

(1) Number of Pages.....20

(2) Date of repair.....12-3-68

(3) Initials of the Referencer.....*22.4.68*

MADRAS RECORD OFFICE

GOVERNMENT OF MADRAS

Revenue.....DEPARTMENT

G.O. No.

B.P. No.

1673

Press

Mis.

Dated

22-11-68 75

196

.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Revenue Department,
22nd November 1875.*

No. 253. Read the following Proceedings of the Board of Revenue, dated 8th November 1875, No. 3,064 :—

Read the following Proceedings of the Madras Government, dated 5th November 1875, No. 1,589, Revenue Department :—

ABSTRACT.—Referring to Board for remarks letter from Government of India forwarding a revised draft of a Bill to restrict the transport of salt by sea, and requesting to be informed whether any further special exemptions are any where needed under Section 3.

THE Board's opinion on the Draft Bill appears to be required only with reference to the necessity for any further special exemptions under Section 3. They can suggest no further exceptions, but they presume that under Section 3 (b) some officer under this Government will be appointed to grant such passes as may be required in the event of its being necessary to transport salt on account of Government from one port to another, and that the proposed restriction will not apply to the contracts already entered into for the current season.

2. The Board must, however, respectfully point out that the effect of the passing of the Bill into law will most certainly be a still further enhancement of the price of salt to the consumer on the West Coast. Until last year the people of Malabar and South Canara were supplied with salt by Government at the monopoly price of Rupees 2 per maund. This was an enhancement of the price which had ruled prior to 1869, and it was again raised to Rupees 2-5-0 to cover the cost of importation. The immediate introduction of the Excise Act and the speedy discontinuance of sales on account of Government have now been ordered. Whatever may be the ultimate result of this measure on the price of salt, it is quite certain that the disturbance to trade which will follow so sweeping a change of system must cause a considerable present enhancement of price to the consumer, which the summary exclusion from the trade of the ordinary coasting vessels which have hitherto been principally employed in the carriage of salt from Bombay and elsewhere to the ports on the western coast will tend to increase.

3. The introduction of the excise system and discontinuance of ordinary sales by Government are steps which, considering the nature of the effects involved and the excitable temperament of the population of the districts concerned, are not unattended with risk; but if the further difficulties in the way of importation imposed by the Draft Bill to restrict the transport of salt by sea are introduced simultaneously, it is difficult to estimate the rise in the price of salt that will ensue, or the consequences that may follow during the indefinite period that must elapse before trade adapts itself to the altered circumstances. The substitution of square-rigged vessels of 300 tons burden for the country craft of small tonnage, which have hitherto been employed in the trade, will be a work of time; meanwhile the people will suffer. If the introduction of the Bill cannot be postponed, it is all the more incumbent on Government to keep up their stores till private trade is established under the new conditions.

(True Extract.)

(Signed) C. A. GALTON,
Acting Sub-Secretary.

*Proceedings of the Madras Government Revenue Department,
22nd November 1875.*

No. 254.

ORDER THEREON, 22nd November 1875, No. 1,673.

Separate Revenue, No. 28.

Salt.

ORDERED to be forwarded to the Government of India, Revenue, &c., Department, with reference to their letter, dated 26th October 1875, No. 340.

(True Extract.)

(Signed) D. F. CARMICHAEL,
Secretary to Government.

Gobt. of 1875 Madras.
REVENUE.

To
THE BOARD OF REVENUE.

Dated November, 22nd.

Recd. Encl.

G. O., 22nd November 1875, No. 1,673.

NOVEMBER.
Nos. 253-254.

Transport of Salt by Sea.—Ordering to forward to the Government of India Proceedings of the Board of Revenue remarking on the draft of a Bill to restrict the — and on the effect of passing it into Law.



REVENUE DEPARTMENT.

No. 4360

From B^d of Rev.

Dated 8 November 1875.

FOR ORDERS.

As the office has
inspected & put up
the Bombay act of 1873
quoted in the draft Bill
I cannot judge what
effect the exemption will
on it will have.

But it appears to me
that such a law
imposing a new taxation
on the coasting
trade of small ships & the
inhabitants on the coast
will be a great
burden.

which ample exemption
be allowed so as to allow
the utmost facilities for
home trade in native craft
from all Bombay ports
exporting salt to our
interior ports & to India's
neighbourhood.

The same spirit be urged
in regard to Goa trade -
for every hindrance to
home trade will develop
smuggling in proportionally
greater proportion.

I don't see how the act
can be improved as regards
Goa without giving cause
for all grounds
except from the Portuguese
Govt. for practically

the salt trade being
the Goa salt trade
our interior ports in
consequence of the
home trade is concerned
Some this it may prove
as to put it with -
in practice to be proven
the practicalities.

The Goa salt trade may
concern the one station
a licensing office in
this port.

Suppose then that a
Goanese owner of a
cutter rigged for pleasure
should buy 300 tons
of salt & ship salt
as ballast to a foreign
port for import at
Mangalore. He would

FOR ORDERS.

Transaction is prima facie
illegal & the Judge of
the Court L. N. 1000
of Brown the prisoner?
An outrageous interference
with free trade.

