68.

1. Number of Bdls.
2. Date of receipt 5.7.37
3. Initials of Referee

M.R.O. 1—32,400—28-11-30.

MADRAS RECORD OFFICE.

Government of Madras.

Public Works **DEPARTMENT.**

Cons. 19-5-37

G.O. No.	953	Press Mis.
67-63 Dated	18-5-	1837.

Not to be folded or roughly handled

Public Works

~~Secretariat~~ Department

Minutes of Consultation

19th May 1857

Back 105 67, 68, 68A, 68B, 68C

Orders 953 to 957 18th May 1857

3.

Fort Saint George, Public Works Consultation of 19th May 1857.

No. 67. Read the following Extract from the Proceedings of the Board of Revenue, dated 9th March 1857, No. 734.

Read again the following papers.

From Government 26th June 1856, No. 655, R. D.
To Chief Engineer D. P. W. 22nd September 1856, No. 3073.
From Government 2nd December 1856, No. 44, Financial Railway Department.
From Chief Engineer 23th November in Consultation 17th December 1856.
Proceeding to Madras 17th December 1856, No. 4282.
A after 119. From Government 8th January 1857, No. 42, P. W. D.
534. From do. 4th February 1857, No. 134, R. D.
181. From Madras 9th January in Consultation 4th March 1857, No. 3.

1. The above correspondence refers to the proposition for connecting the salt Depôt at Madras with the Railway in order to lessen the cost of conveying that article in land.

2. At present salt is brought by Government from the places of manufacture by Canal to the Depot at Madras, from whence parties purchasing it for conveyance by Rail have to carry it, at considerable expense to the station.

3. The Railway passes over the Canal at a point about ¾ mile distant from the Depôt, and the Chief Engineer suggests four different modes of attaining the object in view.

4. The first plan is to construct a line of rail to the places of manufacture where salt is neither stored nor sold at present, the second is to convey the salt to the Railway by the Canal having a siding at the Bridge where the line passes over the Canal and to lift the salt by a Crane out of the boats into the Railway trucks.

5. The Chief Engineer negatives both these plans and the Board concur in his views.

6. The 3rd mode is to construct a new platform or Depot close to the point where the railway passes over the Canal with a siding from the rail. The Chief Engineer states that if there was not a platform already constructed and in use, he would give this plan the preference ; but under existing circumstances he is in favor of the 4th, which is to connect the present platform with the rail by a short branch line.

7. The 3rd plan would involve an expense for buildings, platform, and (the Board presume) siding also, of about Rupees 43,000. The siding would be about 700 yards in length, and the cost of carrying the salt along it would on the present traffic of 22,500 Tons per annum be Rupees 375 at the rates estimated by the Chief Engineer. On the other hand to connect the present Depot with the rail would require a line of about 1400 yards and cost about Rupees 35,600 and the expense of carriage at the same rates and on the same amount of traffic would be 750 Rupees. Thus the expense in each case would be as follows.

Note. If the expense of a siding is *not* included, the comparsion would be still more adverse to the 3rd plan.

Note. The difference will be still greater if the first item does not include the necessary siding.

	Rs.
3rd plan	46,000.
4th do.	35,600.
Difference...	10,400.

8. The charge for carriage however is double in the latter case what it would be in the former ; but this will be borne by the purchaser and will be but a small per centage of the expense he now incurs.

9. The Board having visited the locality and also conferred personally with Mr. Cammiade on the subject are led by the information thus gained to concur with the Chief Engineer in considering the fourth plan, viz., that of connecting the present platform with the Railway as the best under existing circumstances. The consideration which has chiefly influenced them in

giving the preference to this over the 3rd plan is the probability of its being carried out in a much shorter period. Four or five months would, they understand, suffice to construct a line from the existing platform to the Railway, while it would take nearly two years to raise a new platform, as the earth required must be brought from some other locality and would need time to settle. But for this the Board would have preferred erecting a new platform close to the Railway, making it, if the first outlay were considered a matter of moment, only sufficiently large for the Inland and export trade, and reserving the existing platform for the home sales. There is a sufficient extent of land available for the purpose close to the Railway, and its level is much the same as that of the site of the present Depot. The advantages of this plan are that about ¾ of a mile of water carriage would be saved to Government and to the purchaser a moiety of the expense of putting the salt on the rail. But the length of time which would be required to construct the platform appears to the Board to more than counterbalance these advantages and to render the plan on the whole inferior to the project of the Chief Engineer for connecting the existing platform with the Railway.

10. It has been suggested to the Board that a simpler and less expensive plan might be adopted by connecting the Railway with the present Cotaurs by means of an incline at the point where, the Railway crosses the Canal and a tram-way in continuation into the Cotaurs. Prima facie, the suggestion appears to be deserving of consideration, but the plan is not before the Board and till discussed in all its details they could not venture to offer an opinion as to its suitableness to the present exigency.

11. It is expedient the Board think that all Government land along the line of Canal in the neighbourhood of the Railway should be carefully reserved, not merely in expectation of a considerable extension of the salt Depot being rendered necessary hereafter, but because this land will afford valuable wharfage when the junction of the North and South Canals is effected for such goods as may be required in the interior.

12. The Board do not gather from the Chief Engineer's Proceedings how it is intended to draw the trucks from the platform to the Rail and vice versa; but they conclude this has been arranged with the Railway authorities. The salt should be placed at the platform in the trucks in which it is to be conveyed to its final destination so as to avoid incurring any Extra charge for its removal from one set of trucks to another.

13. In his letter dated, 9th January last the Collector of Madras gives the expense at present of conveying a 10 garee heap of salt from Madras to Amoor according to the Statements of Messrs. Cammiade and Co. These are contrasted with the probable charges if a rail is constructed as now proposed in the following Statement.

In Consultation 4th March 1857.

		At present Rs.	In future Rs.
1	Carriage to Terminus	96	1½
2	Cooly hire for packing &c.	4	2
3	Wear and tear of Gunny bags	30	0
4	Railway charge	120	120
		180	123½

14. The first charge is calculated on the Chief Engineer's rates, the 2nd may be almost entirely saved and can scarcely exceed a half of that now incurred, and the 3rd will be wholly avoided as the salt will be packed in bulk in the trucks.

15. There will thus be a saving to the merchant of rather more than 5 Rupees on every Garee, and supposing he has to pay for the conveyance of the salt from the Depot to the Railway Station, the charge will certainly be under 6 annas per garee of 120 India maunds instead of being 6 Rupees as at present. To the whole sale purchaser who already receives a discount of 5 per cent. the saving will thus be again of about 5 per cent. more but to consumers purchasing in small quantities the saving will be less than 3 pice per measd.

