M.R.O. 1—10,006—28-2-50.

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(2) Date of repair_____

(3) Initials of the Referencer_____

MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No. 1421	Press
~~B.P. No.~~ 553-54	~~Mis.~~
Dated 29th May 1874 ~~195~~ .	

Not to be folded or roughly handled

Carnatic Railway Company.
AGENT'S OFFICE

No. 463 Negapatam 30th March 1874.

From

The Agent
CARNATIC RAILWAY,

To.

The Consulting Engineer
for Railways
Madras.

Sir

Before putting in hand the plans and estimates for connecting by rail the Salt Golauns and this Company's Goods Station at Madras called for in your letter No 491 of the 16th ulto I have the honor to ask you to bring under the notice of Government the result of an inquiry which was made in the latter part of 1871 regarding the Salt Trade which would be likely to pass over the Carnatic Rly

The Salt Dy Collector of Madras in a report dated the 20th November 1871 (sent to this office with your letter No 2192 of the 18th December 1871) advocates that the supply of Salt required for the Southern districts be drawn from the Monore Garden Depôt, and that a tramway be made from that Depôt to the main line of the Carnatic Railways.

For the following reasons I consider this plan a better one to adopt, than would be the making of a tramway to the Salt Golauns

Approximately the length of the Monore Garden Branch would be one mile and a quarter, whereas the Salt Golauns Branch would be two miles long. a tramway from the Sydapet Station to the Monore Garden Depot would cost less in construction, it would not run along any public road, and it would cross but the public thoroughfare.

It

It could consequently be worked with greater safety and at less cost. The mode of working of the proposed tramway from the goods Station to the Salt Cotaurs has not been stated & locomotive engines were used the working of the tramway would I presume have to be restricted to hours when the public traffic is the smallest.

I infer from the Dy Collectors remarks that the Salt cotaurs would be unable to supply a much larger demand than it now has to meet, without the Stock of Salt is supplemented from other parts, whereas the Home Boarding Depot could be sufficiently supplied from its present manufacturing sources to meet the demands from the Southern Districts.

I shall feel obliged by your letting me have the decision of Government on this question as soon as you can obtain it.

I have the honor to be
Sir
Your most Obedt Servt
William Bell
Agent

1872

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William Bell
Agent

1872

No 601

Salt Deputy Collector's Office
Madras 28th November 1871

To

R. W. Barlow Esqre
Acting Collector
Chingleput District

Sir,

I have the honour to acknowledge the receipt of your letter, dated 9th November 1871, No 1321, calling upon me to furnish the information required by the Consulting Engineer for Railways of Madras, regarding the prospects of the salt trade on the Carnatic Railway.

2 The quantity of salt actually sold last year at the several depôts of Madras, Homes gardens and Cheyur for cart traffic, besides the quantity of salt retailed

× Tons 2938

for

for the consumption in the Town of Madras and its suburbs is as shown below.

Madras	Tons 2400
Homes garden	2622
Cheyur	3266
	8288

33. I understand that the cart traffic from Madras and Homes garden supplies chiefly the southern portion of the Ponnery Taluq and that part of the country lying about ten miles south of the Madras Railway as far as Cavirepauk in the west and the Chinglepute in the south. The Cheyur depot supplies from Chinglepute as far as Tinderanam in the south and Wandewash in the west.

34. I presume that the proposed line of the Carnatic Railway will run through Chinglepute, Madrantagum and Tindivanam. If so it would be cheaper to carry salt from the Homes garden depot to Chinglepute and Madrantagum by rail, than from Cheyur through the only Chotpaute road by carts as now done. The usual hire of a cart is 1 Rupee for ten miles and half of that rate for the return journey and as carts which carry salt always bring goods, the cart charge for conveying salt may be said to be 12 annas per cart per ten miles. A cart does not carry for any long distances more than 10 bags or 20 Indian Measures. The cost of carrying salt by cart is thus 1 anna and 7½ pies per

ton

ton per mile (27 Mds being equivalent to one ton). If the Carnatic Railway can carry salt at the special rate of 8 pies per ton per mile allowed to several places in the Madras Railway Homes garden can successfully compete with the Cheyur salt as far as Madrantagum, and even a few miles beyond it; and when it takes possession of the important places of Chingleput and Madrantagum it will of course also command the country lying west of those places. Even at 1 anna per ton; Homes garden could compete with the Cheyur up to 5 miles of Madrantagum as will be seen from the calculations below:—

Cost

Cost for carrying a ton of salt by cart from Cheyur to Madrantagum by the Chotpaick Road a distance of 20 miles at 1 anna 7½ pies per ton per mile ——— Rs 2 . 0 . 6

Do from Homes garden to Madrantagum by rail, a distance of 45 miles at 8 pies per ton per mile ——— 1 . 14 . 0

Do from Cheyur to 5 miles beyond Madrantagum through the only Chotpaick road a distance of 25 miles at 1 anna 7½ pies per ton per mile ——— 2 . 8 . 7½

Do from Homes garden

garden to the above place
by rail, a distance of
40 miles at 1 anna per
ton per mile _____ Rs 2-8-0.

