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# Government of Madras

HOME DEPARTMENT (MISCELLANEOUS)

## G.O. No 1249, 11th December 1917

### Emigration—Ceylon

Directing that goldsmiths, blacksmiths, barbers and washermen should not be granted permits to Ceylon via Tuticorin and declaring that any class of passage other than the first or second shall be deemed to be the third class.

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### Emigration—Ceylon

Directing that goldsmiths, blacksmiths, barbers and washermen should not be granted permits to Ceylon via Tuticorin and declaring that any class of passage other than the first or second shall be deemed to be the third class.

READ—the following papers :—

I

*Letter*—from M.R.Ry. S. RAGHAVA ACHARYA Avargal, B.A., Assistant-Inspector in charge, Southern Customs Circle.
*To*—the Secretary to Government, Home (Miscellaneous) Department (through the Sub-divisional Officer, Tuticorin and the District Magistrate, Tinnevelly).
*Dated*—Tuticorin, the 10th November 1917.
*No.*—R.B.R. 890.

Adverting to G.O. No. 1072, Home (Miscellaneous), dated 20th September 1917 authorizing the reopening of the Tuticorin route to third-class passengers to proceed to Ceylon under cover of permits, I beg leave to bring to your notice certain difficulties in issuing these permits.

2. Under rule 16 B of the Defence of India Rules, 1915, no native of India shall depart for the purpose or with the intention of labouring for hire in any country beyond the limits of India. The Government Order referred to above authorizes me to issue permits to all third-class passengers to Ceylon not being labourers skilled or unskilled. In the explanation clause to rule 16 B referred to above, artizans or persons proceeding for service in any restaurant, tea-house or other place of public resort or for domestic service have been exempted from the prohibitory rules. I have had, during the last one month, several instances in which the passengers were owners of tea shops, hotel-keepers, astrologers, fortune-tellers, gunny bag dealers, oil-mongers, sellers of jaggery in shops or in streets, leaf-sellers, flower-sellers, hawkers, toddy-drawers and men of that stamp and none of them could be said to proceed with the intention of labouring for hire. In some instances, I tested them to find out whether they were literate or illiterate. The majority of them know to write only their names. They are owners of retail shops or are proprietors of big shops. These traders, petty or rich, are illiterate and they conduct their daily work with the help of paid accountants and clerks. Many of the real labourers going to labour for hire happen to be literate. Thus, the test of literacy is not always found safe to find out whether a person is a labourer or a trader. The only persons that can at present be summarily refused a permit are those who admit they are labourers. Difficulties frequently arise in cases of cooks in an Indian's house or a butler in an European house. I presume that these may be treated as persons going for domestic service and they may be granted permits, as they are not to be treated as labourers for hire. Again, the illiterate dairyman who owns five or six cows and buffaloes and supplies milk to his customers or a rickshaw boy frequently appears before me and I feel the same difficulty. The former appears more a petty trader than a labourer. The latter cannot strictly be called a labourer for hire, for the rickshaw is his own property and he charges fare at some rate per mile or hour. A blacksmith, goldsmith, a barber and a washerman may, I think, be taken as artizan and as such granted permits.

3. I beg to enquire whether the object of the restrictions on emigration in not allowing labourers, skilled or unskilled, to proceed to Ceylon would be also to facilitate the work of recruitment for military purposes. If so, all well-built adult men between the ages of 18 and 45 may be detained, permits being issued only in cases of those who prove that they have some vested interests in Ceylon. Almost all the passengers come under the exempted classes referred to in Chapter XI of the Emigration Act and the concession granted to these exempted men should be withdrawn.

4. The Government Order referred to above deals with third-class passengers and the Inspector of Customs has been authorized to issue permits to third-class passengers who are not labourers. The steamer fare for third-class passengers from Tuticorin to Colombo is Rs. 3. I am not authorized to deal with the passengers of the second and first class. The fare for these classes is Rs. 9 and Rs. 21 respectively. I beg to bring to Government's notice the existence of an intermediate class between the second and third and the steamer fare for this is Rs. 5-8-0 I observe that all the men to whom I refused to grant a permit have invariably gone to Ceylon in this intermediate class, as it is more costly only by Rs. 2-8-0. Most of them are ready to go even by the higher classes, as they find it profitable to proceed to Ceylon. The object kept in view by Government in not allowing the labourer class in proceeding to Colombo does not appear to have been achieved and all my trouble in examining each individual to find out if he belongs to the labourer class appears to be in vain, as I see on every steamer-day the men to whom I refused permits proceeding without any restriction as passengers of the intermediate class called as 'reserved deck passengers.' I do not consider that there is anything in the rules at present preventing the labourers from proceeding in a higher class. I represent these difficulties more with a view to acquaint Government of the existing facts. These petty traders and artizans enrich themselves by proceeding to Ceylon for a few months and bring to India back on their return some decent savings according to the nature of the service or work they had in Ceylon and these classes of men are quite different from estate coolies.

## II

*Letter*—from S. W. G. I. MacIver, Esq., I.C.S., District Magistrate, Tinnevelly.
*To*—the Secretary to Government, Home (Miscellaneous) Department.
*Dated*—the 25th November 1917.
*No.*—R.O.C. 2077/Magl.

I have the honour to submit herewith a report from the Assistant Inspector in charge of the Southern Customs Circle, Tuticorin together with a copy of the endorsement thereon of the Joint Magistrate.