16. With reference to Extract Minutes Consultation 4th Ultimo, No. 134, Revenue Department, the Board remark that in his conference with them Mr. Cammiade expressed himself strongly in favor of the plan recommended by the Chief Engineer and concurred in by the

Board. The opinion given by the firm in their letter to the Secretary to Government dated 19th January last was probably founded on the supposition that aline from the present platform to the Railway would be a work of great expence. The Board are satisfied from experience in other Districts that the construction of a new platform would require much longer time than Messrs. Cammiade and Co., have supposed in para 12 of their letter above referred to, and in fact Mr. A. Cammiade in his interview with them laid particular stress on saving of time as the great recommendation in favor of Colonel Faber's suggestion if the measure now proposed will remove one of the obstacles to the extension of the Salt trade noticed by Messrs. Cammiade and Co.

In from Government 4th February in Consultation 3rd March 1857, No. 134 R. D.

17. The other main difficulty represented by Messrs. Cammiade and Co., is the heavy Railway charge on salt. The Board are not aware on what calculations the rate fixed for salt have been determined or whether the Railway Company can afford to carry it cheaper. The Board are not prepared to infer from the mere fact of ordinary carts on the Trunk road competing successfully with the rail in this branch of traffic that the Railway charge is of necessity too high, salt is the Chief Article carried in land from Madras, and return carts convey it now to Arcot for exactly the same sum as the Railway charges to carry it to Amoor only, and the cost of transit from Amoor to Arcot with agency charges being thus saved the preference is of course given to the former mode of conveyance. The return hire of each bandy to Arcot, a distance of 70 miles, is said to be only 1½ Rupees or about 4 pice per mile. It may the Board think be safely assumed that this rate of hire is not remunerative to the cart owners and that they are enable to accept it only by the profit derived in the higher rate obtained on their load into Madras.

18. It is stated by Messrs. Cammiade that the cart men convey back salt at half fare rather than return empty, and the Board see no reason to doubt the truth of the assertion. Whether by any reduction of fare which the Railway Managers can afford to make the competition of the cartmen could be precluded, the Board have not the means of forming a satisfactory opinion. They think it probable that until the railroad extends considerably further in land and greater facilities are afforded by the Establishment of agents for the transfer of goods thereto from the ordinary means of carriage much of the produce of distant District will continue to be brought into Madras by carts, and these will of course accept very low fares rather than return empty. Be this as it may, however, the question is one which the Board do not feel called on to discuss here.

19. Already owing to the competition of the Railroad the charge for the carriage of salt into the interior has been reduced 50 per cent, and it is reasonable to suppose that the Managers of the Railroad will not persist in shutting themselves out from so large an Item of traffic by maintaining their present rates if it be in their power to reduce them without loss so much as to secure a Monopoly of it.

(A true Extract.)

(Signed) J. D. SIM,
Acting Secretary.

No. 68. ORDER THEREON, No. 953; dated 18th May 1857.

Para. 1. In January 1855, the Board of Revenue Department Public Works requested sanction for an additional enlargement of the Salt Platform near the Elephant gate at Madras. This platform had already been enlarged so as to admit of its holding 9,000 Garce of Salt; and before granting sanction for the further sum of Rupees 10,360 applied for, the Government pointed out that, when the Railway was opened, the necessity for so large a platform at the Elephant gate would cease; and that it would be preferable to construct a platform at the intersection of the Railway and Cochrane's Canal, near the Railway Bridge.

From Secretary Board of Revenue; D. P. W. No. 975 of 23rd November 1854.

Extract Minutes Consultation 5th May 1854.

Extract Minutes Consultation, 15th January 1855 No. 30.

2. In the spring of 1856, Messrs. Cammiade and Co., Merchants of Madras, proposed to enter upon the business of transporting large quantities of Salt to the interior by Railway for sale, provided Government would, 1st, lay a branch Railway from the Cotaurs to the main line, and 2ndly, that they would consent to relax the Rowanah system. Messrs. Cammiade and Co., again brought the matter to the notice of Government in January 1857. Their first letter was referred to the Consulting Engineer for Railways for a report as to how a branch Railway might be laid to the Platform, and as to whether the Railway Company would undertake the cost of it. As to affording facilities to Merchants to convey Salt to the interior, Government, after communication with the Board of Revenue, sanctioned a modification of the Rowanah system, and authorized the delivery of Salt to Merchants without Cash payments on a deposit of valid securities.

(Interview of Mr. Cammiade with Collector of Madras, reported on.)
Collector of Madras to Board 8th May 1856.
Extract Proceedings Board of Revenue 21st May 1856, No. 1545.
Messrs. Cammiade and Co. to the Secretary to Government R. D. forwarded to the Agent and Manager Madras Railway; from do. to Consulting Engineer; all recorded in Diary to Revenue Consultation of 1st July 1856.
Messrs. Cammiade and Co. to Government dated 19th January 1857.
Extract Minutes Consultation No. 85, of 4th Febv. 1857.
Extract Minutes Consultation 26th June 1856 No. 655, Revenue Department para. 5
Extract Minutes Consultation 26th June 1856 No. 655, para. 6.
Extract Minutes Consultation 11th August 1856 No. 58.
Extract Proceedings Board of Revenue 4th August 1856 No. 2460.

3. The Consulting Engineer replied to the above reference on 18th November last. He advocated the excavation of a Basin on the North side of the bridge over Cochrane's Canal, with a wharf wall retaining the Railway bank, widened so that Salt might be brought along the Canal to the bridge, and lifted at once on to the Railway bank, and placed in the wagons standing there in a siding. Colonel Pears expressed his belief that estimates for carrying out this project were in course of preparation for submission to Government, and stated that, in his opinion, no decision should be come to until the propriety and practicability of moving the Salt Cotaurs had been ascertained; for, in order to make the arrangement proposed by the Consulting Engineer complete, it was necessary that the Cotaurs should be transferred from their present position to the immediate vicinity of the Railway, and projected Basin north of it.

From Consulting Engineer to Government 18th November 1856, No. 242. (being observations on a letter from the Agent and Manager 31st October 1856, No. 755.)
do. do. paras. 2. 3.
do. do. para. 4.

4. Government directed that this communication should be transmitted to the Chief Engineer for his report as to what was in progress in his Department on the subject. Colonel Faber was also requested to state, after communication with the Board, his opinion as to the propriety of bringing the Cotaurs near the Railway.

5. The attention of the Board of Revenue has been repeatedly* called to the original orders of January 1855, but it was not till the 9th of March that their report was received. It embodies, with the Board's own opinion, a full report from the Chief Engineer upon the question, and a rough estimate of the cost of a branch line.

1 Extract Minutes Consultation 17th June 1853 No. 616 para. 4.
2 Extract Minutes Consultation 26th June 1856 No. 655 para. 5.
3 Extract Minutes Consultation 1st Octr. 1856 No. 1050.
4 Extract Minutes Consultation 8th January 1857 No. 42 para. 3.
5 Extract Minutes Consultation 4th Feby. 1857 No. 134.
From Chief Engineer to Board of Revenue No. 8388 of 26th November 1856.

