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(1) Number of pages _____

(2) Date of repair _____

(3) Initials of the Referencer _____

MADRÁS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No. 2512-13 Press
~~B.P. No.~~ ~~Mis.~~

Dated 19-7-CR 76 ~~195~~

Not to be folded or roughly handled

No. 329. Read the following Proceedings of the Madras Government in the Revenue Department, dated 14th September 1876, No 1,268 —

Proceedings of the Board of Revenue, dated 23rd August 1876, No. 2,167

Read the following papers —

G O, Public Works Department, dated 10th September 1875, No 2,605

Board's Miscellaneous Proceedings, dated 3rd November 1875, No 9,902

From J. H. MASTER, Esq, Collector of Bellary, to C A GALTON, Esq, Acting Secretary to the Board of Revenue, dated 21st March 1876, No 81.

I HAVE the honor to acknowledge Proceedings of the Board, Miscellaneous No 9,902, dated the 3rd November 1875, asking for an explanation of the causes of the falling off in the salt traffic between Madras and the North-West Line of the Madras Railway in 1874-75

2. The Sub-Collector, through whose division the line exclusively runs, reports that the quantity of salt imported in some parts of 1873 was nearly double that imported in 1872, that owing to this a large surplus was left for sale in 1874, and that the usual quantity was not imported that year

3. Again, he states that the wastage in salt imported from Madras and the general preference of Nellore salt induced merchants to get the article by road from Nellore, and that the decrease in earth salt manufactured in 1873, combined with the high price of grain that year, made people give up the practice of exchanging the two in equal quantities, whereas in 1874 earth salt was again largely manufactured and the demand for sea salt fell.

4. There is no doubt but that the break on the line, which caused a total cessation of traffic in sea salt for three months, had a great deal to do with the falling off of the traffic for the year, and this cause alone is quite sufficient to assign for it

5. It is true that earth salt was cheaper than in the previous year, notwithstanding the higher rate of excise imposed upon it The price of this salt, it must be remembered, varies with the price of grain for which it is generally bartered, very little earth salt being sold for cash

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Proceedings of the Madras Government (Revenue Department), dated 19th February 1876, No. 469

Board's Proceedings, dated 27th March 1876, No 843

Miscellaneous G O, dated 4th April 1876, No 798

Board's Proceedings, dated 3rd May 1876, No 1,156.

From C E PLUNKETT, Esq, Deputy Collector in charge of the Salt Department, to F. R H SHARP, Esq, Acting Collector of Nellore, dated 18th April 1876, No 64

IN reply to your docket, No 951, dated 10th instant, requiring me to furnish the information called for in paragraph 3 of Board's Proceedings, dated 27th ultimo, No. 843, I have the honor to state that more salt is being conveyed in the current fasli year from this district into Cuddapah as shown below —

	MAUNDS
Sales in Fasli 1284 to the end of March, or in the nine months from July 1874 to March 1875	17,199
Sales in Fasli 1285, or in the nine months from July 1875 to March 1876 ..	18,993
Excess in favor of current fasli ...	1,794

No. 1,040.

SUBMITTED to the Board of Revenue with reference to paragraph 3 of their Proceedings quoted.

NELLORE,
21*st April* 1876

(Signed) F. R. H. SHARP,
Acting Collector.

From Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, to C. A. GALTON, Esq., Acting Secretary to the Board of Revenue, dated Madras, 21st April 1876, No 491.

WITH reference to Proceedings (Board of Revenue), No. 843, dated 27th March 1876, I have the honor to forward, herewith, three statements showing the traffic under the general head of salt at each station other than Cuddapah on the North-West Line for the years 1873, 1874, and 1875

2. In sending me these returns, the Agent of the Madras Railway states that the Chief Auditor is unable to furnish the information for an earlier date, as he keeps no records longer than three years. He also expresses his regret that he has no record of the actual traffic in sea salt on the North-West Line.