6 Although the Cheyur salt would be outbidden by that of the Homes garden depôt to the extent above shown, I do not apprehend that the sales at Cheyur would fall; but on the contrary I believe it would supply Tindivanam and the adjacent country with a large quantity of salt through rail, as Cheyur salt in that part of the country is preferred on account of its quality to that of Merkanum and of the other depôts in the South Arcot District. _____

6 _____ Under the foregoing circumstances I calculated that nearly 6000 tons which is about 3 fourths of the quantity now sold for cart traffic in the several depôts will, to begin with be carried by rail for an average distance of 40 miles and that at 8 pies per ton per mile the immediate gain to the Company would be about 10,000 Rupees. Even if the quantity estimated by me be a little too large, which I do not think it is, there cannot be much doubt as to the amount of gain estimated by me being correct in as much as the Consulting Engineer states that the Railway charge is to be 1 anna per ton per mile and not 8 pies as estimated by me. Even

4000

11,000 tons for an average distance of 40 miles would give 10,000 Rupees.

7 I think also that ire long a large quantity of salt will have to be brought on the Carnatic Railway from Komis garden to the Madras Estacir for storage and distribution through the Madras Railway as the supply from the Northern division will undoubtedly be unequal to the demand when the manufacture of earth salt in the Ceded districts is discontinued as is now contemplated.

8 With reference to the indirect gain alluded to in my former letter and your observation in paragraph 2 of the letter under reply, I beg to remark that, in my opinion, my former observations apply, though not perhaps to the full extent, even to the carts that come to convey salt from the country situated at right angles to the line, when there was no rail, all these carts used to bring goods to Madras or Cheyur to carry salt in return. Now, if they can get salt in their way at one of the Railway stations, I think what they would do is to send their goods to Madras by rail from the station where salt is available, and if they cannot get salt at any of the Railway stations, they would rather take their goods in carts to the places where salt is available in view to their bringing salt on their

Returns

return carts.

9 I am not at all particular that the Railway line should touch the Homes garden depot altering the course already proposed. A Tramway from the line to Homes garden as suggested by the Consulting Engineer would quite answer our purpose.

10 With reference to the Consulting Engeneer's remarks as to why salt should not be carried to the Railway from the pans where salt is produced instead of from the Homes garden or the Madras Colaur, I beg to state for his information that salt stored at the Homes garden depot is produced at Covelong and Vadasamanjerry villages which are situated on the coast. The salt stored at the Madras Colaur is produced in the divisions north of Madras. I do not know how far Covelong and Vadasamanjerry would lie from the intended line of Railway and when that is known it may be considered whether it would be more desirable to arrange for connecting the salt producing places in the south with the rail, or whether it would be cheaper to continue the existing system of receiving salt by boat and storing at the Homes garden depot. I think that the latter would always be cheaper.

11 I have also heard it said that the line of the Carnatic

Railway

Railway instead of passing
straight through Chunglepuk and
Madrantagum, so to pass through
some where about 8 miles from
Cheyur; if so I think it would
be desirable to connect Cheyur
with the rail. Then the con-
nection with the rail of the
Homea garden depot, would not
be of much importance since
Cheyur produces the best salt,
and the supply there can meet
any amount of demand and the
distribution can be more easily
and cheaply effected from that place.

I have &c.

(Signed) P Chentsal Rao
Dy Collector

(True Copy)

Mountfort Bell R.E.

Exd Asst Cons. Engr for Railways

Railway Deptt. Cons. Engrs Office

No 221.

From

Lt Col. J.H.M. Shaw Stewart R.E.
Cons. Engr. for Railways

To

Colonel G. H. Walker R.E.
Secretary to Government
P. W. Department
Fort St George.

Sir,

In the Proceedings of
Government dated the 13th
February 1858 No 353, His
Excellency in Council called
for plans and estimates of a
metre gauge tramway to be
laid along existing main
thoroughfares

Rec'd 25 Jan 1858

thoroughfares between the Salt Cotaurs and the goods station of the Carnatic Railway Company, with a view to enable the supply of salt to the stations on that line to be drawn from the depot at the Presidency.