6. The Railway passes over Cochrane's Canal at a distance of 1,380 yards from the Government Depôt, and Colonel Faber shews that there are four ways in which they may be connected. The two first plans are condemned both by the Chief Engineer and the Board, and need not be touched upon here.

The 3rd mode is to construct a new Platform close to the point where the Railway passes over the Canal with a siding from the Rail.

The 4th Plan is to connect the present Platform with the Rail by a short branch line. The first of these modes, if adopted, would cost Rupees 46,000, the second Rupees 35,600.

7. The advantages of the last method are that, in addition to its lesser cost, the Branch could be completed in four or five months, whereas it would require nearly two years to raise a new Platform according to the third method. The only advantage which the latter plan would possess over the branch line Project would be, that owing to greater proximity of the Rail to the Depôt, if the Salt were to travel by the siding than by the branch, to the main line, a small sum of 375 would be saved upon the present yearly traffic of 22,500 tons. But notwithstanding this, as the Board shew the expenses of carriage will be greatly decreased if even the fourth plan be adopted, and the Collector of Madras gives 180 Rupees, and Rupees 123-8 as the present and future cost of carriage of a 10 Garce heap from Madras to Amoor. The Government entirely agree in the preference given by the Chief Engineer and the Board of Revenue to the Branch Railway to the Depôt.

8. In para. 10 the Board mention that it has been suggested to them that a simple and less expensive plan might be adopted by connecting the Railway with the Depôt by means of an incline at the point where the Railway crosses the Canal, and a Tramway in continuation to the Depôt. It is observed that an incline, to the north of the Canal bridge, estimated to cost Rupees 16,000, was recommended by Mr. Bruce, but the Governor in Council is of opinion that the object in view would not be so well attained by this means as by the plans advocated by the Chief Engineer and the Board. Two kinds of tractive force would have to be employed, for it is improbable that the locomotive engines (which if the branch line project be adopted will push the wagons up to the Salt heaps themselves) could travel upon the Tramway.

From Agent Madras Railway, to Consulting Engineer No. 755 of 31st October 1856, para. 2.

9. The Governor in Council fully approves of the precautionary measures suggested by the Board in para. 11 of their Proceedings, relative to securing all the Government land along the line of the Canal in the neighbourhood of the Railway. They will be pleased to bring the subject to the notice of the Collector of Madras.

10. The only remaining question to be decided is upon whom is the cost of the branch line to fall. To assume, as Major Jenkins seems to have done, that private enterprize has already failed in securing to the Railway a prospect of any remunerative return from the carriage of Salt, is in the opinion of Government premature. The Consulting Engineer shews that the change is being gradually brought about, and that it is unreasonable to expect that all the Salt traffic should transfer itself to the Rail at once. The Government believe that, not only will Messrs. Cammiade and Co., take advantage of the construction of the branch line to transport Salt to the interior, but that other Merchants will do the same, and when once a Depôt is thus established at Amoor, or at other stations as the line extends and carts from the interior can make sure of a return load, it is probable that all goods will be transferred to the Rail at that place, and that carts will cease to come so far as Madras.

11. Now that the Government have been enabled to come to a decision upon the question of moving the Cotaurs, Colonel Pears will be requested to report as to what share of the expense of the branch, if any, should in fairness be borne by the Railway Company. Meanwhile the Chief Engineer will cause careful estimates to be prepared. It is observed that Colonel Faber's estimate of probable cost, and Major Jenkins' estimate, which latter is not before Government, differ by about 4,100 Rupees.

Colonel Faber's estimate	35,633
Major Jenkins' do.	39,700
Difference	4,062

(Signed) H. FORBES,
Acting Secretary to Government.

The following Minutes are ordered to be recorded.

No. 68 A. Minute by the Honorable SIR H. C. MONTGOMERY, BART, dated 23th March 1857.

1. I am unable to see the superior advantages of the 4th Plan and am inclined to prefer the 3rd, viz. the construction of a new platform close to the point where the Railway passes over the Canal with a siding from the Rail. There can be no question that this is the most simple plan, that it would be most convenient to the traders, and though very slightly, it would diminish the cost of carriage to the interior.

2. It would be nearer than the present platform from the place of manufacture; and it would be a better site for storing Salt for export by sea which might from it be run down on the Rail to the Sea Beach. By the formation of a platform at this point a basin, which is much required, would be obtained by the excavations; and thus two objects would be at the same time secured.

3. The objections raised by the Chief Engineer are, that such a platform would take 2 years in construction, whereas the branch line to the present Salt store might be finished in six months. I cannot understand why this should be so. The quantity of earth-work cannot be less in a line of upwards of 1,000 yards than that required for the platform and the one must be allowed to settle as well as the other.

4. The difference of expense is not so great as to make it an object to take the one plan in preference to the other, but in this case it seems to me very doubtful whether the estimate for the line to the Salt depot is sufficient, considering that there is much to be provided for besides the actual earth-work. I expect therefore that the Plan No. 4 will be more expensive than No. 3, and not so useful.

No. 68 B. Minute by the Honorable W. ELLIOT, Esq., dated 27th April 1857.

I expressed my dissent on a former occasion from the plan of improving the approaches to Railway on the petition of Messrs. Cammiade and Co., for the transport of salt, on the ground of the difficulty of superintending a system of competition in the export of an article the general sale of which, is so heavily protected as that of salt is, by the monopoly.

2. Notwithstanding the encouragement given by the premium of 5 per cent. on large purchases at the Government store and the advantage of easy and rapid transport by Rail, the Messrs. Cammiade have failed to undersell the petty traders who have no such advantages. Doubtless the rate of cart hire cannot long continue so low as it is at present, and sooner or later the Railway must drive carts off the road, but meantime the Government are called on to incur a very considerable outlay which for the present at least, will benefit a single Firm, without any guarantee that they will sell the salt one fraction cheaper than they are compelled to do by the competition of the small traders with whom they are apparently on equal terms at present.

3. According to Messrs. Cammiade and Co's. shewing, the facilities offered by the works under consideration at their suggestion, will effect a reduction of charge to the extent of 5 per cent. and this plus the premium of 5 per cent. on the first wholesale purchase, will give them a profit of 10 per cent. which will at once give them a large advantage over the petty traders. It is true they magnify the cost of carriage, &c. But these statements must be received with caution and if report speaks true they are selling more than they allow, without advantage to the Government or benefit to the consumer, but with large profit to themselves.

4. I think therefore that the experiment affords an additional argument in favor of the establishment of Inland Depôts by Government.

5. For if a respectable Firm like that of Cammiade and Co. with all the support of Government, cannot afford or are not compelled by competition to under-sell the Native traders there is little chance of the Inland consumer being materially benefitted at least for the present.

6. On the other hand, the inevitable increase of consumption which would follow the establishment of Government Depôts selling at a very small advance on the monopoly price would more than repay the State for the cost of carriage by Rail.