ENCLOSURE No. 1

MADRAS RAILWAY.

Statement showing the Salt Traffic at each Station on the North-West Line other than Cuddapah for the year ending 1874.

Destination	Stations where consigned: Salt Kotar	Nundalur	Cuddapah	Yerragoontla	Mudanur	Tadputri	Royalcherroo.	Gooty.	Veerapur	Adoni.	Total
	MDS	MDS	MDS	MDS	MDS	MDS.	MDS.	MDS	MDS	MDS	MDS
Tirutany	8,747	...	...	..	...	...	...	..	..	..	8,747
Nuggery	14,234	...	...	..	...	..	..	..	...	...	14,234
Puttoor	8,322	...	...	...	...	...	...	...	...	..	8,322
Poody	3,901	...	...	...	...	.	...	.	...	..	3,901
Tripatty	5,563	...	...	...	...	..	..	..	...	..	5,563
Coodoor	2,868	...	...	.	..	...	...	..	...	..	2,868
Reddipally	9,089	...	...	24	.	..	...	..	...	...	9,113
Rajampett	14,015	...	...	.	...	...	...	...	.	..	14,015
Nundalur	2,579	...	...	...	...	...	...	...	...	..	2,579
Wontimettah	786	...	.	...	...	...	...	...	..	..	786
Yerragoontla	4,342	...	...	..	...	...	...	...	...	..	4,342
Mudanur	18	...	...	53	...	..	...	...	...	..	71
Tadputri	3,496	...	...	.	..	...	...	...	...	...	3,496
Royalcherroo	2,314	..	..	..	..	...	...	.	...	...	2,314
Gooty	27,294	...	...	16	...	464	93	...	...	...	27,867
Goondacul	240	...	...	..	..	...	...	16	...	...	256
Veerapur	4,172	...	...	..	..	...	...	...	..	...	4,172
Bellary	10,454	48	423	263	83	152	..	...	2,577	..	14,005
Adoni	8,370	...	...	.	.	...	...	...	...	130	8,370
Kosgee	...	...	...	...	...	...	...	...	.	43	130
Raichore	19,313	...	...	...	...	81	...	...	..	127	19,442
Kistna	...	...	...	...	...	521	.	...	..	470	648
Sholapur	...	...	...	...	...	...	...	...	...	71	470
Chicksagore	...	..	...	...	...	.	...	...	...		71
Total	150,123	48	423	356	83	1,218	93	16	2,577	841	155,782

(Signed) R. B. ELWIN,
Agent and Manager.

(Signed) F. CHURCH,
Chief Auditor.

Proceedings of the Madras Government, Public Works Department,
19th September 1876. *No.* 2,513.

ENCLOSURE No 2

Statement showing the Salt Traffic at each Station on the North-West Line other than Cuddapah for the year ending 1874.

