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MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No.	1478-79 (Ry)	Press.
B.P. No.		Mis.
Dated	14-6-	1876.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
14th June 1876.*

Read the following papers:—

No. 236. From W. C. FURNIVALL, Esq., Under Secretary to the Government of India, Public Works Department (Railways,) to Major-General G. W. WALKER, R.E., Secretary to the Government of Madras, Public Works Department (Railway), dated Fort William, 13th March 1876, No. 753 R.

I AM directed to acknowledge the receipt of your letter, No. 357, dated the 9th February 1876, submitting the reports of the Chief Officers of the Madras Railway Company for the first-half of 1875.

2. I am to request that copies of the reports on the decline of the Salt traffic on the North-West Line, which it is proposed in the Order of the Madras Government, No. 356 of 9th February 1876, to call for, may be forwarded for the information of the Government of India.

No. 236-A. From Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, to Major-General G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Madras, 5th June 1876, No. 277.

ADVERTING to the Proceedings of Government, under date the 9th February 1876, No. 356, I have the honor to state that I have been in communication with the Railway Authorities regarding the falling off in the Salt traffic of the North-West Line of the Madras Railway.

2. A letter* from the Agent, forwarding a report upon the subject by the Traffic Manager, is herewith submitted. A table prepared by Mr. Church shows that the

* No. 544, dated 23rd May 1876. decrease in the quantity of salt despatched from Madras by rail to the stations on the North-West Line has been regular and gradual during the last five years; the total tonnage sent by rail during 1875 being little more than half of that sent during 1871.

3. The decrease is ascribed by Mr. Church to two causes—(1), to competition by carts and pack bullocks with salt from the Nellore pans; and (2), to an increased consumption of earth salt. It is not easy to ascertain to what extent each of these causes has operated; but a comparison of the prices quoted for earth salt and sea salt in paragraph 13 of Mr. Church's letter would make it a matter for no surprise if the latter were driven out of the market in the districts in question. The cause to which

the falling off is ascribed by Mr. Melville in his letter† of the 1st February 1876, namely, the Cyclone of May 1874, may have had some effect upon the traffic; but the regularity in the decline during three years previously shows that other causes were at work.

4. It is now proposed to reduce the rates for the carriage of salt, in full wagon loads, from 12 Pies per ton per mile to 8 Pies per ton per mile from Madras to stations between Tirutany and Tiruputty.

6 Pies per ton per mile from Madras to stations north of Tiruputty. I have asked the Agent to report upon the working of the reduced rates after they shall have been in force for six months.

Proceedings of the Madras Government, Public Works Department,
14th June 1876.

From R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, to
Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for
Railways, dated Madras, 23rd May 1876, No. 544.

WITH reference to your letter of the 17th of February last, No. 185, I have the honor to
enclose you copy of the Traffic Manager's letter of the 22nd instant, No. C 1,149—1,625, in which
he affords further information with regard to the falling off in the Salt traffic on the North-
West Line.

2. I propose to authorize Mr. Church to give a trial to the reduced rates recommended in
the last paragraph of his letter.

From H. E. CHURCH, Esq., Traffic Manager, to R. B. ELWIN, Esq., Agent and Manager
of the Madras Railway Company, dated Madras, 22nd May 1876, No. C 1,149—1,625.

Falling off in the Salt Traffic between Madras and the North-West Line.

CONSULTING Engineer's letter, No. 185, dated 17th February.

The accompanying table shows the Tonnage of Salt sent from Madras to each station on
the North-West Line for the years 1871, 1872, 1873, 1874 and 1875.

2. At Tirutany, Naggery, and Puttoor the largest annual tonnage was 1,310 in 1871, and
the smallest 1,205 in 1875; and the only reasonable explanation of this falling off is, that ryots
carted their own salt when, for want of rain, their cattle were not required for cultivation.
Cholera may also have exercised some influence over supplies. The price of salt at the Railway
godowns was lower in 1875 than in 1871.

