

MADRAS RECORD OFFICE.

Government of Madras.

Revenue DEPARTMENT.

G.O. No.	270	Press
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<u>12. 13</u>		
Dated	18 th	February 19867

Not to be folded or roughly handled

*Proceedings of the Madras Government, Revenue Department,
1st February 1869.*

No. 12. Read the following Extract from the Proceedings of the Government of India, in the Home Department, (Public), under date the 11th January 1869, No. 150 :—

RESOLUTION.

The Governor General in Council having had under consideration the measures which could be best adopted at the present time for the purpose of contributing as far as is practicable to the reduction of the price of grain in the Upper Provinces of India, has resolved to arrange with the Railway Companies for the lowering of the rates of transport for all food grains, flour, and meal, within the districts affected by the late drought, the difference between the reduced rates, and the rates now charged by the Companies, being made good by the Government to the Companies.

2. The present rates on the East Indian Railway for the transport of grain are quarter of a pie per maund, per mile, for quantities not less than 140 maunds, and for distances not less than 300 miles; for still larger quantities the rate is somewhat lower. For smaller quantities or distances the rate is one-third of a pie per maund, per mile. The Governor General in Council desires to reduce the rate, within the districts referred to above, to an uniform rate of one-eighth of a pie per maund, per mile, for all quantities and all distances. It is reckoned that such a rate will nearly cover the actual cost of the transport, and there are many arguments to induce the Government to decide that the charge should not be reduced in any important degree below the necessary expense for the cheapest possible transport.

3. The consideration which has been given to this subject by His Excellency in Council also leads him to the conclusion that there is no apparent economical objection to the measure proposed, excepting that, in the event of a failure of the next rainy season, the available supply of food for the country will have been reduced by the increased consumption, which has been permitted by whatever lowering of prices takes place in consequence of the reduced cost of transport. But this reason does not seem to the Government of India to be of present practical importance. The alteration of the Railway rates may also for a short time produce some little disturbance in the grain trade, but it is believed that the general and almost immediate result must be to equalize prices over increased areas, and to facilitate the introduction of grain into the districts affected by the drought, from places which, with existing charges, could not be expected to contribute any addition to the stock of food.

4. It is evidently not possible for the reduction of the rates of transport to stimulate exports excepting from districts where prices are lower to those where they are higher; and there is, therefore, no fear that places already suffering from reduced supplies will be injuriously affected by the measure, excepting so far as it tends to equalize prices and the supplies of grain over a large area,—a result which, in the nature of the case, must be aimed at. The effect of what is now proposed will be to free the grain trade generally from a part of the restrictions which are necessarily placed upon it by the heavy cost of transport.

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1st February 1869.*

5. It is not easy for the Government of India to estimate the extent to the relief which this measure is likely to give to the suffering population of the Upper Provinces, or the corresponding burthen it will place on the State. In the last half of the year 1866, when Lower Bengal was in great difficulty, the East Indian Railway carried about 2½ millions of maunds or something over 80,000 tons of grain. If a like quantity of grain were put in motion in the coming six months, and if the average distance of transport be reckoned at 300 miles, the charge to be borne by the Government might be reckoned at about six lakhs of Rupees.
6. The Governor General in Council considers that immediate effect should be given to the resolution now come to, that the reductions of rates should be declared to have effect till the 15th March 1869 under all circumstances, and that one month's notice should be given before the old rates are resumed.
7. The reduced rates would be charged on all food grains, flour, or meal despatched upwards from stations in Bengal below Bhagulpoor, to Bhagulpoor or stations above it. From Bhagulpoor to Allahabad all despatches of grain, &c., upwards, would be charged at the reduced rates. On the Jubbulpore line and from Allahabad to Delhi, the reduced rates would be charged on all despatches up or down. The same would apply to the Punjab Railway. On the Oude line the reduced rates would apply to grain, &c., going to Cawnpore, or stations beyond it on the East Indian Railway.
8. The several Railway Companies should be requested to furnish weekly Returns of grain despatched from all stations under the above arrangement, to the Secretary of the Board of Revenue, Allahabad, for publication, with the Price Currents, regarding which, separate orders will be given.
9. Special attention should at once be directed to the possibility of increased quantities of grain being brought to the Railway Stations for despatch consequent on the reduction of the tariff, and the traffic arrangements should be very carefully watched to prevent any disorganization in case of pressure. If this point is clearly kept in mind from the outset, the risk of failure should be easily guarded against.
10. The Bombay Government should be requested to consider the expediency of dealing with the rates for the transport of grain by the Indus Flotilla from Sindh towards the Punjab, in the same manner as is proposed for the Railways in Bengal, the North-Western Provinces, and Punjab; and to take immediate action on the resolutions which it adopts on the subject. If it should further appear to His Excellency the Governor of Bombay in Council that the adoption of like measures on either of the Railways traversing the Bombay Presidency is likely to give relief to districts now suffering seriously from a deficient stock of grain, by stimulating importation from localities where the supply is abundant, His Excellency is requested to use his discretion in issuing the necessary orders forthwith.

