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TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

Revenue DEPARTMENT

G.O. No. / B.P. No.	1111	Press / Mis.

Dated 16-3-1877 197 .

Not to be folded or roughly handled

Famine Relief.

Read the following papers :—

No. 542. Proceedings of the Board of Revenue, dated 28th February 1877.

Read the following letter from W. S. WHITESIDE, Esq., Collector of North Arcot, to H. E. STOKES, Esq., Secretary to the Board of Revenue, dated Chendraghiri, 21st February 1877, No. 118 :—

On arrival at Chendraghiri lately I was informed, on inquiry, that the price of rice has gradually risen during the last few days, and that it is expected to rise still higher for want of sufficient supply in the markets in this part of the country. I understand that this circumstance is due to a certain arrangement recently made by the Railway authorities for transmitting rice from Madras only at stated intervals by each of the North-West and South-West Lines, and under which the commodity is forwarded continuously for a few days on the one line, and then again on the other. This periodical transmission of rice is found in effect to throw the grain trade almost entirely into the hands of a few rich and influential merchants to the serious detriment of the interests of those in a less opulent condition. The wealthy traders have their agents in Madras, and, somehow or other, succeed in almost monopolising the importation of rice by rail, and thus are able to raise the retail rates at their pleasure.

2. I read lately in the Madras papers an account of the discovery of a regular system of black-mail levied by the Railway Clerks at the Salt Cotaurs, under which the grain of certain native traders was given undue precedence in despatch up-country. Whether the late rise in prices here is not due to such fraudulent conduct is a matter for consideration. Be that, however, as it may, it is a fact that the present system of forwarding a consignment of grain periodically, or in small fixed quantities, is now having an injurious effect on the markets. I am well aware of the very great difficulty that the Railway Company is now laboring under in the transportation of grain from Madras, and that every effort is being made to carry as much as possible to the distressed districts; but the present arrangement was in all probability devised by some official who was unaware of the results it would entail on the grain trade of the country; and I, therefore, have now the honor to draw the Board's serious attention to the matter. It appears to me quite possible to amend the present system, and to arrange that a certain number of wagons of grain may be despatched by each day's goods train, so arranged that, without serious delay, they may be detached at the various stations along the line. It is to constant, even though comparatively small, supplies of grain pouring in that we have to look if we wish to keep down prices, and unless some such alternative is speedily effected, the local trade will continue to be monopolised by a few wealthy merchants, who, of course, only think of their own pecuniary interests.

Submitted to Government.

2. The Railway Officers are, no doubt, doing the best they can to utilise the transport power at their command. The Board should think that it would be

within their power to prevent undue preference being shown to any trader in the matter of forwarding grain from Madras.

(A true Copy and Extract.)

(Signed) H. E. STOKES,
Secretary.

COMMUNICATED to the Consulting Engineer for Railways in view to such steps being taken as may be necessary to prevent interruption of the regular transport of grain along the South-West Line if any such exists.

1st March 1877. (Signed) J. H. GARSTIN,
Additional Secretary to Government.

No. 543. *Note by the Consulting Engineer for Railways.*

THE Collector of North Arcot has been misinformed with regard to the Railway arrangements, under which he supposes that grain is forwarded alternately on the North-West and South-West Lines, being despatched continuously for a few days on the one line and then on the other. No such arrangement has ever been in force.

2. It seems unnecessary to state that the Railway authorities have no control over the destination of the consignments of grain despatched by them. Consignments are forwarded according to the order in which they are registered, the only limit to the daily despatch being the engine power available on each line. It is not impossible that frauds have been practised in the matter of registering consignments, with the view to secure priority of despatch, but the Railway authorities have not yet been able to detect a case.

3. The station from which Chendraghiri is served is Tripetty, on the North-West Line. I find that no grain was consigned to Tripetty between the 15th and the 19th February, but that consignments have been daily despatched from the 20th February up to date. If prices have risen unduly at Tripetty, it is thought that consigners at Madras will soon take advantage of the fact.

MADRAS, (Signed) J. H. M. SHAW-STEWART, Lieut.-Col., R.E.,
5th March 1877. *Consulting Engineer for Railways.*

No. 543A. From W. S. WHITESIDE, Esq., Collector of North Arcot, to J. H. GARSTIN, Esq., Additional Secretary to Government, Revenue Department. Fort St. George, dated 7th March 1877, No. 36.

I HAVE the honor to inform you, with reference to your telegram of the 6th instant, that I received from the Chendraghiri Tahsildar and Tripetty Deputy Tahsildar the information respecting which I addressed to the Revenue Board my letter, No. 118, dated 21st ultimo, and I abstained from writing it until the Tripetty Deputy Tahsildar, under instruction from me, had questioned the Tripetty Station Master, who confirmed the information previously given to me as to the periodic importations of grain. On the 28th ultimo I was myself at Ranigunta Station and spoke to the Station Master on the subject, and he told me that for the last few days an alteration had been made, and grain was being received daily for the local dealers from Madras. On the day I spoke to him he said about

1,600 bags of rice had arrived. I concluded from this that the former system had been reverted to in consequence of action taken upon my letter above quoted.

No. 543B. ORDER THEREON, 16th March 1877, No. 1,111.

Miscellaneous.

COMMUNICATED, with copy of the telegram to which it is a reply, to the Consulting Engineer for Railways with reference to his letter of the 5th March 1877.

(True Extract.)

(Signed) J. H. GARSTIN,
Additional Secretary to Government.

To the Board of Revenue.
,, the Consulting Engineer for Railways.
,, the Public Works Department.
,, the Financial Department.