7. The Railway which is day by day opening up a larger extent of country to commercial enterprize, offers quite enough encouragement to induce competition in the wholesale supply of salt to the interior. Whenever such competition shall arise, the increase of revenue produced by increased sales will justify Government in going to additional expence to facilitate the carriage of the article. But at present no such call exists.

8. The establishment of Depôts of Salt along the line of Railway on behalf of Government would also afford good cause for undertaking these subsidiary works.

9. But except under one or other of these contingencies, I confess I see no sufficient grounds for constructing them at all.

10. If however it be resolved to comply with Messrs. Cammiade's request, I think the Chief Engineer's proposal is as good a one as can be adopted.

11. I was under the impression that Salt could be purchased at Ennore which would have rendered the plan originally proposed by Colonel Pears in communication with Captain Collyer and the Railway Chief Engineer for hoisting up the Salt for the boats at the point where the Canal intersects the Rail road by far the best. But as I find that salt is no longer stored at the place of manufacture, but must under any circumstances be brought to the platforms in Madras for that purpose, that proposition is no longer feasible.

No. 68 C. Minute by the Right Honorable the President, dated 15th May 1857.

When these papers were last before me, I confined my views to the directions included in the Minutes of Consultation, as I looked upon the question before Government as solely one respecting the merits of different plans for connecting the present Salt Cotaurs or new ones with the Railway.

2. But as other points which had been previously discussed have been reverted to, I am desirous of having the opportunity of recording my views on them.

3. It appears to me, that the wholesale cost of any article of consumption however great it may be, can in no way affect the rules or method by which it will be distributed by retailers throughout the country.

4. The ordinary laws of competition in trade, if they be allowed free scope, must produce similar results, whether the products be dear or cheap.

5. In the case of Salt, without decidedly objecting to the plan of Government Depôts in the interior, I must confess to a strong inclination to allowing the trade to follow the accustomed course.

6. It is true that a heavy duty is imposed on a necessary of life, but I cannot see that that circumstance should alter the system of allowing the trade to take its own course.

7. It is right and proper that Government should adopt measures for facilitating the transit of Salt and with that view the Tramway or junction Rail (suggested certainly by Messrs. Cammiade,) has been proposed, but it must be remembered that it is in no way intended to be employed solely for their profit, but will, when finished be open to all persons, who may wish to enter on the trade, or to Government if they should determine to establish Depôts along the line.

8. If it behoves Government to render Salt cheaper to the people, the shortest course to adopt would be to lower the duty, if it is to undertake the distribution, it is incumbent on it to disseminate it impartially throughout the country charging an additional price for the cost of carriage, &c.

9. This really brings the question to a point, which I believe on trial has invariably been decided in one way, that is, that the public through private traders will always supply itself at a cheaper rate and more satisfactorily than Government can. The latest information that I have received respecting the Salt trade between Madras and Amoor, is, that the Railway has driven or has almost driven the carts off the road, as it was pretty certain would eventually be the case.

10. Whether Messrs. Cammiade are making large profits or not, I have no means of knowing; if they are, they are for the moment possibly gaining the advantage which capital and enterprize will always ensure to some extent, but which will most surely be reduced in a very short time by competition, if the profits exceed the fair limits—which a well managed business may expect.

11. I should be sorry to interfere with a trade which is just commencing (the Railway has not yet been open twelve months,) and I think all that is incumbent on Government is to take care that free access is given to the Cotaurs and to the use of the junction Rail to all purchasers of Salt and that accommodation is afforded to all impartially. for carrying their Salt on the Railway.

(Signed) HARRIS.

Revenue Department.

No 734

Extract from the Proceedings of the Board of Revenue, dated 9th March 1857. [illegible]

Read again the following papers

From Government 26th June 1856 No 855 R.D.
To Chief Engineer D.P.W. 22nd Sept. No 3073.
From do 2nd December 1856 No 44 Jun. Railway Dept.
From Chief Engr. 26th Nov. in Cons. of Oct. 1856.
Rec. in Madras 17th December 1856 No 4282.
Lastly 119. From Govt 8th January 1857 No 12 P.W.D.
554. From do 4th February 1857 No 134 R.D.
181 From Madras 9th January in Cons. 4th March 1857 No 3.

The above correspondence refers to the preparation for connecting the Salt Depôt at Madras with the Railway in order to lessen the cost of conveying that article inland.

2. At present salt is brought by Government from the places of Manufacture by Canal to the Depôt at Madras, from whence parties purchasing it for conveyance by Rail have to carry it, at considerable expence, to the Station.

3. The Railway passes over the Canal at a point about 3/4 mile distant from the Depôt, and the Chief Engineer suggests four different modes of attaining the object in view.

4. The first plan is to construct a line of rail to the places of Manufacture where Salt is neither stored nor sold at present. The second is to convey the salt to the Railway by the Canal having a siding at the Bridge where the line passes

passes over the Canal and to lift the salt by a Crane out of the boats into the railway trucks.

5. The Chief Engineer negatives both these plans and the Board concur in his opinion.—

6. The 3rd mode is to construct a new Platform or Depôt close to the point where the railway passes over the Canal within sidings from the road. The Chief Engineer states that if there were such a platform already constructed and in use, he would give this plan the preference; but under existing circumstances he is in favor of the 4th, which is to connect the present platform with the Rail by a short Branch line.

7. The 3rd plan would involve great expense for buildings, platform, and (the Board presume) siding also, of about Rupees 66,000. The siding would be about 700 yards in length, and the cost of carrying the salt along it would on the present traffic of 22500 Tons per Annum be Rupees 375 at the rates estimated by the Chief Engineer. On the other hand to connect the present Depôt with the rail would require a line of about 1100 yards and cost about Rupees 35,600 and the expense of carriage at the same rates and on the same amount of traffic would be 750 Rupees. Thus the expense in each case would be as follows.

Note. If the expense of a Siding is not included, the comparison would be still more adverse to the 3rd plan.—

	Rs.
3rd plan —	66000.
4th do — —	35600.
Difference	30400.

Note. The difference will be still greater if this last item does not include the necessary Sidings.—

8. The charge for carriage however is double in the latter

latter case what it would be in the former, but this will be borne by the purchasers and will be but a small percentage on the expense he now incurs.

9. The Board having visited the locality and also conferred personally with Mr Cunningham on the subject are led by the information that gained to concur with the Chief Engineer in considering the fourth plan, viz that of connecting the present platform with the Railway as the best under existing circumstances. The consideration which has chiefly influenced them in giving the preference to this over the 3rd plan is the probability of its being carried out in a much shorter period. Four or five months would, they understand, suffice to construct a line from the existing platform to the Railway, while it would take nearly two years to raise a new platform, as the earth required must be brought from some other locality and would need time to settle. But for this the Board would have preferred erecting a new platform close to the Railway, making it, if the first outlay were considered a matter of moment, only sufficiently large for the Inland and Export trade, and preserving the existing platform for the home sales. There is a sufficient extent of land available for the purpose close to the Railway, and its level is much the same as that of the site of the present Depôt. The advantages of this plan are that about 3/4 of a mile

of

of water carriage would be saved to Government and to the purchasers a moiety of the expence of putting the salt on the rail. But the length of time which would be required to construct the Platform appears to the Board to more than counterbalance these advantages and to render the plan on the whole inferior to the project of the Chief Engineer for connecting the existing platform with the Railway.

