sir A. Cotton, offering some suggestions on the subject of alleviating the famine which is anticipated in the Central Provinces.

No. 261. From Lieutenant-General Sir A. COTTON, R. E., Madras, to the Under Secretary of State for India,—Dated Dorking, the 19th October 1868.

No. 123.

I HAVE the honor respectfully to enclose an extract from a letter just received from the Upper Godavery, on the subject of the prospect of a scarcity in the Central Provinces, and the use of that river for conveying food from the delta.

It will be seen that the Authorities in Central India are in great alarm about the supply of food, and are looking to the delta and the river for a supply, and also, that there is an ample harvest in the delta, rice selling there at 24 seers per rupee (1½ per lb.), which is quite a moderate price. Major Haig has written to ask for money to build boats and purchase grain. I beg to be allowed to point out the importance of this opportunity, not only of supplying food to Nagpore, but also of forwarding the actual use of the river. Some years ago, I endeavoured to urge the Government to the establishment of the regular navigation of the river by a Government flotilla, so as to have a body of engineers, pilots, &c., well experienced in such work, by the time the barrier works were practicable, and also to lead the traffic on to that line; but this was considered bad economy, and now there is no flotilla of any consequence, nor many lascars, &c., ready, who are acquainted with the river, though certainly traffic to some extent has been established by private carriers.

When I had the honor of writing to the Secretary of State in anticipation of the Bengal famine, I received the reply that no doubt the Local Authorities would take all necessary measures; but not the smallest step was taken till it was too late, and the result was, the deaths, according to the official reports, of 1,560,000 persons. I must notice that the loss of revenue from this, at rupees three a head, the average tax in India, is nearly half a million a year, so that the interest of a capital of 12 *millions sterling* (at four per cent.) has been lost, if the question was merely one of economy.

If only 100,000 lives are saved now by food carried up the Godavery, it will prevent a loss of income of £30,000 a year, the interest of ⅝ths of a million, much more than the whole works on the Godavery will cost.

I also beg to take this opportunity of again pointing out the incalculable value of the irrigation works. This will be the third time within three years in which the delta will be selling a full crop at famine prices, and relieving a vast population, if only *the means are provided of transit from the gorged district to the starving one.*

So also I beg earnestly to call attention to the immense importance of this line of communication, while all but Major Haig's reports on the river have been written as if the traffic on it would not be $\frac{1}{10}$th of that on a considerably common road, and no hint of such an occasion as the present one was given in them.

I beg respectfully to offer these remarks, in hopes that they may help to prevent the recurrence of the former neglect of the Local Authorities, by showing that economy alone demands that full authority should be given to them to supply the necessary funds without the least delay, for it must anyhow take some time to provide the boats, and organize a body of lascars to work them. If authority could be telegraphed to supply Major Haig at once with the necessary funds, I have no doubt that officer would, with his usual energy, soon be prepared to forward food to the threatened districts.

Extract of a letter from the Upper Godavery, dated the 14th September 1868.

"MAJOR HAIG has received a telegram from Nagpore a week ago, asking what were the prospects of the rice harvest on the East Coast, and whether, in case of a famine in the Nagpore District, any large quantity of rice could be sent up by the Godavery. The rains have been very partial this year. In

No. 261. some places there have been heavy floods, and in others great failure. In this neighbourhood, the rain had been insufficient till the last week, when a good deal more has fallen. We hope that it may have reached the Nagpore country also in time to avert anything so dreadful as a famine; but we have not heard, and the river continues very low. Major Haig wrote at once to Nagpore, begging them to lose no time, but to let him have a lakh of rupees to build boats, and to send two lakhs more to Mr. Dennison to purchase rice on the coast. He also sent off for Mr. Dennison to consult with him, and he arrived half an hour ago. He says there is every prospect of a very good harvest all over Rajhmundry and Ellore, and up the coast beyond Vizagapatam, and rice is selling now at 24 seers the rupee (½*d.* per lb), so I hope, in case the Nagpore crops do fail, some timely help may be sent them; but, unfortunately, the river can only carry it but a small portion of the distance it would have to travel." Jan. 9. No. 123.

No. 114, dated the 9th January 1869.

