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TAMIL NADU ARCHIVES
GOVERNMENT OF TAMIL NADU
Revenue DEPARTMENT

G.O. No.	833	Press.
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Not to be folded or roughly handled

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GOVERNMENT OF MADRAS.
FINANCIAL DEPARTMENT.

9th February 1877, No. 470.

Famine Relief.

Read the following paper :—

No. 162. *From Major F. J. HICKS, Government Grain Agent, Bellary, to the Chief Secretary to Government, dated 6th February 1877, No. 192.*

I have the honor to report that the stock of grain at each Railway Station Dépôt (except Adoni) has fallen very low, and the quantity now in hand, as shown in the accompanying return, is only sufficient to keep my cart contractor's carts going for the time mentioned in column 4. The length of each contract is noted, and in column 5 I have entered the number of bags of grain required to keep carts going provided they work up to contract agreement.

2. You are aware that these cart contracts were made on the understanding that the grain was urgently required to be sent off, and that the chances were that the quantity required at each District Dépôt would be very large and more than we could easily arrange to transport.

3. Acting on this understanding contracts were entered into, and every effort was made to send off grain as rapidly as possible; but now that considerable success has attended the transport arrangements, and the contractors are all prepared to carry even a larger quantity of grain than agreed on, I learn from Mr. Gough, the Agent of Messrs. Arbuthnot and Co., that the quantity of rice to be sent up daily for my Railway Grain Dépôts will be very small indeed, and quite insufficient to replenish the stock at each dépôt so as to insure the quantity required to fill contract carts being always on hand, and, under these circumstances, I solicit instructions as to what steps I am to take in the event of no grain being available to fill carts waiting at any dépôt. The cart contractors will of course claim compensation for detention, and there is also a danger of sickness breaking out if a number of carts are detained and congregated long in any one place.

4. Under your instructions, I have informed the public and grain dealers that I am prepared to carry grain for them, but up to this time there has been no response, and unless Government grain is sent up in large quantities I shall be in the position of having no grain to keep my contract carts employed.

5. In the event of a larger supply of Government grain not being sent up, and the public and grain dealers not employing my carts, the only other alternative I can think of is to purchase grain by public tender at each Railway Grain Dépôt where it is actually required to fill contract carts, and keep them employed on and up to the time when the present contract expires. I might also, if the Government so wished it, make some arrangement to close some of the contracts at an earlier date than agreed on.

6. At the same time I cannot say that I have any reliable information to show me that private trade in all parts of these districts will be sufficient to meet all requirements, and that Government can rely on such trade to supply in full all the grain that

may hereafter be required to feed relief laborers and the population generally, and in that case, and in the event of private trade not being carried on with the enterprise and magnitude expected, it may hereafter be much more difficult to reorganize a proper transport agency and system of Government grain depôts if the whole of the arrangements as they at present exist are now allowed to be wound up. On the contrary the difficulty of transport must increase and multiply as the season advances and fodder and water are more difficult to procure, and I think it is much to be regretted that, instead of short supplies being only available, the resources of transport and the amount of grain that could be carried into the interior of districts have not been tested to the very utmost while the season was favorable, and there was more chance of getting up a really strong and reliable transport agency and one not likely to break down under the trials and difficulties that may be expected hereafter.

ENCLOSURE No. 1.

Statement.

Railway Depôt.	Stock on hand on the 2nd February.	Daily quantity to be carried off as per Contract.	Number of days in which present Stock will be carried away.	Supply required to keep carts going to the end of Contract.	Date up to which Contract extends.
Bellary	27,137	1,325	20	665	Up to 22nd February.
Adoni	23,301	467	50	4,801	Up to 30th April.
Gooty	10,700	1,100	7	47,383	700 bags to 30th April.
Tadputri	10,519	1,027	9	55,692	Up to 30th April.
Cuddapah	7,615	747	10	38,899	Up to 10th April.
Tripetty	2,332	367	6	† 7,000	For one month.
Rajampett	2,090	...	...	...	...
Wontimetta	300	...	...	...	...
Yerragontla	209	583	...	50,248	Up to 30th April.
Mudanur	1,472	140	10	11,128	Do.
Total	85,675	5,389	15	2,15,816	

* This includes 400 bags sent daily to Peapully under a contract which can be closed at once on giving notice.
† A contract has been made.

BELLARY,
6th February 1877.

(Signed) F. J. HICKS, Major,
Government Grain Agent.

No. 163.

ORDER THEREON, 9th February 1877, No. 470.

Major Hicks requires 5,389 bags daily to fill his contract carts, and estimates that on 2nd February he had on hand sufficient for fifteen days, and that about 15,400 tons would be required to complete his contract engagements for carriage.

2. The balance of the reserve remaining still to be distributed would nearly if not quite provide this quantity, but the Government cannot count on being able to send up more than 1,400 bags daily from Madras in the present position of the Railway traffic, so that in fifteen days little more than about four days' requirements will be

added to Major Hicks' main depôt stock, and by about the 20th instant he will be without grain to fill his carts unless private traders employ them.

3. The great object that the Government have in view is to ensure the presence of grain in the remote markets, and they desire by all means to promote supply by private trade.

4. Major Hicks should use every endeavour to induce dealers to use his carts by offering attractive terms even though considerably below what the carriage costs Government. If the demands become very large the rates can be raised, but it is desired that the transmission of private grain should be developed in preference even to the distribution of the reserve to the sub-depôts.

5. Any grain purchased by the local officers for current requirements should also be sent up before the reserve grain, and care must be taken that this last is not used for current expenditure so long as the required grain can be procured otherwise.

6. Major Hicks will keep the Government informed as to the state of his Railway Station Depôt stocks, and of the demands on it to fill his contract carts.

(True Extract.)

L. M. D. S.
Chief Secretary.

To Major F. J. Hicks.
„ the Revenue Department.
„ the Board of Revenue.
„ the Collector of Bellary.
„ „ of Cuddapah.
„ „ of Kurnool.
„ „ of Nellore.
„ the Accountant-General.

Exd. J. Wright.

7. No 442

Revised Dept

Obt. of 1877 ~~1875~~

FINANCIAL.

To
MAJOR F. J. HICKS,
&c., &c.

Dated February, 5th.

Issued

Recd.

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Encl.

G. O., 9th February 1877, No. 470.

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