Destination	Stations whence consigned: Salt Kotar	Poody	Reddipally	Rajampett	Cumalapur	Yerragoontla	Mudanur	Tadputri	Royalcherroo	Gooty	Goondacul	Veerapur	Bellary	Adoni	Raichore	Total
	MDS.	MDS	MDS.	MDS	MDS	MDS	MDS	MDS	MDS.	MDS	MDS	MDS.	MDS	MDS	MDS	MDS
Salt Kotar . .	9,630	.	.	.	.	.	.	.	.	.	.	.	.	.	.	9,630
Tirutany . .	13,560	.	.	.	.	.	.	.	.	.	.	.	.	.	.	13,560
Nuggery . .	8,284	101	117	.	.	.	.	.	.	.	.	.	.	.	.	8,503
Puttoor . .	1,625	.	...	.	.	.	.	.	.	.	.	.	.	.	.	1,625
Poody . .	2,407	.	.	.	.	.	.	.	.	.	.	.	.	.	.	2,407
Tripatty . .	4,063	.	.	.	.	.	.	.	.	.	.	.	.	.	.	4,063
Coodoor . .	5,766	.	.	.	.	.	.	.	.	.	.	.	.	.	.	5,766
Reddipally . .	13,843	.	.	.	.	.	.	.	.	.	.	.	.	.	.	13,843
Rajampett . .	1,866	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1,866
Nundalur . .	85	.	.	.	.	.	.	.	.	.	.	.	.	.	.	85
Wontimettah . .	930	.	.	27	.	.	.	.	.	.	.	.	.	.	.	957
Yerragoontla . .	234	.	.	.	.	.	.	.	.	.	.	.	.	.	.	234
Mudanur . .	3,637	.	.	.	11	.	.	.	.	.	.	.	.	.	.	3,648
Tadputri . .	234	.	.	.	.	.	.	.	.	.	.	.	.	.	.	234
Royalcherroo . .	12,469	.	.	.	.	.	.	.	.	.	.	.	.	.	.	12,469
Gooty . .	...	.	.	.	.	.	.	.	.	.	.	.	.	.	.	...
Goondacul . .	5,274	.	.	.	.	53	.	.	45	.	.	.	.	.	.	5,372
Veerapur . .	3,300	.	.	.	.	224	.	.	46	.	.	.	.	.	.	3,570
Bellary . .	11,638	.	.	.	.	.	.	.	.	.	.	.	.	.	.	11,638
Adoni . .	463	.	.	.	.	.	.	.	.	.	.	.	.	.	.	463
Kosgee . .	...	.	.	.	.	.	.	.	.	.	.	.	.	.	.	...
Mutmurri . .	15,228	.	.	.	.	.	.	.	.	.	.	.	.	.	.	15,228
Raichore . .	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Coolburga . .	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Sholapur . .	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Nagpore . .	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Total	116,505	101	117	27	11	277	179	225	102	420	8,669	14	787	1,091	804	123,870

(Signed) F CHURCH,
Chief Auditor.

(Signed) R. B. ELWIN,
Agent and Manager.

ENCLOSURE No 3

Statement showing the Salt Traffic at each Station on the North-West Line other than Cuddapah for the year ending 1875.

Destination.	Salt Kotar	Arconum	Puttoor	Tripatty	Reddipally	Rayampett	Nundalur	Camalapur	Yerragoontla	Mudanur	Kondipuram	Tadpatri	Gooty	Yeerapur	Bellary	Adoni	Toongabadra	Sholapur	Poona	Bombay	Tulliganum	Bangalore	Trupatore	Total.
	MDS	MDS	MDS	MDS	MDS	MDS	MDS	MDS	MDS	MDS	MDS	MDS	MDS	MDS	MDS	MDS	MDS	MDS	MDS	MDS	MDS	MDS	MDS	
Salt Kotar	-		96						586															682
Arconum	9,199																							9,199
Tiruttany	13,059																							13,059
Naggery	10,848																							10,848
Puttoor	1,819																							1,819
Poody	4,610																							4,610
Tripatty	2,166																							2,166
Coodoor	7,396				42			43																7,481
Reddipally	12,084								22															12,106
Rayampett	1,674											2												1,676
Nundalur	148							61				20												229
Wontimettah	640																							640
Yerragoontla									41															41
Mudanur																								
Kondipuram											15													15
Tadpatri	1,557															468								2,025
Royalcherroo																11								11
Gooty	8,129																							8,129
Goondacul													53											53
Veerapur	433																							433
Bellary	8,700				307				1,014							25								10,046
Adoni	7,052															80								7,132
Kosgee	2,155	156						554																2,865
Mummuri																								
Rachore	12,154																							12,154
Kistna																								
Sydapore																								
Hyderabad									749															749
Secunderabad									921															921
Sholapur																	27	343						370
Nagpore																								
Amrosh										79														79
Sholinghur																								
Bangalore									127	81														208
Total ...	103,752	156	96	307	42	22	61	597	3,460	8,033	16	2,027	53	213	3,121	1,896	27	343	8	261	81	23	24	117,076

(Signed) F. CHURCH,
Chief Auditor.