COPY of this Despatch, and of its enclosure, forwarded to the Chief Commissioner of the Central Provinces, with a request for an immediate opinion regarding Sir A. Cotton's suggestions.

No. 115.

COPY of this Despatch, and of its enclosure, forwarded to the Public Works Department for any orders that may be thought proper in that Department.

By Order,
J. GEOGHEGAN,
Under Secy. to the Govt. of India.

July 1262

Public January 30, 1869

Progs. No. Date Jany 30 No. 133 to 135

From Major C. POLLARD, R. E., Secretary to the Chief Commissioner of the Central Provinces, Public Works Department, to E. C. BAYLEY, Esquire, Secretary to the Government of India,—No. 25-346, dated Nagpore, the 22nd January 1869.

IN reply to your docket without number and date, forwarding copy of a letter from the Secretary of State to the Governor General of India in Council, on the subject of alleviating famine in the Central Provinces by importation of rice up the Godavery River, and calling for an immediate report on Sir A. Cotton's suggestions, I am desired to forward copy of correspondence noted on the margin, showing the action taken by the Officiating Chief Commissioner in this matter.

Telegram to Major Haig, dated 7th September 1868.
Major Haig's reply, dated the 8th September, No. 150-913.
A further report from Major Haig, dated 21st September 1868, No. 161-963.
Chief Commissioner's reply No. 314—3977, dated 1st October, informing that a famine no longer appears imminent and no further steps need be taken.

2. Early in September, when the prospects of the autumn harvest around Nagpore were very gloomy, and the quantity of grain stored in Chutteesghur, Raepore, Bhundara and the Berar Districts bordering the Wurdah and Pyngunga Valleys was but imperfectly known, the Chief Commissioner telegraphed to Major Haig to make enquiries about the rice harvest in the Godavery Delta and coast districts, and to report what quantity of rice he could dispatch weekly by that route in case of necessity.

3. Major Haig's report may be thus summarized:

"That very large supplies of rice were available in the Godavery and Kistna Deltas for exportation, but that great difficulty would be experienced in the way of transport. That boats might, perhaps, be hired in the lower parts of the river to convey the rice up to the foot of the second barrier, but that above that point special arrangements would have to be made. Boats would have to be built to convey the food to the foot of the third barrier, and above that land carriage would have to be used." Major Haig further asked for one lakh of rupees to commence building boats, and an advance of two lakhs more to commence the purchase of rice.

4. Whilst these enquiries were under prosecution, a timely fall of rain relieved the Central Provinces generally from the worst anticipations of a famine, and although it was clear that the whole country would feel the pressure of high prices, yet it was believed that very few localities would suffer an absolute deficiency of food. The better prospects too of the harvest had had the effect of improving the condition of the markets, and supplies from the food-yielding districts became steady and constant. Rice came in from Chutteesghur, wheat from the Nerbudda Valley, and the Berars gave up its stores of jowarry, the surplus of past favorable years. Enquiries also went to prove that the stores of these staples were not scant, and that high prices would not fail to command a supply of food.

5. Under these circumstances, the Officiating Chief Commissioner did not feel himself warranted in recommending the Government of India to sanction such an outlay as one lakh of rupees for the construction of boats,—an outlay it may be remarked which was only preliminary and did not *per se* much advance the food propects of the Nagpore Province, as it left untouched the great difficulty of the land carriage from the third barrier. Major Haig proposed to meet this by massing the famine touched population in places at or near the river, but this measure, it appeared to the Chief Commissioner, would be attended with all the hardships of a forced emigration, and under which the old and infirm as well as the young and weak generally succumb.

6. On the whole, Mr. Morris did not think the prospects of largely increasing the food supply in the province by means of the Godavery was favourable, or to be compared with the facilities offered by the Railways, and he therefore took no further steps to press that

river into notice as a source of supply, but he considers Major Haig's reports on its capabilities as most valuable.

It shows how useful this navigation may yet be to Central India: and even should the exports prove for many years meagre and insignificant, an improved condition of the river may cause it to take its place as a food carrier; but if this end be contemplated, the scheme must, the Chief Commissioner thinks, be carried out in its full integrity.