The only point which seems to need orders is the existence of an intermediate class on the passenger boats plying between Tuticorin and Ceylon which is used by coolies wishing to avoid the restrictions on their travelling to Ceylon contained in rule 16 B of the Defence of India (Consolidation) Rules, 1915 and G.O. No. 1072, dated 20th September 1917. I recommend that the difficulty be got over by declaring that any class of passage other than first or second class shall be deemed to be third class.

Enclosure

*Endorsement of the Joint Magistrate, Tuticorin, dated 17th November 1917.*

Submitted to the District Magistrate.

I found the same thing on enquiring at the Tattaparai camp. The people going across often go to Tattaparai camp and do not trouble to go to the Customs officer for a permit. They have the trouble of going to Tuticorin and back again changing about there.

Of course it is impossible to say who is a labourer and who is not. As the practice now stands persons with obvious mark of being toddy-tappers are rejected though this work requires considerable skill.

Actually the only result of all this is more labour to the Customs officer and more profit to the steamer.



**Order—No. 1249, Home (Miscellaneous), dated 11th December 1917.**

The Assistant Inspector of Customs in charge, Tuticorin, is informed that of the persons mentioned in paragraph 2 of his letter read above, those who belong to the class of goldsmith, blacksmith, barber and washerman should be treated as skilled labourers and should not be granted permits to Ceylon via Tuticorin. The rest of the persons mentioned therein should be treated as ordinary passengers.

2. The Government direct that any class of passage for which the steamer levies fare other than the first or second class shall be deemed to be the third class for the purposes of G.O. No. 1072, Home (Miscellaneous), dated 20th September 1917.

(True extract)

R. Ramachandra Rao,
*Secretary to Government.*

To the District Magistrates of Tinnevelly and Ramnad.
,, Inspector of Customs, Tuticorin.
,, Permit-issuing officer, Mantapam.
,, Chamber of Commerce, Tuticorin.
,, Madura Company, Tuticorin.
,, Inspector-General of Police.
,, Commissioner of Police.
,, Ceylon Labour Commission, Trichinopoly.

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# NOTES CONNECTED WITH G.O. No. 1249, HOME (MISCELLANEOUS), DATED 11TH DECEMBER 1917

[SUBJECT.—*Emigration—Ceylon.*]

*Previous papers:*

| | | | | | |
|---|---|---|---|---|---|
| *G.O.* | 285, *Home (Mis.)*, | 18*th Mar.* 1917 | *G.O.* | 446, *Home (Mis.)*, | 8*th May* 1917 |
| ,, | 326 ,, | 30*th* ,, ,, | ,, | 1072 ,, | 20*th Sep.* ,, |
| ,, | 413 ,, | 26*th Apr.* ,, | ,, | 1181 ,, | 19*th Nov.* ,, |
| ,, | 415 ,, | ,, ,, ,, | | | |

HOME (MISCELLANEOUS) DEPARTMENT.

I

*From the Assistant Inspector of Customs in charge, Tuticorin, dated 10th November 1917.*

II

*Endorsement of the District Magistrate, Tinnevelly, R.O.C. No. 2077-Magl., dated 25th November 1917.*

In G.O. No. 1072, Home (Miscellaneous), dated 20th September 1917, the Inspector of Customs, Tuticorin, was authorized to issue permits to all third-class passengers not being labourers (other than harbour coolies) skilled or unskilled. The Tuticorin route to Ceylon is still closed to all kinds of labourers. In paragraph 2 of his letter, the Assistant Inspector of Customs, Tuticorin, points out certain difficulties in regard to the issue of permits. Of the persons mentioned therein, blacksmiths, goldsmiths, barbers and washermen are skilled labourers and consequently should not be granted permits at Tuticorin. Others are not labourers and should be treated as ordinary passengers. Instructions may issue accordingly.

H.B.—10-12-17.

2. Another difficulty pointed out by the Customs Officer is the existence of an intermediate class between the second and third in the steamers plying between Tuticorin and Colombo. In order to avoid the restrictions placed only on third-class passengers, those who are refused permits travel in the intermediate class and are even ready to travel in the higher classes. The District Magistrate recommends that classes of passage other than the first and second may be declared to be the third. This appears to be a good solution and may be accepted.

H.B.—10-12-17.

3. A draft order is submitted for approval.

A.R.—8-12-17.

P.DER.—8-12-17.

HILTON BROWN—10-12-17.

R. RAMACHANDRA RAO—11-12-17.

[G.O. No. 1249, Home (Miscellaneous), dated 11th December 1917.]

Sect. II—10 (a)

DEPARTMENT

READ AGAIN G.O. No. ....., dated ..... 19 .

" " " " 1072. Home (mis). 20. 9 1917.

READ ALSO:—

C. No. ....., From the Asst. Inspr. of Customs in charge, Tuticorin, No. ....., dated 10. 11 1917.

" " 3878, " " From the D.M. Tinnevelly 2077 mage 25. 11. 1917.

" " ....., " " ....., " ....., " ..... 19 .

ORDER. No. 1249, dated 11. 12. 1917.

mis

The Assistant Inspector of Customs in charge, Tuticorin, is informed that of the persons mentioned in para 2 of his letter read above, those who belong to the class of goldsmith, blacksmith, barber and washerman should be treated as skilled labourers and should not be granted permits to ~~go~~ ~~to~~ Ceylon via Tuticorin. The rest of the persons mentioned therein should be treated as ordinary passengers.

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4 The Chamber of Commerce, Tuticorin,
5 The Madura Co., Tuticorin,
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**NOTES CONNECTED WITH G.O. No. 1249, HOME (MISCELLANEOUS), DATED 11TH DECEMBER 1917**

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[G.O. No. 1249, Home (Miscellaneous), dated 11th December 1917.]

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