(Signed) R B ELWIN,
Agent and Manager

Proceedings of the Madras Government, Public Works Department,
19th September 1876. *No.* 2,513.

From J D B GRIBBLE, Esq, Ag Collector of Cuddapah, to C A GALTON, Esq, Acting Secretary to the Board of Revenue, dated Madanapully, 8th June 1876, No. 129.

With reference to Board's Proceedings, No 843, dated 27th March 1876, calling for further inquiry into the cause of the falling off of the salt traffic by railway, I have the honor to state that I have made inquiries from the salt merchants and others I am still making further inquiries, the result of which shall be duly communicated, but, in the meantime, having received a reminder, I beg to forward such information as I have been able to collect

2. The chief cause of the falling off is said to be the inferior quality of the Madras salt Nellore salt is said to be much better, and as communication is not difficult between the two districts, and there are regularly organized gangs of Sugalies, &c, who make a living by the traffic, this salt is almost entirely used in many taluqs of the main division The Deputy Collector states that in Prodatoor and Jammalamadugu Nellore salt is almost exclusively used

3. Another cause is said to be the quantity of wastage in salt sold from the railway godowns It is said by the merchants that when the railway first commenced, the wastage was in the proportion of one seer to fifty, but that now is often as high as four or five seers The salt is sold in bags, which are not weighed, but the weight of which is assumed; hence the wastage, amounting to nearly 10 per cent, falls entirely on the purchaser

4 Another cause is, I feel convinced the increase in the manufacture of earth salt The Board will probably be surprised to hear this statement made, but from careful inquiries I feel convinced it is true, my reasons are as follows —

(1) Every body says so It is the first answer that any one connected with the salt trade gives I notice also that the Collector of Nellore alludes to the rumour having reached him, and the Collector of North Arcot alludes to the importation of earth salt to Vellore It is also sent in considerable quantities to Bangalore

(2) The traffic of salt by railway has largely increased In a statement I recently submitted to the Salt Commission (a copy of which I give in the margin), it will be seen that last year the earth salt sent by rail was 261 tons compared with 69 tons of the previous year This traffic appears to have arisen within the last three or four years (exactly the period during which there has been a decrease in the sea salt traffic), and can only have arisen in consequence of increased demand The demand, I am told, is in consequence of earth salt being largely used for adulterating sea salt, especially Madras sea salt, which is described as being of a darker color than Nellore salt, and therefore more easily adulterated with the dark earth salt. There being, therefore, an increased demand, there is a reason for an increased supply, and I have shown that in the one case of the railway, where it can be traced, the supply has enormously increased. But, it will be said, since the introduction of the license system, a very large number of salt modas have been given up, and therefore the manufacture *must* have decreased. I do not think that this is

	1874	1875
	TONS	TONS
Mudanur . . .	1	1¼
Yerragoontla . .	25	135¾
Camalapur	8¼	22¼
Cuddapah	35	102
Total	69¼	261¼

Taluqs.	
Cuddapah	28
Pulivendla	40
Prodatoor	121
Budwail	272
Sidhout	133
Pullampett	32
Royachoty	7
Total .	633