10. It has been suggested to the Board that a simpler and less expensive plan might be adopted by connecting the railway with the present Godowns by means of an incline at the point where the railway crosses the Canal and a tramway in continuation into the Godowns. Primâ facie the suggestion appears to be deserving of consideration, but the plan is not before the Board and till discussed in all its details they could not venture to offer an opinion as to its suitableness to the present exigency.

11. It is respectfully the Board think that all Government land along the line of Canal in the neighbourhood of the Railway should be carefully preserved, not merely in expectation of a considerable extension of the Salt Depot being rendered necessary hereafter, but because this land will afford valuable wharfage when the junction of the North and South Canals is effected for such goods as may be required

in the interior.

12. The Board do not gather from the Chief Engineer's proceedings how it is intended to draw the trucks from the Platform to the Rail and vice versâ, but they conclude this has been arranged with the Railway authorities. The salt should be placed at the Platform in the Trucks in which it is to be conveyed to its final destination so as to avoid incurring any extra charge for its removal from one set of trucks to another.

In Cons. 2nd March 1857.

13. In his letter dated 9th January last the Collector of Madras gives the expence at present of conveying a 10 garce heap of salt from Madras to Arcot according to the Statements of Messrs Cummings and Co. These are contrasted with the probable charges if a rail is constructed as now proposed in the following statement.

	at present	In future
1 Carriage to Terminus	26.	1½
2 Cooly hire for packing &c	4-	2
3 Waste and Tear of Gunny Bags	30.	0.
4 Railway Charge	120.	120
	180.	123½

14. The first charge is calculated on the Chief Engineers rates, the 2nd may be almost entirely saved and can scarcely exceed a half of that now incurred, and the 3rd will be wholly avoided as the salt will be packed in bulk in the trucks.

15. There will thus be a saving to the merchant

of

of rather more than 5 Rupees on every Cart, and suspecting he has to pay for the conveyance of the Salt from the Depôt to the Railway station the charge will certainly be under Canara pie Ton of 120 Indian Maunds instead of being 6 Rupees as at present. To the whole Sale purchaser who already receives a discount of 5 per cent the saving will thus be a gain of about 5 per cent more, but to Cultivators purchasing in small quantities the saving will be less than 3 pice per Measl.

16. With reference to Retrack Minutes Consultation 6th Ultimo N° 136. Rev. Department. the Board remark that in his conference with them Mr. Cammiade expressed himself strongly in favor of the plan recommended by the Chief Engineer and concurred in by the Board. The opinion given by the Firm in their letter to the Secretary to Government dated 19th January last was probably founded on the supposition that a line from the present platform to the Railway would be a work of great expence. The Board are satisfied from experience in other Districts that the construction of a new Platform would require much longer time than Messrs Cammiade & Co's letter suggested in para 12 of their letter above referred to, and in fact Mr. A. Cammiade in his interview with them laid particular stress on saving of time as the great recommendation

In favor Govt Lr Sely in Cons 3rd March 1859 N° 136 R.D.

in favor of Colonel Tabor's suggestion. The measure now proposed will remove one of the obstacles to the extension of the Salt Trade so strongly by Messrs Cammiade & Co.

17. The other main difficulty represented by Messrs Cammiade & Co is the heavy Railway charge on Salt. The Board are not aware on what calculations the rate fixed for Salt have been determined or whether the Railway Company can afford to carry it cheaper. The Board are not prepared to infer from the mere fact of ordinary carts on the Trunk road competing successfully with the rail on this branch of traffic that the Railway charge is of necessity too high. Salt is the chief Article carried inland from Madras, and return Carts convey it now to Arcot for exactly the same sum as the Railway charges to carry it to Arcon only, and the cost of transit from Arcon to Arcot with Agency charges being thus equal the preference is of course given to the former mode of conveyance. The return hire of each bandy to Arcot, a distance of 70 miles, is said to be only 1/8 or about 6 Pice per mile. It may the Board think be safely assumed that this rate of hire is not remunerative to the Cart owners and that they are enabled to accept it only by the profit derived in the [illegible] which is obtained on their loads into Madras.

18. It is stated by Messrs Cammiade that the Cart men bring back salt at half fare rather than return

return empty, and the Board see no reason to doubt the truth of the assertion. Whether by any reduction of fare which the Railway Managers can afford to make the competition of the Canal can be precluded, the Board have not the means of forming a satisfactory opinion. They think it probable that until the railroad extends considerably further inland and greater facilities are afforded by the Establishment of Agents for the transfer of goods thereto from the ordinary means of carriage and of the produce of distant Districts will continue to be brought into Montreal by Canal, and they will of course accept any low fares rather than return empty. Be this as it may, however, the question is one which the Board do not feel called on to discuss here.

19. Already owing to the competition of the Railroads the charges for the carriage of salt into the interior has been reduced 50 per cent, and it is reasonable to suppose that the Managers of the Railroads will not persist in shutting themselves out from so large an item of traffic by maintaining their present rates of it when in their power to produce them without loss so much as to insure a Monopoly of it.

(Hon Postmaster)

I have &c

John Langton

Actg Secretary

To

H. Forbes Esq.

Actg Secretary to Govern

Res: Despatches

A Rille

R. Cons. 1st July 1856 No 24 @ 27
" 7th Oct./ " 8
" 12th Augt. " 57-58
" 22d. July " 40-41
P.W. 13th Jany/57 " 22-23
" 27 Jany " 134-135
" 6 Feby " 56-57
" 16 Jany/56 " 9-10
" 4th Jany/56 " 10-11

Copy in a L to S
of 3d Sept/57 - No 14

Pub. Works 1857 Department
Dto Cons 19th May -

No 491

Extract from the Proceedings of the Board of Revenue

Dated 9th
Recd 12th } March 1857.

6 Enclosures
in duplicate
S.C.R. 933 -
18 Augt/57
GLS

Reporting upon the proposition for connecting the Salt Depot at Madras with the Railway in order to lessen the cost of conveying that article inland. and submitting the correspondence on the subject.

Noted.

c 15 April 28

21

[illegible] these papers have been before me - I confine my remarks to the questions included in the minute of consultation - as I understand upon the question before Govt he solely sits respecting the limits of Appraisement [illegible] connecting the pettah salt Golah [illegible] with the Railway. [illegible] Govt as other parts which [illegible]

had been fraudulently diverted from
him diverted to. I am desirous
of having the opportunity of speaking
my views on them.