3. At Poody and Tiruputty the largest annual tonnage was 564 in 1871, and the smallest
was 169 in 1874; and the falling off is reported to be due to competition by carts and bullocks
which has sprung up since 1871 in consequence of improved communication from the Government
salt-pans situated about 50 miles due east of the station, whence salt is easily transported and
sold in the town of Tiruputty at Rupees 4-2-0 per bag, as against Rupees 4-8-6 the price at the
Railway Salt godowns. The Railway charge for a bag of salt from Madras to Tiruputty being
Annas 6-2 only.

4. At Codoor, Reddipully, and Rajampett the largest annual tonnage was 1,469 in 1871,
and the smallest 856 in 1875; and the falling off is said to be due in part to a much larger use of
earth salt, but moreso, perhaps, to competition by pack bullocks from the Government salt-pans
at Nellore, whence salt is brought and bartered for grain at the rate of one measure of salt for
two of grain. In a village about 8 miles from Reddipully sea salt is ostensibly sold at 13
measures per Rupee, while the price at the Railway godown is 11 measures per Rupee. It is
supposed, however, that the sea salt sold in the village contains a large proportion of earth salt
which is easily obtained at 30 measures per Rupee.

5. At Cuddapah the largest annual tonnage was 1,550 in 1871, and the smallest was 657
in 1875; a part of the falling off is said to be due to the establishment of a Cotton Press at
Prodatoor which intercepts the bandies which formerly brought "loose" cotton to Cuddapah, and
took back salt; but there can be no doubt that the "Lumbardees" are very powerful competitors.

6. At Yerragoontla the largest annual tonnage was 283 in 1871, and the smallest was
24 in 1875; and the falling off is said to be due to competition by bandies and bullocks from the
Government salt-pans at Nellore, and to an increased use of earth salt, which is sold at 40
measures per Rupee, as against 10½ measures per Rupee for Madras sea salt at the Railway
Station, and 10 measures per Rupee for Nellore sea salt at Prodatoor.

7. At Moodanoor the sea salt appears to have been entirely driven out of the field
by earth salt, which is now exported to Bangalore.

8. At Tadputri and Royalcherroo the largest annual tonnage was 289 in 1873, and the
smallest was 58 in 1875; and there can be little doubt that the falling off is entirely due to the

Proceedings of the Madras Government, Public Works Department,
14th June 1876.

increased use of earth salt by the poorer classes, the consumption of sea salt being confined to
well-to-do people.

9. At Ghooty the largest annual tonnage was 1,413 in 1871, and the smallest was 306 in
1875. The salt traffic at this station has been affected by the increased use of earth salt in the
districts around Ghooty, and by the fact that Kurnool now draws all supplies from the salt-pans in
the Cavally and Ongole Taluqs in the Nellore District, whence salt is brought as back carriage by
bandymen and Lumbardees, who take produce to the Nellore District, and are satisfied to carry
a return load at a nominal rate to pay expenses, and in this way sea salt can be laid down at
Kurnool very much cheaper than by rail from Madras *via* Ghooty.

10. At Veerapoor and Bellary the largest annual tonnage was 499 in 1873, and the
smallest was 356 in 1872. The District Officer of this department reports as follows:—"No sea
salt is brought to the Ceded Districts except that received by rail. It appears from all I can
learn that previous to the opening of the Railway, earth salt was exclusively used in the Ceded
Districts, and that sea salt was almost unknown. The little that did find its way there was sold
at a very high rate. Upon the opening of the Railway, and the consequent introduction of sea
salt in quantities and at a reasonable price, the people resorted to its use as an experiment, and
continued to use it for some time. It seems they have now become tired of it, and think it less
healthful than earth salt, and have therefore fallen back upon the latter commodity as the
cheaper, and, at the same time, according to their ideas, the better of the two articles. Earth
salt is said to be equally as good as sea salt for dressing skins, in which the consumption is very
large. It is also exported by rail in considerable quantities from the Ceded Districts to the
Hyderabad and Bangalore Districts."