I had an opportunity, during last month, of discussing this subject with the Railway Authorities, and I have since received Mr. Betts' letter No. 463 dated the 30th ultimo, which I do myself the honour to lay before Government for their consideration.

2 The Agent refers to an inquiry which was made during 1871 regarding the salt trade which would be likely to pass over the Carnatic Railway. He observes that the Salt Deputy Collector of Madras, in a report dated the 28th November 1871, advocated that the supply of salt for the Southern districts should be drawn from the depot at Ennore's Gardens, and that a tramway should be made from that depot to join the Carnatic Railway. Mr. Betts states that the construction of a tramway from the Sydapet station to Ennore's Gardens would in his opinion be in every way preferable to the construction of one between the

the goods terminus at Madras and the Salt Colours. The former, he says, would be much shorter; would cost less; would avoid all public roads excepting the Mount Road, which it would have to cross; and could be worked with greater safety and at less cost.

3 I enclose, for the consideration of Government, a copy of the Deputy Collector's report to which Mr Betts alludes. I have also been in communication with the Revenue Authorities, and I learn from them that there is

× No. 601 dated 28 November 1871

is no doubt as to the capability of the depot at Homes Gardens to meet all possible demands upon it after the completion of the railway.

4 I beg to draw special attention to paragraph 7 of the Deputy Collector's report. Mr Chentsal Rao states that when the manufacture of earth salt in the Ceded Districts is discontinued, the supply from the North will probably be unequal to the demand; and he is of opinion that before long the reserve available at the Salt Colours will have to be supplemented largely from the depot at

Homes

Homes Gardens. This seems to leave no doubt that the Salt Cotaurs will be unequal to supply the additional demand for salt which will be created by the completion of the Carnatic Railway; and clearly points to the necessity of placing that line in connection with the depot at Homes Gardens

5. With the permission of Government I shall therefore call upon the Agent of the Carnatic Railway Company to submit plans and estimates for the construction of a tramway between their station at Sydapett and the Depot at Homes Gardens, in place of those called for in the Proceedings of Government under acknowledgment. The question may hereafter arise whether a second connection from the Carnatic line to the Salt Cotaurs will become necessary, in order to meet the increased demand for salt likely to arise in Cuddapah and Bellary; but in that case it seems doubtful whether the Railway Company could properly be expected to construct that branch at their own expense.

Soliciting the favour of early instructions,

I have the honour to be,
Sir,
Your most Obdt Servant
Mackenzie Hope R.E.
Col. Engr for Railways

Madras
16th April
1874
Recd 24

Public Works Department
Madras
Proceedings of the Madras Government
Read the following

From
The Secy to Govt
Public Works Dept
Madras

Dated 10th April 1874
Received 13th April 1874
No 221

Sir,

I am directed to forward herewith, for the information of the Madras Government, a letter from the Agent, Carnatic Railway, submitting plans and estimates of a metre gauge tramway to be laid between the Salt Cotaurs and the goods station of the Carnatic Railway Company.

2. The Government of Madras will be requested to express its opinion whether the proposed tramway is desirable in the interests of the salt revenue, and whether the Government will be prepared to contribute towards the cost of the proposed line.

I have &c.
(Signed)
Secretary to Government

P.W. 1874 Dept.
Original No. 2174.
The Comr: Govt
for Railways
The Secy to Govt
P. W. Dept
for Lt George

Dated 10.3 April 1874
Rec'd 13.3 April 1874
Encls 2
No 221
G.O. No 1621. 29-5-74
Forwarding
a letter from the
Agent, Carnatic
Railway, submitting
plans and estimates
of a metre gauge tram-
way to be laid between
the Salt Cotaurs and
the goods station of the
Carnatic Railway Company.

No 573
Despd to Agent 16 April 74

a Tramway on the
Metre gauge, and
will await the
receipt of plans and
Estimates.

Genl.

1874
MAY 15

50
53

Consulting Engr for Railways
Rly. Department.

I. Capris despatched 6/6/74.

553-554

Rly - 11/5/74
in 1894 [illegible] Rly - Rec - 22/4/74

2174

Govt. of {1874} Madras.

PUBLIC WORKS.

Nil Cruse Supt Ry

Dated

Recd. Encl. 2

G. O. 29 May 1874, No. 1421

Nos. 553-554.

Camatic Railway

The alternative proposal for connecting the salt Depôt at Homes Garden with the Tyda pett station of the Camatic Railway by means of a Tramway on the metre gauge, approved the receipt of Plan & Estimate &c —