the case. In the margin I give a statement showing the number of modas, which have been relinquished. I notice that ten modas which still remain are chiefly in the railway taluqs, and are generally situated near the line of rail. I believe that the effect of the licensing system has been—firstly, to legalise a manufacture which was formerly considered contraband. About this there can be no doubt. Though not absolutely prohibited, the people believed the manufacture to be illicit, and practised it secretly. Now they do so openly This is what every native connected with the trade at once says. Secondly, the bad modas have been given up, and only the good ones maintained. The manufacture has been improved, and the proprietors, being heavily taxed, work harder to produce a better salt, and more of it, and they have facilities for doing so, because, as long as they have a license, no one interferes with them. It is true that their licenses only empower them to manufacture a certain quantity; but it is almost impossible to check them. A few cases in which persons have been convicted for manufacturing without or in excess of a license have occurred in the Deputy Collector's range; but without a large establishment, it would be next to impossible to exercise any thing like a thorough check. This is a matter in which I am making further enquiries, and am endeavoring to find out by personal and secret inquiries of trustworthy men whether the modas turn out in excess of their licenses. The Board will at once see how important this is, because the whole scheme by which the price of earth salt is to be raised to that of sea salt is based on the estimated outturn of each moda. If the modas turn out double what they are licensed to manufacture, and double what they are estimated to turn out, earth salt in the last year of the progressive license system will still be half the price of sea salt.

5. I am far from thinking that this report is exhaustive. Further inquiries must be made, and I feel that I have only got a clue which has still to be followed up. I have however shown—

(1) The decrease in the sea salt traffic dates from about the time when the license system was introduced.

(2) There is a large demand for earth salt in Nellore, Vellore, and Bangalore as shown by the letters from different Collectors.

(3) That the traffic of earth salt by railway has greatly increased during the last three years

(4) That there is little check over the manufacturers.

6 As yet I have only received a reply from the General Deputy Collector; the other divisional officers have only been recently appointed. I have made as many inquiries myself as possible, but (as no salt is manufactured in the sub-division) until I took charge of the district, I had no practical experience of the question. On receipt of further information I will submit another report.

From the same officer, dated Madanapully, 9th June 1876, No. 132

In continuation of my letter, No 129, dated 8th instant, I have the honor to state that I have since received the replies of the other divisional officers, which entirely confirm the views expressed in my letter referred to.

2. The decrease of the traffic in sea salt is attributed by all the officers to the same causes—

(1.) Extensive import of Nellore sea salt to the northern taluqs, this salt being of a superior quality.

(2.) Increase in the manufacture of earth salt

3. The Deputy Collector in charge of the Treasury writes: "In a number of the modas which now exist, for which licenses have been granted, the manufacturers are in the habit of turning out more salt than is entered in their licenses, and to confirm my statement a memorandum showing the actual quantity of earth salt produced in two villages of the Cuddapah Taluq is herewith sent The Tahsildar of Cuddapah, who was also at Sidhout and Prodatoor, agrees with me in this point, and explains to me that the ryots and poorer classes purchase earth salt for their use and their cattle, as a bag of earth salt is much cheaper (Rupees 1-8-0) than one of sea salt (Rupees 4-10-0)"

4 The Cuddapah Tahsildar is of opinion that the modas which continue in work are increased in size by the addition of pans and by making use of the leakage and wastage water, and recommends a careful inquiry so as to show the exact number and size of pans, and leakage holes require to produce the amount of salt entered in the licenses

5 The following is a copy of the statement sent by the Deputy Collector showing the actual outturn in two villages —

Statement showing the Details of the Quantity of Produce of Salt in certain Villages of Cuddapah Taluq as found in the examination of the Salt Modas and as per old Accounts

No	Name of the Village examined.	Number of the Modas	Quantity or Details of Salt produced as found in the late examination						Quantity of the Produce of Salt as per License given in 1876		Difference between the 9th and 11th Columns
			Number of Pans in Modas	Produce of each Pan in three days	Gross Produce of three days	Gross Produce of one month	Gross Produce for four months	Number of Bengal Maunds equal to the Quantity in Column 8	Number of Modas	Quantity of Produce in Bengal Maunds	
1	2	3	4	5	6	7	8	9	10	11	12
1	Pulampally	18	178	5	890	3,900	35,600	1,.69	18	770	599
2	Puttampally	1	9	5	45	450	1,800	69	1	30	39