Exd. A. F. Goodall.

Govt. of [illegible] 1876 Wa[illegible]

REVENUE.

To

The BOARD of REVENUE,

&c., &c., &c.

Dated March 1876.

Read

G.O. 1068, dated 30th No. 1111,

MARCH

Nos. 542-538.

FAMINE RELIEF. No. 783

Revenue Department

Proceedings of the Board of Revenue

Dated 28th February 1877.

Read the following

No. 118.

Bds Consl
No. 1869.

From

W. L. Whiteside Esqre

Collector of Nellore Circt

To W. E. Stoka Esqre

Secretary to the

Board of Revenue

Madras.

I arrived at Chandra-
-giri lately, I was informed on
enquiry that the price of rice
has gradually risen during the
last few days, and that it is
expected to rise still higher for
want of sufficient supply in
the markets in this part of the
country. I understand that
the

this circumstance is due to a certain arrangement recently made by the Railway authorities for transmitting rice from Madras only at stated intervals by each of the North West and South West Lines, and under which the command by is forwarded continuously for a few days on the one line, and then again on the other. This periodical transmission of rice is found, in effect, to throw the grain trade almost entirely into the hands of a few rich and influential merchants to the serious detriment of the interests of those in a less opulent condition. The wealthy traders have

have their agents in Madras, and, somehow or other, succeed in almost monopolizing the importation of rice by rail, and thus are able to raise the retail rates at their pleasure.

2. I read lately in the Madras papers an account of the discovery of a regular system of Black Mail levied by the Railway clerks at the Salt Cotairs, under which the grain of certain native traders was given undue precedence in dispatch up country. Whether the late rise in prices here is not due to such fraudulent conduct is a matter for consideration - But that however as it may, it is a fact that the present system of

of forwarding a consignment of grain periodically, or in small fixed quantities, is now having an injurious effect on the markets. I am well aware of the very great difficulty that the Railway company is now labouring under in the transportation of grain from the districts and that every effort is being made to carry as much as possible to the distressed Districts; but the present arrangement was in all probability devised by some official who was unaware of the results it would entail on the grain trade of the country, and

I therefore have now the honor to draw the Board's serious attention to the matter. It appears to me quite possible to amend the present system, and to arrange that a certain number of waggons of grain may be dispatched by each daily Goods Train so arranged that without serious delay, they may be detached at the various stations along the line. It is to constant, even though comparatively small, supplies of grain pouring in that we have to look if we wish to keep down prices, and, unless some such alternative is speedily effected, the local trade will

continue

continue to be monopolized by a few wealthy merchants, who of course only think of their own pecuniary interests.

North Beach Collector's Office on Cement Ground. 21st Feby. 1877

I have &c.
p/s W. S. Whiteside
Collector

Submitted to Government.

2. The Railway officers are no doubt doing the best they can to utilize the transport power at their command. The Board cannot think that it would be within their power to prevent undue preference being shown to any traders in the matter of forwarding grain

grain from Madras.

(True Copy & Extract)

W Nichols
Secretary

To The Additional Secretary to Government Revenue Department

Read C.H.
C.P. 6/4/77

Note.

The Collector of North
Arcot has been misinformed with
regard to the Railway arrange-
-ments, under which he supposes
that grain is forwarded alternately
on the North-West and South-
West lines, being despatched tem-
-porarily for a few days on the
one line, and then on the other.
No such arrangement has ever
been in force.

2. It seems unnecessary to
state that the Railway Authorities
have no control over the destina-
tion of the consignments of grain
despatched by them. Consign-
-ments are forwarded according
to the order in which they are
registered;

4. March-
12.30 p.m.

registered; the only limit to the daily despatch being the engine power available on each line. It is not impossible that frauds have been practised in the matter of registering consignments with the view to secure priority of despatch; but the Railway Authorities have not yet been able to detect a case. The station from which to Shendhapore is carried is Tripetty, on the North-West line. I find that no grain was consigned to Tripetty between the 15th and the 19th February, but that consignments have been daily despatched from the 20th February up to date. If prices have risen unduly at Tripetty, it is thought that consigners

consigners at Madras will soon take advantage of the fact.

Mcantewart

Madras
4th March
1877

Lieut. R.E.,
Consulting Engineer for Railways

No 36.

N. Arcot Collectors Office
Camp Arcot 7th March 1777

No 5430 From

W. S. Whitside Esquire
Collector of North Arcot

To J. H. Haastin Esquire
Additional Secry to Govt
Madras

Sir,

I have the honor to inform
you, with reference to your Telegram
of the 6th instant, that I received
from the Chendragherry Tahsildar
and Tripetty Deputy Tahsildar
the information respecting which
I addressed to the Revenue Board
my letter No. 118 dated 21st ultimo,
and I abstained from writing
it until the Tripetty Deputy Tah.
under instruction from me, had
questioned the Tripetty Station Master
who confirmed the information
previously given to me as to the
periodic importations of grain

On the 28th ultimo, I was myself at Ranigunta Station and spoke to the Station Master on the subject, and he told me that for the last few days an alteration had been made and grain was being received daily for the local dealers from Madras. On the day I spoke to him, he said about 1600 bags of rice had arrived. I concluded from this that the former system had been reverted to in consequence of action taken upon my letter above quoted.

I have the honor &c
Sir
Your most obedient Servt
L. S Whitwell
Collector

No. 1111

copy of
Com.ns with the telegram to which
it is a reply to the Consulate Genl
for Rumania with reference to his
letter of the 5th March 1877.

16th March 1877