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TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

Revenue DEPARTMENT

G.O. No.	1282 A.	Press
B.P. No.		Mis.
Dated	31 ~~30~~ 3 - 1872	197

1877

Not to be folded or roughly handled

1282 A
1

Famine Relief.
No. 932-A.

Miscellaneous.

1st March 1877, No. 1,232-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.

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

supply of waggon stocks, consignments given, and the prospects of obtaining the particularly in moments of great railway lines, 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 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.

Exd. F. R. Bantleman.

1282-A
2

No. 1282 A 27/11/1877

1282
3

In the latter part of November
the Governor in 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.

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

GOVT. OF 1877
REVENUE.

MARCH
No. 923 A.

PAID BY RELIEF, No. 572 A.

From Revenue Depôts to certain Districts
having supplies on the subject of — and coming to
the conclusion that the arrangements should not
be altered.

supplies were exposed to the contingency of being diverted by any pressure in Mysore and also were liable to be at any moment brought up by merchants for Mysore should prices there rise above the level of those ruling in the places referred to -

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

on other seasons:

1282
4

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6	between 70 and 100 miles
2	60 - 70
2	50 - 60
2	40 - 50
6	30 - 40
2	20 - 30
3	under 20

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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The suggestion now made
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1282
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the supply of waggon stocks,
but the railway only forwards
the goods according to consign-
ments given, and the con-
signments of trade are mainly
influenced by the prospects
of obtaining the highest price
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 prospects 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 arrange-
ments for reserve depôts should
not be disturbed.

2
Mr. J. B. [unclear]
[unclear] [unclear]
[unclear] [unclear]

Put up the [unclear]
[unclear] [unclear]
[unclear] [unclear]
[unclear] [unclear]
[unclear] [unclear]

[unclear] [unclear]
[unclear] [unclear]
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[unclear] [unclear]
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