9263 Telegram,—From Major POLLARD, Nagpore, to Major HAIG, Doomagoodium,— 9132
Dated the 7th September 1868.

ENQUIRE from Agent at Coconada what are the rice harvest prospects on the East Coast, and how much rice he thinks he could despatch weekly up the Godavery in case of a famine around Nagpore.

From the Superintending Engineer of the Upper Godavery Circle, to the Secretary to Chief Commissioner, Public Works Department, Central Provinces,—No. 150-913, dated Doomagoodium, the 8th September 1868.

WITH reference to your telegram received last evening, calling for information as to the harvest prospects on the coast, and the quantity of rice that could be sent weekly up the Godavery in case of a famine, I have the honor to state that I have summoned Mr. Dennison, the Agent, Transport and Supply Division, to meet me here as soon as possible for conference upon the matter, and that a steamer leaves this morning to bring him up. He will probably be here by the end of the week, when I shall myself have returned from the second barrier for which I am just starting.

2. Meantime I am enabled to report that the price of rice on the coast continues very low, about 23 seers (of 2 lbs.) for the rupee, and in regard to the harvests which will be reaped in December, that, whatever may be their outturn in the comparatively unirrigated districts north of the Godavery in the deltas of this river and of the Kistna, there will be the usual abundant crop, with an immense surplus for exportation. As far at least as imports with the Nagpore country by the Godavery are concerned, the supply will certainly be far in excess of the available means of transport.

3. Should a famine occur, the one difficulty with us will be to provide the means of transport; in other words, the number of boats required to carry up the immense quantities of rice that would be required. We shall have in very good time three new steamers to run below the second barrier, but only one of these is provided with a suitable set of barges. We require then, and that in any case, whether the apprehended special need of carriage should arise or not, two more sets of barges to make these steamers efficient. Below the second barrier, moreover, we shall no doubt be able to hire a large number (I cannot say how many until I have seen Mr. Dennison) of the common native boats from the delta; but above that barrier we have neither boats nor steamers, and it would be necessary *immediately* to commence the construction of a number of the former. We make light iron punts, of small size, suitable to the shoal navigation of the river in its present unimproved state, which carry 10 tons in a draft of about a foot of water. The common native bandies, of which there is but the one description in this part of the country, will not take above 400 or 500 lbs apiece, say that five of them would be required to carry a ton.

One such little punt then would carry as much as 50 bandies, and if we could build 50 of them, we should have an addition to our means of transport equal to that of 2,500 carts, a most important consideration, as all available means of land carriage would be required to forward the rice from the point where the water carriage would cease, viz., foot of third barrier.

4. Now, unless *immediate* sanction to construct a number of such boats be given, it is absolutely certain that we could not complete them in time.

It will be too late to wait until all doubt as to famine is at an end, for whatever amount of money might then be given, our utmost efforts would be unavailing. A certain time, say three months, would be needed for the construction of these boats, so that if immediate sanction to commence them were given, they would not be ready before 15th December.

If therefore the present state of the crops is such as to cause serious fears for the safety of the harvest, I would strongly urge that that alone justifies an immediate and large expenditure on preparations for a famine which may after all prove unnecessary. I think we should deal with the matter on precisely the same principles as a merchant does in shipping a cargo of goods. He pays a large sum down for insurance, failing that, though his goods may arrive in perfect safety, he has after all only paid the real money value of the risk incurred. In the present case, the greater part of the boats that we should build would come in for use eventually. Either they would

9263 be available for the river works, or private traders would be glad to purchase them, though possibly at a reduction in their value. If immediate sanction could be granted, I would have the parts of such boats put in hand here, at Dowlaiswarrum and at Calcutta, and have them sent up to Ruchampilly, carted 12 miles across to the upper end of the barrier and there put together. For those required above that barrier, and those below a lakh of rupees, should be granted at once. Jan 30 9132