ORDERED, that copies of this Resolution be forwarded to the Public Works Department, for the issue of the further requisite orders in the Railway Department.

Also to the Financial and Foreign Departments for information.

Also to the Governments of Bombay, Bengal, the North-Western Provinces

*Proceedings of the Madras Government, Revenue Department,
1st February 1869.*

and Punjab; and the Chief Commissioners of Oude and the Central Provinces, for information and guidance, and to the Government of Madras for information.

(True Extract.)

(Signed) E. C. BAYLEY,
Secretary to the Government of India.

No. 13.

ORDER THEREON, 1st February 1869, No. 270.

Miscellaneous.

Communicated to the Board of Revenue.

(True Extract.)

(Signed) R. A. DALYELL,
Acting Secretary to Government.

To the Board of Revenue.

Exd. G. A. Turton.

W. 270.

Comm. to the
Board of Revenue

1st July 69

16 Copies Taken of Rev. Secy 1870

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REVENUE.

THE BOARD OF REVENUE.

Printed by the Govt. Printer.

1870.

G. O. 1st February 1870, No. 270.

FEBRUARY.

NO. 12-13.

Transport of Grain to the Provinces of
India affected by drought.—Resolution of Go-
vernment of India regarding the Railway charges
communicated to Revenue Board.

Grain the first-
India of 23-24/69
Ch. 7/18.

270
Cey

Revenue 1869 Oct 17

87-167.

Extract from the
Proceedings of the
Govt. of India.
Home Dept.

Dated 11th 3rd Jan / 69.
Received 21st 7 / 69.

87-150.

Forwarding for
information copy of a Resolu-
tion on the subject of arranging
with the Railway Companies
for lowering the rates of
transport for food grains &c
within the districts affected
by the late drought.

N. 270. 1st Feb 1869.

W. A. J.
With order

270 Jan 69-279

RESOLUTION.

THE Governor General in Council having had under consideration the measures which could be best adopted at the present time for the purpose of contributing as far as is practicable to the reduction of the price of grain in the Upper Provinces of India, has resolved to arrange with the Railway Companies for the lowering of the rates of transport for all food grains, flour, and meal, within the districts affected by the late drought, the difference between the reduced rates, and the rates now charged by the Companies, being made good by the Government to the Companies.

2. The present rates on the East Indian Railway for the transport of grain are quarter of a pie per maund per mile for quantities not less than 140 maunds, and for distances not less than 300 miles; for still larger quantities the rate is somewhat lower. For smaller quantities or distances the rate is one-third of a pie per maund per mile. The Governor General in Council desires to reduce the rate, within the districts referred to above, to an uniform rate of one-eighth of a pie per maund per mile, for all quantities and all distances. It is reckoned that such a rate will nearly cover the actual cost of the transport, and there are many arguments to induce the Government to decide that the charge should not be reduced in any important degree below the necessary expense for the cheapest possible transport.

3. The consideration which has been given to this subject by His Excellency in Council also leads him to the conclusion that there is no apparent economical objection to the measure proposed, excepting that, in the event of a failure of the next rainy season, the available supply of food for the country will have been reduced by the increased consumption, which has been permitted by whatever lowering of prices takes place in consequence of the reduced cost of transport. But this reason does not seem to the Government of India to be of present practical importance. The alteration of the Railway rates may also for a short time produce some little disturbance in the grain trade, but it is believed that the general and almost immediate result must be to equalize prices over increased areas, and to facilitate the introduction of grain into the districts affected by the drought, from places which, with existing charges, could not be expected to contribute any addition to the stock of food.

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5. It is not easy for the Government of India to estimate the extent of the relief which this measure is likely to give to the suffering population of the Upper Provinces, or the corresponding burthen it will place on the State. In the last half of the year 1863, when Lower Bengal was in great difficulty, the East Indian Railway carried about 2½ millions of maunds or something over 80,000 tons of grain. If a like quantity of grain were put in

motion in the coming six months, and if the average distance of transport be reckoned at 300 miles, the charge to be borne by the Government might be reckoned at about six lakhs of rupees.

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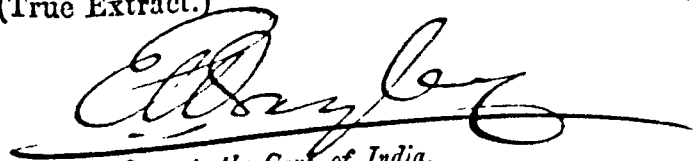
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(True Extract.)


Secy. to the Govt. of India.

2. 6. 69 (Am)