

MADRAS RECORD OFFICE.

Government of Madras.

Revenue DEPARTMENT.

G.O. No. 680	Press ~~Mis.~~
456.457	
Dated	28. 3. 1862

Not to be folded or roughly handled

*Proceedings of the Madras Government, Revenue Department,
28th March 1862.*

No. 456. Read the following Proceedings of the Board of Revenue, dated 11th March 1862, No. 1,609:—

Read again the following papers.

Telegram from the Collector of Malabar, dated 14th February 1862.

Our merchants state that Salt exported from Bombay for Cochin Sirkar pays only one Anna on twice six Pice Export duty per Indian Maund, and no Excise duty. Our records afford not information on this point. Better address Bombay Government at once for information.

Letter from the Acting Commissioner of Customs, Bombay, dated 25th February 1862, No. 277.

In reply to your letter, No. 1,109, dated the 15th instant, I have the honor to inform you that under the orders of Government communicated in their letter, No. 2,205, dated the 6th July 1839, exports of Salt to Foreign Ports in the Madras Presidency, such as Cochin, Travancore, &c., are allowed to be made on payment of reduced Excise duty of one Anna per Indian Maund on removal from the Salt works.

1. Ordered that the above papers be submitted to Government, with reference to their Proceedings, dated 31st January 1862, No. 156, Revenue Department.

2. It will be seen that the sale of Salt by the Cochin Sirkar at Annas 13-9 per Indian Maund when the Madras Government monopoly price is Rupee 1-8-0 for the same quantity, is fully explained by the fact that on Salt exported from Bombay to Cochin an Excise duty of only one Anna per maund is charged, while the Excise on Salt sold for consumption in the Bombay territory, and which is intended to place the price in the Bombay and Madras Presidencies on the same footing, is no less than Rupee 1-4-0 per maund.

3. As no frontier duty is levied on imports from Cochin into Malabar, it is evident that unless speedy measures be adopted to remedy this extreme inequality of price, the Government Salt sales in South Malabar and Coimbatore if not even farther inland must be ruinously affected.

4. The Board would suggest that the special attention of the Resident at Travancore and Cochin be requested to the subject.

5. The Board have recently approved the Collector's proposal to transfer the large Salt Depot from Ponany to Beypore, in their Proceedings dated 20th February 1862, of which copy will be submitted to Government with these Proceedings, but the transfer will altogether fail of the intended effect if the Sirkar selling price remains unchanged, and the free importation of Salt from Cochin be unchecked.

(True Copies and Extract.)

(Signed) W. HUDLESTON, *Secretary.*

No. 457. ORDER THEREON, 28th March 1862, No. 680.

The subject of this communication will be considered in connection with the question of assimilating the Tariffs and Duties of Travancore and Cochin to those of British India, and extending to Ports of those States the advantages of the Port to Port Act No. VI of 1848.

(Signed) C. G. MASTER,

Deputy Secretary to Government.

PROCEEDINGS OF THE BOARD OF REVENUE, dated 20th February 1862.

Read the following letter from P. GRANT, Esq., Collector of Malabar, to W. HUDLESTON, Esq., Secretary to the Board of Revenue, Madras, dated Calicut, 7th February 1862, No. 24:—

1. You are aware that the great store from which South Malabar, Palghat, and a large portion of the Coimbatore country are supplied with Salt is at Ponany, situated at the mouth of the river of that name. With the completion of Railway communication between Beypoor and Coimbatore, which may be expected within six weeks, the importance of Ponani will diminish; from being one of our chief ports, it will dwindle down to a third rate one it is to be feared. The export trade will be diverted to Beypoor and Calicut, and the bandies which have been engaged in carrying the traffic from the east to Ponani, will require to have recourse to other localities for traffic; many of them probably will find occupation on the various Railway feeders. One great attraction to these bandies was the certainty of procuring salt for carriage to the east, as return loads from Ponani on delivery of their loads from the east. This last trade will, it is to be feared, vanish completely; so that all salt for the supply of the eastern demand, will have to be conveyed by rail; this in itself is well; but it happens that Ponani is about 10 miles from the nearest Railway station by inland water carriage. It will, therefore, have to be conveyed this distance in boats, and then put on the trucks, ere its final carriage to Coimbatore. To save this trouble, and in view to developing the salt trade, I beg to suggest that the Ponani Salt Gollah be abolished after the consumption of the stores now on hand, and that a new and extensive one be erected at Beypoor. Salt will then be put on the trucks from the Gollah, for the erection of which suitable land on the sea shore can be obtained. I have no doubt in my own mind that the sales of salt from this coast will increase very much, and I am in hopes that the merchants will ere long take to importing the article on their own account, and carry it inland at once on importation.

2. The average annual receipts of salt at the Ponani Gollah for the last five years is 1,452 Garce, and the average expenditure 1,344 Garce. I should not be the least surprized to see this latter amount increase to 2,000 Garce, which, at the present price of Rupee 1-8-0 per Maund, comes to Rupees 3,60,000.

3. In the event of the transfer of the Gollah at Ponani to Beypoor, it will be necessary to retain a small store at Ponani, to meet all local demands. Should the Board approve of the above suggestion, I beg that I may be informed of the same at an early date, in view to my at once taking steps to secure the land required, and to have estimates for the new Gollah prepared by the Engineer.

4. The new Gollah will require to be an extensive building, and its construction will take up considerable time. To contain the salt which is now usually sold, a space of 2,76,000 cubic feet is required.

5. The transfer of the Salt godown and Gollah to Beypoor will be of such material advantage to the Railway Company, that they may feel inclined to erect the building. No doubt they would do it well and expeditiously.

1. The Board fully approve of the Collector's proposal, and request him to cause Estimates to be prepared in view to the sanction of Government being applied for at an early date for the requisite work.

2. Mr. Grant should at once ascertain from the Department Public Works whether their District Budget Estimate will allow of the probable charge being met from it, without further provision.

(A true Copy and Extract.)

(Signed) W. HUDLESTON,
Secretary.

To P. Grant, Esq., Collector of Malabar.

No. 1,609

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(True Copies and Extract.)

[Signature]

Secretary.

To J. D. Sim, Esq., Secretary to Government, R. D.

Copy to P. Grant, Esq., Collector of Malabar.

Exd. J. Wright.

*Copy to the Collector
of Malabar dated 1862-1-14
12th, says the transfer
of Salt depot to Beypore
from Ponany to Beypore*

Recd-757/62.

*Copy to the Board of the
R. D. of Cochin to the Sirkar
of Cochin dated 11th March
1862. No 1009.*

P 31st January 1862 No 309-310

Rev: 1862. Department:
D. of Govt. for all arch

No. 751.

PROCEEDINGS OF THE BOARD OF REVENUE,

Dated 11th March 1862.
Despatched, 17 do
Received, 18 do

No. 1,602.

Submitting with reference to former correspondence certain papers relating to the price of Salt in the Cochin Sirkar.

144564457.

Calicut, Dec 28

S. 1862-28 March
W. H. A. A. A.

P. 2080.

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of British India and to the

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states the advantages of

the right to self rule to the

of 1848-

N. M.

From 1st Dec 1862
28th March 1862

J. D. A.

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