5. In the next place I would urge that we ought, for a similar reason, at once to purchase and begin carrying up rice. As far as the purchase at Coconada is concerned, we should be quite sure of selling again at any time, perhaps at a profit, certainly at small loss, whatever quantity we might have there, so that the only part of the purchase, respecting the ultimate disposal of which there could be any risk or uncertainty, would be simply that which we should have carried up between this time and the date when it will be known for certain whether there is likely to be famine or scarcity or not, and I suppose, in a couple of months' time at most, uncertainty upon that point will be at an end. In that short time we should have carried up comparatively little, so that the risks involved in an immediate purchase would be small. I think two lakhs might with much advantage be invested in this way, and that immediate sanction to commence carrying up the rice by any available means should be given. The river is particularly favorable this year for boat traffic, being so very low, but doubtless the navigation during the dry months will be proportionably unfavorable, as the quantity of water will probably be so much less than in ordinary years. Never, within the memory of man, has the Godavery been so low throughout the flood season as it has been this year,—in fact, we have had no high floods at all. I suppose this must indicate a very limited rainfall over the river valley generally.

6. Lastly, it occurs to me to suggest whether it may not now be expedient to come to some decision regarding the third barrier works.

The great difficulty in case of a famine being that of transporting the food required for a population scattered over such an immense area; the more we can concentrate the people in large bodies, and the nearer those bodies are to the base of supplies, the less the difficulty of feeding them. Hence, supposing famine or serious scarcity to prevail around Nagpore and Chanda, if 10,000 people could be collected at the third barrier, a certain amount of relief would be afforded,—an amount much greater in proportion than the mere figures would indicate, as the labourers collected would be of the very poorest class who could suffer most in famine times. Of course, with the views I have ventured to maintain regarding third barrier works, I may be suspected of one-sided motives in making this suggestion, but that does not much signify. The question is, whether the information already obtained suffices for a decision as to whether a boat canal at that barrier should be constructed or not. The practicability of such a canal has been established, and as to cost, the detailed levels which we have, and on which the detailed estimate is about to be framed, would enable me to submit, if required, an approximate estimate which would certainly be within 10 or 20 per cent. of the truth, sufficiently near under the circumstances. It appears to me then that the question ought now to be at once entertained by the Government, whether an immediate decision upon this point is not advisable. It should be immediate for this reason, that if labores have to be collected from a country in which famine is imminent, it is of the first importance that they should be brought to the point, where they can be fed, as soon as possible in order to relieve the pressure upon the means of subsistence before it becomes very serious, and also, in order that they may reach the place where they are to be employed before they have been so weakened by starvation as to be unable to do a fair day's work.

7. Every consideration is on the side of immediate action. I have therefore ventured to make these suggestions in ignorance of course as to the precise nature of the emergency, but with a view to contributing towards the general fund of information as to ways and means in case a famine should actually occur.

From the Superintending Engineer, Upper Godavery Circle, to the Secretary to the Chief Commissioner of the Central Provinces, Public Works Department,—No. 161-963, dated Doomagoodium, the 21st September 1868.

IN continuation of my No. 150-913, dated 7th instant, and with reference to your telegram of 7th instant, I have the honor, after consultation with the Superintendent, Transport and Supply Division, to submit the following report upon the practicability of affording relief to the Nagpore country, in the event of famine, by importing rice by the Godavery.

2. The prospects of the rice harvest on the coast are very good. In the irrigated tracts in the deltas of the Godavery and Kistna the crop which is always *secure*, promises to be at least up to the average in point of yield, and in the districts to the north, good crops are also expected. The best proof of the general confidence upon this subject is in the continued low price of rice, viz., 23 to 24 seers (46 to 50 lbs.) per rupee.

3. There appear to be no reliable statistics as to the amount of the rice crop of any of the coast districts. The usual native estimate, Mr. Dennison informs me,

Public – January 30, 1869

of the outturn of that of the Godavery District is 30,00,000 bags, of which 20,00,000 are required for home consumption, and the remainder is available for export. Allowing for the jowarry and other dry grains grown and consumed in the unirrigated talooks above the annicut, I think that the above estimate of the local consumption is probably approximately correct.

4. The only returns of the exports by sea which I possess are those furnished by the last monthly report of the Coconada Chamber of Commerce, and these relate to exports in English and French bottoms only, and those only from the port of Coconada. The exports from other small ports and in native craft are not included. The following is the return alluded to :—

Comparative exports of rice from Coconada.

	To Europe. Bags.	To Indian ports. Bags.	Total.
From 1st January to 1st September 1865	.....	4,826	4,826
„ „ „ 1866	.....	66,154	66,154
„ „ „ 1867	9,926	25,689	35,615
„ „ „ 1868	56,401	68,488	1,24,889

The bag contains 164 lbs: of rice.