It appears to me that the wholesale
cost of any article of consumption
[illegible] increased that it may be
cause in no way affect the rules
by which it is to be dis
tributed by retailers throughout
the country —

c 15 April 6 R 28

23

[illegible] ordinary kinds of [illegible]
[illegible] of [illegible] at present [illegible]
[illegible] present duties [illegible]
[illegible] the [illegible]
[illegible] the case of [illegible]
duties [illegible] the [illegible]
[illegible] in the interior. I must
[illegible] to [illegible]
[illegible] achieving the [illegible]
[illegible] [illegible]
[illegible] [illegible] that [illegible]

is imposed on a temporary ships. It
I cannot see that that immediate ch
alter the system of obtaining the stand
State is now pursued -

It might appear that [illegible]
adopt measures for facilitating the
transit of salt. But this that an
to remove existing restrictions / has been
imposed / but it must be remembe
that it is in this way intended to
be applied solely for such purp

c 15 April 6 R 28

[illegible] sent with which finished [illegible] to
all persons who may wish to enter
on the trade - or to sort of they did
determine to establish depots along
the line.

It [illegible] it behoves [illegible] to endeavour
[illegible] salt cheaper to the people - the shortest
course to adopt would be to lessen
the duty - if it is intended the
distribution - it is incumbent on
it to disseminate it [illegible] ly
[illegible] [illegible] [illegible] [illegible] hout the country - charging

the Railway has monies or has almost
monies the costs off the road. as it was
pretty certain would shortly be
a fact case

Whether Mrs Commercke are making
large profits or not. there has been
a struggle - if they are - they are
for the moment - profitably - gaining
a advantage - which capitalists
attempt with ready readiness
large profits but which without
doubt be raised in a very short time

for additional price upon the cost
of carriage &c -

This really brings the question to
a point. which I believe on trial has
invariably been decided in one way -
that is that the public has
private rights like charge supply
itself at a cheaper rate - I have
subsequently been told -
the latter information that I am
quite inquiring the Railway
where matters stand -

c 15 Assembly R 28

by competition. If the profits exceed
the fair limits - which can only be proved
by experience may expect.

I should be sorry to interfere with
the trade: which [redacted] is just commencing.
The Railway has not yet been open twelve
months & I think all that is incumbent
on Govt is to take care that the
ships is given to the citizens & the use
of the machine not to the purchase of
land & that persons who afford
facilities especially for carrying their
salt on the Railway
Govt House - Aug 15/57.

Enclosed.

c 15 April R 28

copy in a L. to E.
of 3 Sept 17/57 No 14

Public Works 1857 Dept.
No 8 Cons: 19 May

No 993 A.

Minute by the Right
Honble the President.

Dated 15th May, 1857

No 68. 6.

Observing that it is right & proper that Govt should adopt measures for facilitating the transit of salt & that if the Govt undertake to render salt cheaper to the people, the shortest course to adopt would be to lower the duty. if to undertake the distribution, it is incumbent on it to disseminate it impartially throughout the Country, charging an add[l] price for the cost of Carriage &c.

I expressed my dissent on a former occasion from the plan of proposing the approaches to Railways in the possession of Messrs Cammiade & Co. for the transport of salt on the grounds of the difficulty of superinducing a system of competition in the export of an article the general sale of which is so heavily protected as that of salt is by the Monopoly.

Notwithstanding the encouragement given by the premium of 5 per Cent on large purchases at the Government store and the advantage of easy and rapid transport by rail, the Messrs Cammiade have failed to undersell the petty traders who have no such advantages. Doubtless the rate of carriage cannot long continue so low as it is at present and

and sooner or later the railway must
drive ~~them~~ casks off the road, but meanwhile
time the Govt are called on to
incur a very considerable outlay
&c. for the transit at least, with benefit a single
~~[illegible] benefit to Govt~~ Govt,—
without any guarantee that they
will sell the salt one fraction
cheaper than they are compelled
to do by the competition of the
small traders with whom they are
apparently on equal terms at present.

According to Messrs
Cammiade & Co's showing if the facilities
offered by the works under consideration ~~for them suggestion~~
~~proposed by them~~ will effect
a reduction of charge to the extent
of and this plus the premium of 5
per Cent on the first wholesale
purchase will give them a profit
of 10 per Cent which will at once give
them a large advantage over the
petty traders. It is true they may
~~[illegible]~~ nify the cost of carriage &c. But
these statements ~~can hardly be credible~~ must be received with caution
... and

and if report speaks true they are
selling more than they allow without
advantage to the Govt or benefit to
the consumer but with large profits
to themselves.

I think therefore that the experiment affords an additional argument in favor of the establishment of Inland depots by Govt.

For if a respectable firm like that of Cammiade & Co with all the support of Govt cannot afford or are not compelled by competition to undersell the native traders there is little chance of the Inland consumer being materially benefitted at least for the present.

On the other hand, the inevitable increase of consumption which would follow the establishment of Govt depots selling at a very small advance on the monopoly price would more than repay the State for the cost of carriage

carriage by rail.

Of the two plans advocated by the Board of Revenue for taking salt from the salt-pans to the Railway, I think the third appears the greatest advantages

1 If the inland consumption should increase as is certain to do sooner or later it will be necessary to construct additional plat forms nearer the line of rail.

2. The salt being landed at once from the place of manufacture as the spot where it is to be placed on the Railway Carriages instead of being carried past the point of the intersection of the Canal by the rail, further up the Canal to be there landed at the plat-forms reloaded on the lines, carried back to the station and thence transported to the goods train, will be attended with very obvious saving of time and

The railway sh. is day by day bringing up a larger & larger extent of country to commercial enterprize & ere it be long enough encouragement to induce competition in the wholesale supply of salt to the interior. Whenever such competition shall arise, the increase of revenue produced by increased sales will perhaps Govt. be going to add to the price to the consumer through the increase of the article. But at present to such all exists.

The establishment of Depots of salt along the line of railway on behalf of Govt. would also afford good cause for undertaking these subsidiary works.

But except under one or two of these contingencies, I confess I see no sufficient grounds for constructing them at all;

If however the Board be determined to comply with Mr. Commander's request, I think the Chief Engineer's proposal is is good a one as can be adopted.

I was under the impression that salt cd be purchased at Sambhur sh. - cd have ordered the plan originally proposed. All Pans in communication by Canal with the Railway or the Coast to the point where the Canal intersects the Rail road for the supply of the County of the Salt is no longer stored at the place of manufacture, but must under any circs be brought to the Plat forms

Platforms in Bradenas for Rock Anchors
that prospections is no longer feasible

Miller Hills

27/4/57

Copy in L & C
of P. Lett. 57 of 1854

Public Dept. 1855. Lett.
By the Govt. of Bray
No. 874 of
Minute by the Honble
F. Elliot Esq.
Dated 27th April 1855.