It will be thus seen that the outturn in the two modas, which we have been able to examine, is almost double what it should be I have called upon the other Tahsildars to make similar examinations, and will report the result, but it will be probably some-time before their answers will be received, and it is quite possible that when it is known what I am driving at, the reports I may receive will not be so trustworthy

6 The figures I have given in this and in my former letter show, I think, conclusively that the license system, instead of checking, has increased the manufacture of earth salt, and that even when the last year of the progressive license system will have been reached, earth salt will still be far cheaper than sea salt The Board will also see

that without any establishment for the purposes, it is impossible to exercise any thing like efficient supervision. It would, however, I presume, be illegal, now that licenses have been issued, to interdict the manufacture, and the only course that now seems open is to appoint a number of surveyors to inspect the modas during the manufacturing season, and to suppress all modas, which are found to manufacture in excess of their licenses Even then it is not impossible that when the last year of the progressive license system will have been reached, there will be a considerable manufacture; so that in 1879 the licenses will not "reach a sum per estimated garce manufactured, equal to the tax on marine salt." It would seem as if the only way to arrive at this result would be to render it illegal to manufacture earth salt after 1879

Proceedings of the Madras Government, Public Works Department, dated 14th June 1876, No 236.

From R W. BARLOW, Esq, Collr. of the Chingleput District, to C. A. GALTON, Esq, Acting Secretary to the Board of Revenue, dated Sydapet, 15th June 1876, No 360

With reference to the Board's Proceedings, dated 27th March and 3rd May 1876, Nos 843 and 1,156, I have the honor to report that from inquiries made, it appears that the falling off in the salt traffic on the North-West Line of the Madras Railway is due to the sale along the line of earth salt manufactured of late in large quantities in Bellary and Cuddapah

2. Mr Cammiade states that the markets at some of the chief stations along the line have a larger stock of earth salt at present than they ever had in past years, and that the same is used to adulterate sea salt, if this is really the case, I suspect that the duty on earth salt must be evaded, which may largely account for the depression in the traffic

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From J. H. MASTER, Esq, Collector of Bellary, to C A GALTON, Esq, Acting Secretary to the Board of Revenue, dated 20th July 1876, No 261

I have the honor, with reference to the Proceedings of the Board, No 843, dated the 27th March last, to report upon the causes of the falling off of the sea salt traffic on the North-West Line for the half-year ending the 30th June 1875, as far as they can be ascertained.

2 The Sub-Collector, through whose division the railway entirely runs, reports that one Tahsildar ascribes the falling off to the manufacture of an unusually large quantity of earth salt after the heavy rains of October 1874 Another Tahsildar says that earth salt is made of a better description than formerly. This may be the case It is certain that the people generally prefer the earth salt, as they get double the quantity they would of sea salt, and they can, moreover, get it in exchange for grain

Another Tahsildar says that salt is obtained direct from Madras by some merchants, as they gain a slightly higher profit than they would if they bought it at the Railway Station.

3. The Head Assistant Collector states that there has been no falling off in the importation of sea salt into his division with the exception of one taluq, Dharmaveram, here he says it used to be imported on pack bullocks by Lambadies direct from Nellore,

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and that these men have from some cause or other disappeared. The sea salt now used is obtained by the merchants themselves from the Tadputri Railway Station.

4. In the taluqs comprising the divisions of the two Deputy Collectors earth salt is very generally used, the demand for the little sea salt which is consumed being met by the merchants, who obtain it chiefly from Bellary

In the Western Taluqs, however, of Hadgally and Harpanhally, no Madras sea salt is to be found. The little which is consumed comes from Koomta in the Bombay Presidency on the return cotton carts

5 I am inclined to think that there is not any material falling off in this district in the consumption of sea salt. If it does not come by rail, it finds its way direct from the coast on pack bullocks. The railway, it is well known, is not always the cheapest mode of transit

6 I have ascertained that no Bombay salt was imported by rail into Bellary during the official year 1875-76. It is to be inferred, therefore, that none was imported in the first three months of the year 1875

7. After the break in the railway in October 1874, through traffic was resumed on the 18th January 1875. But it is possible that the traffic in salt which had been diverted from the railway during that period was not attracted to it again for some little time after that This would to some little extent account for a falling off

8. After all it is very difficult to account for this decrease in sea salt traffic The manufacture of earth salt has certainly decreased, and therefore one would suppose that the consumption of sea salt would correspondingly increase. It most likely does increase, but it would appear that it does not enter the district altogether by the railway.

