

MADRAS RECORD OFFICE.

Government of Madras.

Revenue DEPARTMENT.

G.O. No. 962	Press ~~Mis.~~
113-114	
Dated	8-5-1865.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Revenue Department,
8th May 1865.*

No. 113. Read the following letter from Captain J. G. LINDSAY, R. E., Deputy Consulting Engineer for Railways in charge, to A. J. ARBUTHNOT, Esq., Chief Secretary to Government, Fort Saint George, dated Madras, 19th April 1865, No. 234 :—

SIR,

I have the honor to forward, for the information of Government, an extract from a letter* from the Agent of the

No. 123, dated 10th April 1865.

Great Southern of India Railway to the

Secretary to the Railway Board of Directors in England, regarding the Salt Traffic, &c., on the Railway.

Referred to the Revenue Department.

FORT SAINT GEORGE,
27th April 1865.

(Signed) T. BRANDT,

Offg. Under Secretary to Government.

No. 114.

ORDER THEREON, 8th May 1865, No. 942.

Separate Revenue, No. 8.
Salt.

Referred to the Board of Revenue for report.

(True Extract.)

(Signed) C. G. MASTER,

Under Secretary to Government.

To the Board of Revenue.

Exd. T. O'Connor.

Extract from a Letter from the Agent
and Traffic Manager of G. I. of N. Ry.
to the Secretary to the Railway Board
of Directors No 123. of 10th April 1865.

Traffic

Excluding Salt, I find that
our receipts from the goods traffic last
half year were $24\frac{1}{2}$ per cent. higher than
the goods receipts for the corresponding
period of 1863. I have frequently
reported upon the salt question and
shown how a short supply of this Commo-
dity acts upon our other principal item
of goods, the grain traffic. The
effect it had upon the receipts from
that source during the 1st half of
last year is clearly marked.

The passenger traffic was
down about £5000, in consequence
of the Sringham boat having
fallen in the month of January
this

this year. That month's passenger receipts give Rs 6650 more this year than last. In the latter part of '03 too, both the Ceylon Government and the Ceylon Planters had Agents at work in the Tanjore and Trichinopoly Districts collecting coolies. These men were sent over our line in large numbers, lately nothing has been doing in this way, or at least only two or three such coolies now travel where 2 or 3 Carriage loads were before conveyed.

The receipts from Railway materials were Rs 5000 less.

The total receipts in the 2 last months thus compare.

1862 -	1863 -
January - Rs 26,451 -	19,650 - 29,236 -
February - 21,699 -	19,824 - 29,210 -
	<u>Rs 48,150 - 39,474 - 58,446</u>

Our Passenger Traffic does not increase. When the line first opened large numbers of people travelled because

3
because they had never seen a Railway before, but the novelty has worked off and we are now working a regular traffic. I have hitherto refrained from running cheap trains as I thought we needed more money without them, but I am trying the effect of a cheap train to the Tiruvalur festival which is now being held. The result will be reported.

You will have seen in my Annual Report that the rival port and salt depot of Eastern Tanjore does as large a business as Negapatam. If the manufacture of salt were confined to the Negapatam, Wandarman, District Government would gain largely not only in the cost of the Establishment kept at Adampattam, but also by the decrease amount of subsidy they would have to pay the Railway Company, for, when once the salt traffic is wholly thrown over one line (as the Madras Railway they have no rival depot to contend with) the

the handy men will cease to carry grain to Mootpetah at the rate now charged. Can the Directors induce Sir Charles Wood to address the Madras Government on this subject, and recommend the concentration of the manufacture of salt in the Negapatam District.

The other great drawback to our progress is the want of roads and bridges. The Madras Government cannot for want of money carry out their wishes on this subject. In another part of my letter I report that the Consulting Engineer recommends the Railway Companies to provide the necessary funds for the making of their road feeders. Such funds to be returned to the Railway Companies hereafter. I trust this recommendation will be adopted.

Cultivators will of course
send their produce to the best
market

market- This season grain prices are much higher at Madras than at Negapatam, and the grain from the Trichinopoly District is sent to the former instead of the latter place - Bengal rice is being introduced into Ceylon, and this will tend to keep down prices at Negapatam.

Inc Extract
Jas Lindsay. Capt. R.E.
By Consulting Engineer for Rys
me large

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Referred to the
Revenue Department

F. Brandt.

Offg. Under Secretary

to Mr. George
27 April 1865

So Reve. Dept
(with enclosure) Recd 27 April 1865.

In a letter from the C. B.
of June 1865 dated 1865
May 1865 etc 1865.

Recd 1736-
Recd 1736-1/65.

Recd 2207 (1865)

Recd 1736-
Recd 1736-1/65.

W-942.

Referred to the
Hk of Rail. for
report

165

8th May 1865.

14 To the Board of Councils and
encl. Desq. May
Pro. of the Board of Rec. 21 June
165-CA 1736.

113-114

Revenue
Ry. of Govt. for May
1865. 1109
From W. 1109
The Consulting Engineer

for Railways,
in ch.
To The Chief Secretary to Government,
Fort Saint George.

Dated 19th April
Received 27th

No. 234

Enclosure.

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For archiving for
the information of Govt.
and extract from a letter
from the Agent of the
Govt. of S. Ry. to the
Ry. Board regarding
the Salt Traffic
on the Railway

With Order

At 9th May 1865

Referred