Copy forwarded as his opinion that the increase of Revenue produced by increased Sales of Salt, would justify Govt. in going to additional expense to facilitate the carriage of the article but that Govt. must decide.

1368 B.

: Plan —
The difference of
expense is not to
great as to make
it an object not to
take the one shewn in
preference to the
other — but in this
case it seems to
me no doubtful
criterion the Estimate
for the Line to the
Falls deducted is suffi:
= cient; considering
that there is much
to be provided for
besides the water=
= ed Quarter work
I expect therefore
that the Plan
No 2. will be more
expensive than
No 3 — & not so
much so —

25/3/57 Mk. Montgomery

45

Public Works Dept.

No 953

Extract from the Minutes of Consultation
Under date the 18th May ~~March~~ 1857.

Read the following
Extract from the Proceedings
of the Board of Revenue.

14

Fort St. George 9th March 1857
No 734

Vide Minute

Read a Minute
dated 23d January
1855 the Board of Revenue
Department Public Works
requested sanction for an
additional enlargement
of the Sea Platform
near the Elephant gate
at Madras. This plat-
form had already been
enlarged so as to admit

Para 1. In January

Public Works 1857 Vol
Copy Dept. 15th May
No 954

Minute by the Hon'ble
Mr. Chief Secretary
Dated 28th March 1857

Relating to further
reconstruction of new
Platform close to the
Sea Custom House,
and improvement of the
Esplanade in front
of Fort St. George.

Copy in Sec. Dept.
No 14.

1858 4.

2

of it holding 9000 tons of salt; and before granting sanction for the further sum of Rupees 10,000 applied for, the Government pointed out that when the Railway was opened, the necessity for a large platform at the Elephant gate would cease; and that it would be preferable to construct a platform at the intersection of the Railway and Arbranee Canal, near the Railway Bridge.

Govt Minute Cons 15 Jany 1855 No 30.

2. In the spring of 1856 Messrs Cammiade & Co, Merchants of Madras, proposed to enter upon the business of transporting large

/ Interview of Mr Cammiade with Collr of Madura. Referred by Collr of Madura to B.B. 8 May 1856. Govt Rev. B. of Rec. 21 May 56 No 1545.

Messrs Cammiade & Co to the Secretary to Govt P.D. forwd to the Agent and Manager Madras Railway; forwd to Consulting Engr; all recorded in Dy 1 Rev Cons of 1 July 1856.

Messrs Cammiade & Co to Govt dated 19 Jany 1857. Govt Minute Cons No 85 of 4 Feby 1857.

Govt Minute Cons 26 June 1856 No 655 Rev Dept para 6.

large quantities of salt to the interior by Railway for sale, provided Government would lay a Branch Railway from the Kotaroo to the main line, and 2ndly that they would consent to relay the Romanad system.

Messrs Cammiade & Co again brought the matter to the notice of Govt in January 1857. Their first letter was referred to the Consulting Engineer for Railways for a report as to how a branch Railway might be laid to the Platform and as to whether the Railway Company would

would understate the cost of it. As to affording facilities to Merchants to convey Salt to the interior, Govt, after communication with the Board of Revenue, sanctioned a modification of the Rowanchi system, and authorized the delivery of Salt to Merchants without cash payments on a deposit of valid Security.

Ex Genl Corr 26 June 1851 No 655 Para 6.

Ex M. Corr 11 Augt 1856 No 58

Ex Pro B of Revt 4 Augt 1856 No 2460.

3rd The Consulting Engineer replied to the above reference on 18th November last. He advocated the excavation of a Basin on the North side of the bridge over Cochrane's Canal, with a Wharf wall retaining the

From Consulting Engr to Govt 18 Nov 1856 No 262. (being observations on a letter from the Agent & Manager 8th October 1856 No 755)

Do Do para 2.3.

the Railway Bank widened so that Salt might be brought along the Canal to the Bridge, and lifted at once on to the Railway Bank, and placed in the Wagons standing there in a siding. Colonel Pedro expressed his belief that Estimates for carrying out the project were in course of preparation for submission to Govt, and stated that, in his opinion, no decision should be come to until the propriety and practicability of moving the Salt Colaurs had been ascertained, for, in order to make the arrangement proposed

Do Do para 4.

i proposed by the Consulting
Engineer completed, it were
necessary that the Colaware
should be transferred
from their present position
to the immediate vicinity
of the Railway, and
of projected Basin North
of it.

4. Government directed
that their communication
should be transmitted to
the Chief Engineer for
his report as to what
was in progress in his
department on the sub-
ject. Colonel Taber was
also requested to state,
after communication with
the Board, his opinion
as to the propriety of
bringing

*1 Ex Minr Con 17th June 1856
No 616 para 1
2 Ex Minr Con 26th June 1856
No 655 para 6
3 Ex Minr Con 1st Oct 1856
No 1050.
4 Ex Minr Con 8th Jany 1857
No 42. Para 3.
5 Ex Minr Con 11th Feby 1857
No 184.

From Chief Engr to Bd of Revs
No 8388 of 26th Nov 1856.

bringing the Colaware near
the railway.

5. The attention of
the Board of Revenue
have been repeatedly called
to the original Orders of
January 1855, but it
was not till the 9th of
March that their report
was received. It com-
-bodies, with the Board's
own opinion, a full
report from the Chief
Engineer upon the ques-
-tion, and a rough Esti-
-mate of the cost of a
Branch Line.

6. The Railway
passes over Ochrane's
Canal at a distance of
1880 yards from the

Post Depot, and Colonel Faber shews that there are four ways in which they may be connected. The two first plans are condemned both by the Chief Engineer and the Board and need not be touched upon here.

The 3d mode is to construct a new Platform close to the point where the Railway passes over the Canal with a siding from the Rail.

The 4th Plan is, to connect the present Platform with the Rail by a short Branch line.

The first of these modes, if adopted, would cost

Rupees

Rupees 46,000 the second Rupees 35,600.

The advantages of the last method are that, in addition to its lesser cost, the Branch could be completed in four or five months, whereas it would require nearly two years to raise a new Platform according to the third method.

The only advantage which the latter plan would possess over the branch line. Project would be, that owing to greater proximity of the rail to the Depot, if the salt were to travel by the siding

than

Raw by the branch, to the
main line; a small
sum of 375 would be
saved upon the present
yearly traffic of 22500 Tons.
But notwithstanding
this, as the Board shew,
the expenses of Carriage
will be greatly decreased.
if even the fourth plan
be adopted, and the Collector
of Madras gives 180 Rs
1 Rs
+ 128-8 as the present
and future cost of
carriage of a 10 Parcee
boat from Madras to
Arnoor. The Govt entirely agree in the preference given by the Chief Engineer and the Board of Revenue to the Branch/

Branch Railway to the
depot:

8. In Parcr 10 the Board mention that it has been suggested to them that a simpler and less expensive plan might be adopted by connecting the Railway with the Depôt by means of an incline at the point where the Railway crosses the canal, and a tramway in continuation to the Depôt. It is observed that an incline, to the North of the canal bridge/ estimated to cost Rupees 16,000 was recommended by Mr Breeds but the Governor

From agent Madras Railway to Govt Engr No. 755 of 31st Oct 1856 para 2.

