

20-6-07

14-6-11

5-12-12

12/10/06

L. & M.
3,000-28-16-97.

Local & Munl. (1897) Department.

MISCELLANEOUS.

G.O., No. 2434 M

DATED 5-11-97

INDEXED. *CR*

DESPATCHED

[Despatch Abstract.]

Ry. fare

Recording G.O. P.D. requesting the P.W.D.
(Ry. branch) to ascertain & report to the then
the East Coast Ry. with consent to charge
a through rate from Ennore to Madras
& not to levy a terminal charge.

BACK PAPERS.

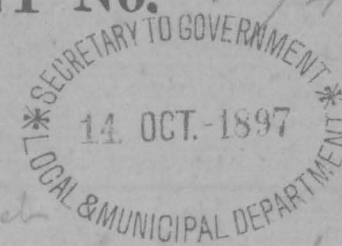
G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

Local & Munl. (189) Department.

CURRENT No.



plan comes down in a separate packet
Transf. then into L. Dept.

From

The Rev. Dept

Order n^o. 2434 m. mis. 8/5/1897

Recorded

No. 5303

*128
4/11/97*

Dated 11th Oct. 1897

Received

Registered

Enclosures one plain.

Spare copies

SUBJECT.

To The Revenue Dept. (with a plan returned)

ops to Munl.

Requesting the P.W.D. (By. Br.) to ascertain and report whether the East Coast Ry. will consent to charge a through rate from Ennisk to Madras and not to levy a terminal charge.

4/11/97

26/10/97

BACK PAPERS.

G.O.	No.	Department.	Date.
So	1602	huk	16-7-97
So	2240	huk	13-8-97
So	746/97		
So	821/97		

FURTHER PAPERS.

G.O.	No.	Department.	Date.

16 2,000-25-5-97.

REVENUE DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read again G.O. No. 3508 Mis.

dated 9th July 1897, communicating to the Board of Revenue, for very early report Proceedings of the Public Works Department regarding the alienation of a part of the Madras Salt Depot in connection with the question of the route for the access of the East Coast Railway into the Central Station of the Madras Railway.

Read also the following Proceedings of the Board of Revenue, Separate Revenue, No. 3817 Mis., dated 1st Sept. 1897, on Government Order Mis. No. 3508, dated 9th July 1897:-----

In reply to Government Order Mis. No. 3508 Rev., dated 9th July 1897, the Board begs to state that it sees no objection to the transfer of the Madras Salt Depot to a central site at Ennore. It would be advantageous to the interests of the Department, as it would allow of storage being conducted more rapidly. At present, it is impossible to get an average season salt into store before showers become frequent enough to thoroughly damp the salt, the consequence of which is that the kudivaram is enhanced by 5 to 10 per cent and an element of uncertainty introduced into wastages which render them impossible to control. The East Coast Railway when opened will exercise an injurious effect on the tonnage of boat on the canal and must, in time, make boats more difficult to hire and render transport by water to Madras slower and dearer than it now is. Again the Madras Depot is an expensive place to store salt in. Rs. 4000/ per annum have to be paid in Municipal taxes and its exposed position subjects the palmyrah thatch on the

heaps to heavy winds which soon shake the leaves to pieces leaving little but the mid-ribs on the outer layer of thatch. At Ennore the platforms could be thoroughly protected against wind by a dense border of casuarina trees. The saving in cost of re-thatching and wastage would be very considerable.

2. The Board does not think that the trade would be long in finding its way to Ennore. The transfer could not well affect the salt purchased for removal to the interior, provided the East Coast Railway is not allowed to levy a terminal charge, or even short distance rates for the 10 miles to the Madras line. It is true that merchants have not railed salt for inland consumption from Ennore yet, but this is because there is a long carry from the boats to the railway at present, and once the salt is in boats, as it must be to reach Kathiwak where the station is, it is simpler to convey to Madras direct. Local dealers might find the change a drawback, but a small quantity - say 3,00,000 maunds - might be stored at the Depot for a few years for local sales, removal otherwise than by rail. If the change had any effect towards eliminating the transactions of the Madras middle-men and placing the up-country merchant in more direct communication with the place of production, as it probably would, a distinct advantage would be gained.

3. The Board submits herewith a rough estimate of the cost of the transfer and a tracing of the ground now occupied by the East Coast Railway at Ennore, showing approximately the site of the new *As the present sidings of the East Coast Railway are also shown in the plan, that of the Depot are marked.* It is estimated to hold about 26 1/2 lakhs of *the proposed depot* Maunds of salt. This is about 5 lakhs less than the present depot's capacity; but the Board thinks that it should be ample, as it would hold more than two years' supply. The quantity can be increased, if desired, to any extent. The general idea is to have a main boat channel taking off the Ennore back-water nearly opposite to Campbell's bungalow running about south. It will pass under the road and a little south of it, it will branch off into 4 parallel channels with 3 ^{spaces} 60 yards wide between them. These will each contain a line of rails which will come in from the southern end down the

centre and three rows of heaps on each side of the rails. The cost of the work has been somewhat over-estimated so as to be on the safe side. The total amount comes to Rs. 60,000/.

4. As regards the date on which the East Coast Railway could lay in rails through the eastern half of the Depot, the Board estimates that about 350,000 maunds would have to be removed to allow of the Railway having a free hand and in selecting its line through the heaps. If, however, it will for the present, use the existing railway siding, which occupies the centre of the platform throughout the greater part of its ~~length~~ the removal of 1,00,000 maunds should suffice. It is impossible to say how long these quantities would take to clear as the Board cannot now estimate what effect the reduction of prices to 3 1/2 annas per maund which comes into effect on the 1st October will have on the demand; but it thinks that it is safe in saying that the space would be available by April in the one case and by Christmas in the other.

5. If the East Coast Railway takes up the existing siding, it would be necessary for it to make some temporary arrangement for allowing waggons to come close up to the salt heaps under sale to be loaded.

ORDER thereon, No. 5303 Mis., dated 11th Octr. 1897.

Pending further consideration of the question dealt with in the papers read above, the Public Works Department (Railway Branch) will be requested to ascertain whether the East Coast Railway will consent to charge a through (long distance) rate from Ennore to Madras and not to levy a terminal charge. Unless such concessions are made it will not be possible apparently to remove the Depot to Ennore.

2. The Board's estimate is defective in that no provision is made therein for office or guard houses and watch-towers

or quarters for the men to be employed at the proposed depot.

(True Extract)

G. L. Smith

Ag. V Secretary to Government.

To the Public Works Department.

" Local & Municipal Department with one plan to be returned.

" Board of Revenue, Separate Revenue.

Min. 12/10/97

When given for copying _____
When copied *4/4* _____
When examined _____
When signed *5/4* _____

189 .

READ AGAIN G.O., No. _____, DATED
189 .

CURRENT No.

ENCLOSURES TO C. No.

ORDER OF GOVERNMENT A A A A A A A

LETTER OF GOVERNMENT.

STATEMENT WITH DITTO.

PAPERS NOT FILED UP, BEING WANT FOR DESPATCH
IN ORIGINAL.

N.B.—

A = Copy in full.
B = Not to be copied.
P = Copy abstract only.
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