11. The development of the sea salt traffic to the Ceded Districts has, however, been
retarded by the interruptions to traffic at the Hugri River, where the Railway bridge is still
unfinished, and regular supplies could not be relied on.

12. At Adoni and Raichore the largest annual tonnage was 1,250 in 1872, and the smallest
757 in 1875. Except in 1874, when the breaks on the North-West Line occurred, no salt has
found its way to Raichore and Adoni from the Bombay side, so we may reasonably infer that
the falling off at those stations is due to an increased consumption of earth salt.

13. The following table furnished by the Traffic Canvasser shows the price of sea and
earth salt in the districts served by the Railway, and the proportion in which they are used.
The measure is equivalent to 82 Rupees weight.

District.	Sea Salt, Measures per Rupee.	EARTH SALT, MEASURES PER RUPEE.		PROPORTIONS USED.	
		First Quality.	Second Quality.	Sea Salt.	Earth Salt.
Tadpatri	13½	30	35	1	2
Royalcherroo	13	34	38	1	2
Ghooty	13½	25	30	1	2
Goondacul	10	34	40	1	2
Bellary	14	25	30	1	2
Adoni	12	30	35	1	2
Raichore	10	25	30	1	2

14. As an experimental measure, and to test the possibility of making a salt traffic on the
North-West Line, I would recommend that the rates by Railway for salt, in full wagon loads,
should be reduced as follows:—

	Per Ton per Mile.
Between Tirutany and Tiruputty	8 Pies.
North of Tiruputty	6 "

Proceedings of the Madras Government, Public Works Department,
14th June 1876.

MADRAS RAILWAY.

Tonnage of Salt despatched to each Station on the North-West Line during the years 1871,
1872, 1873, 1874 and 1875.

Stations.	1871.	1872.	1873.	1874.	1875.
Tirutany ...	376	392	313	352	334
Naggery ...	551	502	523	533	497
Puttoor ...	383	328	309	344	374
Poody ...	107	72	135	63	78
Tiruputty ...	457	346	215	106	182
Codoor ...	55	55	119	106	86
Reddipully ...	547	452	376	349	328
Rajampett ...	867	549	472	463	442
Nundalore ...	...	72	64	78	50
Wontimettah ...	38	44	28	...	...
Cuddapah ...	1,550	1,347	1,225	727	657
Camalapoore ...	9	...	...	...	24
Yerragoontla ...	283	210	143	37	...
Moodanoor ...	44	53	...	10	...
Kondipooram ...	9	...	...	...	58
Tadpatri ...	218	180	198	95	...
Royalcherroo ...	44	45	91	11	...
Ghooty ...	1,413	841	1,038	467	306
Goondaacul ...	27	...	9	...	17
Veerapoor ...	292	356	143	223	358
Bellary ...	119	...	356	151	63
Kosgee ...	...	...	...	10	...
Adoni ...	428	264	314	500	296
Raichore ...	353	986	656	543	461
Total ...	8,170	7,094	6,752	5,168	4,611

No. 237. ORDER THEREON, 14th June 1876, No. 1,478.

RAILWAY, No. 27.

* G.O., No. 655, dated 14th March 1876.

ORDERED to be recorded and commu-
nicated to the Government of India
pending the result of the inquiry which
the Revenue Authorities have been
directed* to make.

2. A report after sufficient trial on the reduced rates for conveyance of salt will
be awaited.

(True Extract.)
(Signed) G. W. WALKER, Major-General, R.E.,
Secretary to Government.

No. 238. DOCKET No. 1,479, dated 14th June 1876.
COPY of the above forwarded to the Government of India with reference to their
letter, No. 753 R., dated 13th March 1876.

(True Extract.)

Exd. T. O'Connor.
Spare Copies

Colonel,
Offg. Under Secy. to Govt., P.W.D.

RAILWAY DEPARTMENT. CONSULTING ENGINEER'S OFFICE,
Madras, 5th June 1876.

