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TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

Revenue DEPARTMENT

G.O. No.	1282 A.	Press
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Dated	31 30 3 - 1872	197

1877

Not to be folded or roughly handled

Proceedings of the Madras Government
31st March

Revenue Department.

1282-17
1

Famine Relief.

No. 932-A.

Miscellaneous.

1st March 1877, No. 1,282-A.

places in which it was essential that there should be some reserve store to provide for the emergency of any failure in trade supplies, and 23 places were accordingly selected as depôts.

In the latter part of November the Council formed the opinion that there were certain districts and places in which it was essential that there should be some reserve store to provide for the emergency of any failure in trade supplies, and 23 places were accordingly selected as depôts.

2. Of these some were chosen, because their supplies were ordinarily drawn from Mysore which would itself become very much dependent on the railway transport via Bangalore, and these supplies were exposed to the contingency of being diverted by any pressure in Mysore, and also were liable to be at any moment bought up by merchants for Mysore, should prices there rise above the level of those ruling in the places referred to.

3. Others again were selected because the nature and length of routes and the probable numbers on relief-works rendered it essential that there should be some reserve for contingencies, and a few places were chosen for convenience of storage, facilities for future distribution, or other reasons.

4. In all 23 places were thus selected, of which the distances from railway are as under:—

Six	between 70 and 100 miles.
Two	60 " 70 "
Two	50 " 60 "
Two	40 " 50 "
Six	30 " 40 "
Two	20 " 30 "
Three	under 20.

5. Sir Richard Temple suggested the expediency of limiting the selection to places at least 60 miles from the railway, and the selection was then reconsidered; but the Governor in Council was of opinion that there was no such change in the circumstances as to justify the Government in departing from an arrangement they had well considered.

6. The suggestion now made by the Government of India is that all reserve grain at places less than 60 miles from the rail be removed to that distance. Not only would this proposal involve heavy expense in carriage, but it would probably denude of all reserve some places where, in the opinion of the Governor in Council, it is especially essential for safety that a reserve should exist.

7. The only change which has arisen appears to be that the emergencies against which the Governor in Council deemed it essential to provide are more imminent.

8. The supply of Mysore is practically dependent, to even a greater degree than the Governor in Council originally anticipated, upon the Madras Railway. In fixing a distance of 60 miles it is probable that the Government of India considered that the railway can and will deliver large or small quantities at any moment at any station. As a mere mechanical operation that may be possible, although in times of great pressure, it would be perhaps difficult to arrange the

Proceedings of the

*Government, Revenue Department,
March 1877.*

supply of waggon stocks, consignments given, and the prospects of obtaining the same, particularly in moments of great demand, such as Bangalore districts and smaller places.

9. The best information that there are no large stocks remaining placed upon the prospects of obtaining North and South; and that the estimate of the daily wants.

10. The Governor in Council, therefore, can come to no other conclusion than that the arrangements for reserve depots should not be disturbed.

(True Extract.)

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

Ed. F. R. Bantleman.

No 1232 of 27/2/1907

1232

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or

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Mr Richard Temple suggested the expediency of limiting the selection to places at least 60 miles from the railway, and the selection was then carefully reconsidered, but the Governor in Council was of opinion that there was no such change in the circumstances

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at any station. It is a mere mechanical operation that may be possible (although in times of great pressure, perhaps difficult to arrange the supply of waggon stocks, but the railway only forwards the goods according to consignments given, and the consignments of trade are mainly influenced by the prospect of obtaining the highest prices with the least expense and this may particularly in moments of great pressure be obtained at large places situated upon railway lines such as Bangalore or Bellary

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Bellary itself more readily than in country districts and smaller places.

The best information the Governor in Council can obtain indicates that there are no large stocks remaining in Mysore territory, that no reliance is to be placed upon the prospect of obtaining further supplies through the ports of Canara, North and South; and that the estimated railway power is not more than equal to the daily wants.

The Governor in Council therefore can come to no other conclusion than that the arrangements for reserve depôts should not be disturbed. —

b/c