Accept however the
position that we must
protect our salt business
then I think every aid
encouragement &c.
legislation to honest Trade
of the arrangement
be detailed in the Bill.

2. meet the case I
have supposed. The
arrangement L.B. suggests
itself to me is that
the Governor will

He is enabled to obtain a
 pass from the Bangalore Custom
 authorities by appl^g to port. &
 cover the proposed importⁿ of
 something of this sort is ^{now}
 contemplated by M. (Offic. 3. of
 the Bill. - but in any case the
 trouble & inconvenience of
 an certainly will serious imped
 trade & encourage smuggling
 I think it will be well to say
 I & J. that the absence of details
 in the Bill or in informⁿ as
 to the intended manner of
 working it preclude this Govt.
 from judging of the sufficiency
 of the exemptions & that
 they can only say it appears

primary fair to be calculated &
to encourage the fair traders. &
to develop something.

All these difficulties & hindrances
that are being opposed to the
ready supply of Bombay salt
from western ports. make us
think it highly desirable that
the Govt. should direct & give
early & close attention to the
subject of supply by rail from
Gujarat & Malabar. Govt.
will surely find them convenient.
This trade B. Malabar will
be found capable of great
extension. (18)

The trade of Guajar at Trich
or Erode will be a sad impediment
to this trade. (18)

Letter of 11th Nov
the news of my Mr
Coll & the Board
to address the
Govt. I. that I have
not had that
it will be well to
wait the result
of the Committee.
11/11 (18)

I would answer in
the sense proposed
by Mr. Huddleston
& suggest that
the Bill should be
referred to the
Salt Committee
RVR

The death Bill seems
as noted by Mr. Huddleston
very defective. The
exceptions should be
fully set forth to
enable this Govt. to
give their opinion

72

Revenue Department

Proceedings of the Board of Revenue

Dated 8th November 1875

No. 3064 -

Read Proceedings of the
Madras Government, Revenue
Department dated 5 November
1875 No. 1589, referring for Board's
remarks, letter from the Govern-
ment of India forwarding
a revised draft of a Bill
to restrict the transport
of salt by sea and request-
ing to be informed whether
any further Special Exemptions
are any where needed
under Section 3.

The Board's opinion on
the Draft Bill appears
to be required only with
reference to the necessity
for any further Special
Exemptions under Section 3.

They

They can suggest no further
exceptions but they pre-
sume that under Sec-

tion 3 (b) some officers
under this Government
will be appointed to grant
such passes as may be
required in the event of
its being necessary to
transport salt on accounts
of Government from one
Port to another, and that
the proposed restriction
will not apply to the
contracts already entered
into for the current season.

2. The Board must
however respectfully
point out that the ef-
fect of the passing of
the Bill into Law will
most certainly be a still
further enhancement of
the

the price of salt to the
consumers on the West Coast
until last year the people
of Malabar and South
Canara were supplied
with salt by Government
at the monopoly price
of Rupees 2 per maund.
This was an enhancement
of the price which had
ruled prior to 1869 and
it was again raised to
Rupees 2-5-0 to cover the
cost of importation.
The immediate introduc-
tion of the Excise Act
and the speedy disem-
powerment of sales on
account of Government
have now been ordered.
Whatever may be the ul-
timate result of this
measure on the price
of salt, it is quite certain
that

that the disturbance to trade which will follow so sweeping a change of system must cause a considerable present enhancement of price to the consumer which the summary conclusion from the trade of the ordinary coasting vessels which have hitherto been principally employed in the carriage of salt from Bombay and elsewhere to the ports on the Western Coast will tend to increase.

3. The introduction of the Excise system and discontinuance of ordinary sales by Government are steps which considering the nature of the effects involved and the excitable temperament of the population of

9
of the Districts concerned are not unattended with risk but if the further difficulties in the way of importation imposed by the Draft Bill to restrict the transport of salt by sea are introduced simultaneously it is difficult to estimate the rise in the price of salt that will ensue or the consequences that may follow during the indefinite period that must elapse before trade adapts itself to the altered circumstances. The substitution of square rigged vessels of 300 tons burden for the country craft of small tonnage which have

have hitherto been em-
ployed in the trade will
be a waste of time; mean-
while the people will
suffer. If the intro-
duction of the Bill
cannot be postponed
it is all the more im-
perative on Government
to keep up their stores
till private trade is
established under the
new conditions.

Abstract

Ch. C. C. C.
Sg. Subsecretary

To
The Secretary to
Government Revenue
Department

W. W. W.

W. W. W.

185 Nov/24th 82-83.

Revenue 1875 Sept
\$24360
Proceeding of the
Board of Revenue

Rule 8th November 1875
No 8 - 4 -
Recd 9 - 2 -

Bill - to meet with

The Treasurer of
Salt by Sea -
Submitting to
Court, Remitted
Remarks on the
draft of -
and the effect
of passing it
into Law
Chas 16/9/82 Chas 1875 -

Ch 16/9

Order to be forward to

The Secy of India Office Sept. 1875. with reference

to their letter dated 26 October 1875. No 340.

14. Secy of India Office 26 Oct 1875

22 October 1875

11/5/75 No 22. 1875
2/10/75 12/10/75