No. 277

From
LIEUT. COLONEL J. H. M. SHAW-STEWART, R.E.,
Consulting Engineer for Railways,

To
MAJOR-GENERAL G. W. WALKER, R.E.,

Secretary to Government,

Public Works Department,

Fort Saint George.

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ceedings of Government under date
the 9th February 1876, No 356, I have
the honour to state that I have been
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A letter from the
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subject

No 544
23 May 76.

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herewith submitted. A table
prepared by Mr. Church shows
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of salt despatched from Madras by
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the total tonnage sent by rail during
1875 being little more than half of
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The decrease is as-
cribed by Mr. Church to two causes,
(1) to competition by carts and pack
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consumption

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The cause to which the falling-off
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the cyclone of May 1874, may have
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Proc. of G.
14 March 1876
No 655.

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I have asked the Agent to re-
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reduced rates after they shall
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months

months.

11/11/20

I have the honour to be

Sir

Your most obedient servant.

Mumtaz Ali A.E.

Cons. Engineer for Railways

CP

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 14 March 1876
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S. H. 1876 Department

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No. 236 a
 ci. 9.6.76 (Mtd 14-6-76)
 Resp 6047-6-76
 Reporting upon the
 traffic on the 1st section
 Madras Railway, 1876

Dated 5th June 1876
 Received 6th June 1876

Encl No. 277

To
 The Secretary to Government,
 P. W. Department,
 Fort Saint George.

From
 The Consulting Engineer
 for Railways,
 RAILWAY DEPARTMENT.

All communications
 should be addressed to
 the Secretary.

No. 753 Q-R.
 GOVERNMENT OF INDIA.
 PUBLIC WORKS DEPARTMENT.
 GUARANTEED RAILWAYS.

To
 THE SECRETARY TO THE GOVERNMENT OF Madras
 PUBLIC WORKS DEPARTMENT.
 (Railway)
 Fort William, 13th March 1876.

SIR,
 I am directed to acknowledge the receipt
 of your letter No. 357 dated the 9th February
 1876, submitting the Reports of the Chief Officer
 of the Madras Railway Company for the
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 I am to request that copies of the Reports
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 warded for the information of the Govern-
 ment of India.

I have the honor to be,
 your most obedient servant,

M. S. S. S.

Under Secy

409: Feb 2/6 No 356 & 357
" 14: March .. 655

S. W. 1896 Dept.
No. 2041

From

The Govt. of India

Dated 13th March 1896.
Recd. 20th March 1896.

No. 753 R.

Requesting to be furnished
with copies of the Reports
on the decline of the
Salt traffic on the
R. W. Line.

No 236

Cir. 9-6-76 OMA 14-6-76

W. L. Hunt 11 June

No 1478

Public Works Department.

PROCEEDINGS of the MADRAS GOVERNMENT.

Under date the 14th June 1896-

Read the following:-

From the Public Works (H. E. No 753 R 7/13 March 96)
From the Chief Engineer
for Railways (H. E. No 277 of 5th June 1896)

Ordered to be re-
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to the Government of India
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A report after suffi-
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H. E. No. 1479 of 14th June 96

No 1479-

Copy of the above
forwarded to the Govern-
ment of India with reference

Chief Eng. Railways ✓
Rev. Dept. ✓

to their letter No 753 R
dated 13th March 1876

Amr.

Desd 29/6/76

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Govt. of Madras.
PUBLIC WORKS.

The Comm^o Eng^o for P.W.

Lat

Long

Dist

G. O. No 14 June 1876 No 1478

1479

Nos. 236 (a) 238

Forwarding copy of Pro.
passed on letter from the
Comm^o Eng^o for P.W. and
submitting papers affording
information in regard
to the falling off in the
Salt Traffic on the
North West Line of
the Madras Pz -

Salt Traffic on the
North West Line -
Madras Pz - Letter
from the Comm^o Eng^o for P.W.
submitting papers affording
information in regard
to the falling off in the
— records

Subd. Eng^o
20.6.76