Governor in Council is of opinion that the object in view would not be so well attained by this means as by the plans advocated by the Chief Engineer and the Board. Two kinds of traction force would have to be employed, for it is improbable that the locomotive engines which if the branch line projects be adopted will push the wagons up to the salt heaps themselves could travel upon the tramway.

9. The Governor in Council fully approves of the precautionary measures suggested

suggested by the Board in Para 11 of their proceedings, relative to securing all the Govt land along the line of the Canal in the neighbourhood of the Railway. They will be pleased to bring the subject to the notice of the Collector of Madras.

10. The only remaining question to be decided is upon whom is the cost of the branch line to fall. To assume, as Major Jenkins seems to have done, that private enterprize has already failed in securing to the Railway a prospect of

of any remunerative return from the carriage of Salt, it is the opinion of Govt premature. The Consulting Engineer shews that the change is being gradually brought about, and that it is unreasonable to expect that all the Salt traffic should transfer itself to the Rail at once. The Govt believe that, not only will Messrs Cammiade & Co take advantage of the construction of the Branch line to transport Salt to the interior, but that other Merchants will do the same, and when once a depôt is thus established at Arnoor, or at other stations at the line extends and Carts from the interior can make sure of a return load, it is probable that all Goods will be transferred to the Rail at that place, and that Carts will cease to come so far as Madras.

Now that the Government have been enabled to come to a decision upon the question of moving the Ostaurs, Colonel Pears will be requested to report as to what share of the expense of the Branch, if any, should in fairness be borne by the Railway

Railway Company. Meanwhile the Chief Engineer will cause careful Estimates to be prepared.

It is observed that Colonel Fabert's Estimate of probable cost, and Major Jenkins' Estimate, which latter is not before Government, differ by about £4,100 Rupees.

Col Fabert's Estimate ——— 35688
Major Jenkins' ——— 39700
Difference 4062

The following Minutes are ordered to be recorded—

/Here enter 28 March 57—/

/do — 27 April —/

/do — 15 May —/

N. 68 A.
Minute by the Hon. Sir R. Montgomery, Bart.

N. 68 B.
Minute by the Hon. H. Elliot Esq

N. 68 C.
Minute by the President—

Copies to the Chief Engr. Dirs. 16
Com. Trial Railway Report
Com. Rates & Rents

61

I expressed my deprecation of former occasion for the plan of granting advantages to Mess Cunninde & Co for the transport of tea on the ground ~~that it was unfair~~ of the difficulty of superinducing a system of competition in the export from article the supply of which is heavily protected as that tea is of the monopoly

Notwithstanding the encouragement of the premium of 5 per Cent allowed ~~Mess~~ purchases at the Sept close of the advantage of early & rapid transport by rail, the Mess Cunninde have failed to undersell the petty traders who have no such advantages ~~in some~~ During the state of the cart here cannot long continue to be as it is at present & however late the railway must draw down off the road ~~to the company~~, but meantime the Govt are called on to incur a very

Railway Company. Meanwhile the Chief Engineer

considerable outlay for the sole benefit of one firm, without any guarantee that they will sell the salt on fairer terms than they are compelled to do by the competition of the small traders with whom they are now on the apparently equal terms at present.

According to Messrs Cammell & Co's showing the improvement proposed by them will effect a reduction of charge to the extent of 15 shillings plus the premium of 5 per cent on the first wholesale purchase, well and them in despite of the fact that such them a large advantage over the petty traders. It is true they magnify the cost of carriage &c. But these statements are barely credible & if Mr Hart speaks true they are selling more than they allow without advantage to the Trust or benefit to the customer but with large profit to themselves.

/dated 15 May 1871/

Copies to Mr Chief Engr
Cash[r] 19[th]
Secy Genl Railway Depts
Secy Board of Revenue

631

think therefore that the experiment & argument in favour of the establishment of inland depots & Docks

For if a respectable firm like that of Cammell & Co could not afford to undertake the risk of complete & competition there is little chance of the inland trade ever being materially benefitted except for the present.

On the other hand, the inevitable increase of consumption which follows the establishment of depots would more than repay the state for the cost of carriage & land

of the two plans proposed by the Bd of Rev. for transporting salt to the platform of the railway, I think the latter offers the greatest advantages

1. If the inland consumption should increase it will be necessary to construct additional platforms nearer the line of Rail.
2. The salt being landed at once from the place of manufacture at the depot where it is to be placed on the railway carriages instead of being carried past the mouth or door of the intermediate

Railway Company. Meaw-

of the canal & the rail, further up the canal, to be
the landed at the platforms, Moored on the spots,
carried back to the station
& thence transferred to the Rail; with the attendant
with very obvious saving of time & labor.

3. The Plan will also facilitate the conveyance
of salt for export &c &c

4. The present platforms are not to be taken
& called for the sole purpose they are at present
used for the supply of the town of Madras

I consider further that the plan
proposed by the Chief Engineer for the ledging the
contractor in the case of the new platforms, to be
objectionable in comparison with that suggested
by the Consulting Engrs. in accordance with for the Chief Engr.
& the Chief Engr.
of the Railway, which proposed to have a ledging near
the harbor & to haul up the contents of the boats.
It is obvious that if the salt is to be transported from
the canal by rail of 300 yards or more it will
up at once to a place as near the Harbour
as possible. There are the same objections
of bringing the whole distance from the platforms only a little
degree - in both there must be boat-carriage & transfer of cargo - but
in the one case the distance is 300 yds in the other 1400 yds or thereabouts
in the plan of the Consulting Engrs it is hoisted up at once from the
boat to the station.

Walter Elliot

27/4/57

Adv. — 15 May —/

Copies to the Chief Engr.
Civil Engr. 19
Genl. Railway Supt.
Board of Revn.

14-9-21 B.11

Copy in a Ltr
of 3d Sept 57 No 14

Public Works 1857 Dpt.
Do to Govt: 19th May.

No 953.

Extract Minute of Govt:
of 18th May 57.

Extract from the Minute of Govt: in the Public Works Department 18 May 57
No 384 in 11 Mins
E.M.C. 3 Dec 57 No 2048
Exd Pro. Bd of Rev. 8/ 1 May 57 No 468
Recd 2 June 1857.

Passing orders on the Report upon the proposition for connecting the Salt Depot at Madras with the Railway by a Branch Line.

1867 & 68.

Rd in the Bd of Rev 3d Dec 57
No 2333 in

C. 26th March C 15 April No 28th