Allowing for the exports by land into the surrounding districts, it would still be hard to account for the surplus of one million bags above estimated. On the other hand it seems quite certain that the total crop cannot be less than above stated, inasmuch as the official returns show that 400,000 acres out of the 10,00,000 acres below the annicut are now irrigated : and taking the average outturn at the very moderate quantity of 800 seers, or 1,600 lbs. per acre, the total would be 320,000,000 seers, or 4,000,000 bags.

5. With regard, however, to that portion of the last year's crop yet available for export in the district, Mr. Dennison estimates that, if immediate sanction were given, he could purchase 50,000 bags before the new crop comes in, viz, the beginning of January; the [illegible] of December. If this were [illegible] enough the Kistna District could doubtless furnish a further quantity, and in any case no difficulty would be found in bringing over as many more shiploads as might be required from the other side of the Bay. Mr. Dennison, however, particularly impressed upon me the fact that rice cannot be purchased in the Godavery District in very large quantities at short notice, since it is universally kept in the husk, and is only cleaned and brought into Coconada for export as orders are received. It is important to bear this in mind. Labor in that district is scarce and expensive owing to the great spread of cultivation, the activity at the ports, and the demands of the Public Works Department. No great quantity of paddy can, therefore, be converted into rice at short notice. It is necesary that time should be allowed, and that, in the event of large shipments up river being required, early orders to commence purchasing should be given.

6. With regard to the available means of transport by the river, I think that but little help is to be expected from the Government Flotilla, first, because it is so entirely occupied with the transport of stores for the works; and second, because it is now evident that the narrowness of the passages cleared last year through the rocks in both reaches below the second barrier will very soon prevent any but the small steamers running any longer, and they are of very little use for towing. On the other hand there seems to be no doubt that a number of native boats may be got in the Rajahmundry District sufficient to carry up a large quantity of rice. Three years ago, when a sudden failure of the supplies at the first barrier took place, 300 of these boats were employed at one time. Mr. Dennison thinks we may certainly reckon upon this number, but I myself am disposed to think his estimate too low, inasmuch as there are nearly 2,000 boats actually registered and licensed for traffic in the delta, besides many more of a smaller class which ply on the river above. Mr. Dennison, however, considers that as a larger number are of too large a size to work profitably on the river during the dry months, as, moreover, the trip right through to the second barrier is quite a new thing to almost all the delta boatmen, and as the traffic on the delta canals this year is brisk, we could not safely reckon on obtaining more than the number I have mentioned.

7. Such boats will carry 250 bags apiece, and provided that an efficient establishment is maintained on the river to render assistance at shoals and to prevent the boatmen idling, they would make one trip (to Enchampilly and back) in a

Public – January 30, 1869 5

January 30 P 132

month. If left to themselves, and to their own slovenly ways, they will take double that time; but there is not the slightest necessity for this, and if I am permitted to engage a sufficient establishment, the boatmen can be made to do proper work. Reckoning from 1st November to 1st May, there would be six months of navigation, during which each boat would make six trips.

Thus the total quantity carried would be—

Boats.		Bags.		Trips.		Bags.
300	×	250	×	6	=	450,000

or 36,000,000 seers. At an average allowance of ⅓rd seer per head (½ seer per each parent and ¼ seer for each of three children), this quantity would support one million of people for 108 days, or 500,000 people for seven months. This would be an important contribution towards the support of the people of the Chanda and, perhaps, Wurdah Districts in case of actual famine. High prices would have to be paid not on account of the actual, but of the imaginary, difficulties of the navigation; for, as already remarked, the delta boatmen are as yet quite ignorant of the river above the first barrier, and will not readily believe that it is really easier navigation than that below, or be induced to try it on a large scale at such short notice without some very substantial inducements.

8. As far up then as the second barrier, I have no doubt that we could carry a very large quantity of food, but at that point the real difficulties of the transport would commence. We have not a single boat above that barrier. The common country carts will not carry more than 3 bags (492 lbs.) each, and would probably take a month to make the trip from Enchampilly to Chanda. At this rate, to carry 400,000 bags in six months would require 22,000 carts, a number which I suppose it would be impossible to collect, even if there were not the urgent demand for carriage which there certainly would be in the more northern districts to distribute the grain imported by rail as well for import *viâ* Sumbulpore. Even if this number could be collected, or the half or quarter of it, it would be impossible to find food for the cattle. I have travelled three or four times over that route and know the difficulty there often is in the hot months to procure food for even half a dozen carts.

9. I can suggest only two methods of diminishing this difficulty—one, by immediately building a number of boats and placing them in the reach above the second barrier; and second, by drawing the distressed population down river as far as possible to meet the supplies. After consulting the Executive Engineer in charge of Workshops, first barrier, I think that if immediate sanction could be given we could build 50 small iron boats and send them over the second barrier into the reach above by January. Such boats we now put into the water on a draft of four inches, and on 18 inches they would carry at least 12 tons, and would work to the end of the season. One of them would, therefore, carry as much as 12 × 5 = 60 carts, and the whole 50 would be an addition to the available means of transport equal to 3,000 carts. We could man them without difficulty. They would carry up to foot of third barrier about 12,000 bags per month. This, however, is not the fifth part of what could be delivered at the second barrier, so that in any case the quantity of food which it will be possible to convey beyond that point will depend almost entirely on the available means of land transport, and I should fear that these will be found to fall very far short of the requirements of the case.

10. I believe that I have now given all the information I can upon this subject. I think that, to the extent I have mentioned, the river may be relied upon for the import of food. But it must be distinctly understood that this is only on the supposition *that immediate sanction* is given for the purchase and dispatch of rice up river, and for the construction of boats, as well as for the entertainment of any establishment which I may find necessary to facilitate and expedite the passage of the boats.

From the Secretary to the Chief Commissioner of the Central Provinces, Public Works Department, to the Superintending Engineer, Upper Godavery Circle,—No. 314-3977, dated Nagpore, the 1st October 1868.

THE Chief Commissioner's acknowledgments are due you for the valuable information contained in your letter No. 150-913, dated 8th ultimo, reporting on the harvest prospects on the coast, and the quantity of rice that could be sent up the Godavery in case of famine. In reply to which I am desired to state that, though there may be scarcity in some places, all fear of anything like a famine is at an end, at least in the southern districts of the Central Provinces.

2. Therefore, while no attempt will be made at present by Government to import grain on its own account *viâ* the Godavery, Mr. Morris is of opinion that private traders might with advantage be encouraged and invited to do so.

Index No.

PUBLIC.

Progs. No. and date.

HOME DEPT. PROCEEDINGS, JAN. 30, 1869.

No. 264. From J. GEOGHEGAN, Esquire, Under Secretary to the Government of India, to the Officiating Chief Commissioner of the Central Provinces,—No. 600, dated the 29th January 1869. Jan. 30. No. 133.

I AM directed to acknowledge the receipt of your Secretary's letter No. 25-346, dated the 22nd instant, relative to the proposal to alleviate scarcity in the Central Provinces by importing rice up the Godavery River, and in reply to state that His Excellency the Governor General in Council approves of your proceedings.

No. 601.

COPY of the correspondence forwarded to the Public Works Department, with reference to the endorsement to that Department, No. 115, dated the 9th instant.

REPORTED to the Right Hon'ble the Secretary of State for India in Revenue letter No. 10 of 1869, dated the 5th February.

Rec'd 1880/89.

Rev. Dr. Leavitt

Memo on Res 155-0 [illegible]

Issued record
Work

It is proposed to
read this paper.
It kindly enclosing
the Minutes of
under this Conf.
Perhaps the Conf
might [illegible] desire
it proper to communicate
it to the Coloⁿ of
Indians Territ?

Missions Los Cali.
Church, the Valley
use- Work

Revd. 1869 Depark.
No. 1530.

From
Govt. of India

Dated 30th April } 1869
Recd. 14th May }
No. 2004.
E. 1.

Forwarding for information copy of correspondence on the subject of alleviating the famine which is anticipated in the Central Provinces.

15 - No. 1524

RECORDED

Recorded

RMD 31 - May 69

2

22 May 69 R. 27 May.

698-699