The foregoing papers relate to the falling off of the traffic in salt upon the North-West Line of the Madras Railway

2 In September last, when passing orders upon the report of the working of the Madras Railway for the half-year ending with December 1874, Government directed the attention of the Board to the decrease in the amount of salt carried over the North-West Line The Collectors of Chingleput, Cuddapah, and Bellary were called upon to inquire into the matter and report the causes so far as they could be ascertained; the replies of the Collectors of the first two districts were submitted to Government with Board's Proceedings, dated 25th February 1876, No 564 Mr Master's letter, No 81, is the reply from Bellary to this reference The Collector's own view is that the break in the railway sufficiently explains the decrease during the latter part of 1874, and in their Proceedings quoted above, the Board accepted this theory Recent returns show, however, that other causes were probably at work Quoting the Sub-Collector, Mr Master states that earth salt was manufactured in 1874 in much greater quantity than in the previous year; hence the demand for sea salt fell in proportion This would, of course, be the natural consequence of an increase in the supply of earth salt The Board do not, however, understand (paragraph 3 of the Collector's letter, why the general preference for Nellore salt should have been especially marked in 1874. Moreover, Mr Master does not explain why the wastage on Madras salt carried by rail should be greater than that on Nellore salt brought by road, the Collector of Cuddapah, however, states that salt is sold in bags at the Railway Depôt Each bag is supposed to contain two maunds, and no allowance is made for wastage

3. Upon receipt of the Proceedings of Government, dated 19th February last, in which the Board were ordered to make further inquiries, information was called for from the Consulting Engineer for Railways and from the Collector of Nellore in addition to the Collectors of Chingleput, Cuddapah, and Bellary Replies to these references have now been received; but before proceeding to notice them, the Board desire to direct the attention of Government to certain portions of the Railway Traffic Manager's letter printed in Government Proceedings, Public Works Department, dated 14th June 1876. Mr Church attributes the decrease in the traffic to two causes—(1) competition by carts and pack bullocks with salt from the Nellore pans, and (2) to an increased consumption of earth salt, and, in order to counteract these causes, certain reductions are to be made in the rates of carriage of salt by rail In paragraph 3 Mr Church asserts that sea salt brought by road from the Nellore pans is sold in Tripatty Town for Rupees 4-2-0 a bag, or Rupees 2-1-0 an Indian maund, and, with a view to attract Madras salt to the Tripatty market, the rate for carriage over the Company's line is to be reduced by one-third, that is to say, the selling price at Tripatty Station will be lowered by a little more than an anna a maund; so that, instead of fetching Rupees 2-4-3, it will sell for about Rupees 2-3-2 But if Mr. Church is correct in saying that Nellore salt is sold in Tripatty Town (which is six miles west of the Railway Station) for Rupees 2-1-0, the proposed reduction in the Company's rate of carriage is not likely to have much effect The Board, however, altogether fail to understand how Nellore salt can be sold at so low a price in Tripatty Town, for, although transit by cart has of late years been facilitated by the opening of the road through Kalastri and Naidupett, the distance from the Kotars to Tripatty must be fully 50 miles, and the selling price of salt at the Nellore pans is Rupees 2 a maund But after all this is a matter which concerns the Railway Company rather than the Board, to whom it is a matter of comparative indifference whether the salt supply of the North Arcot District be drawn from Nellore or Madras

4. Why in paragraph 10 Mr Church quotes from the Assistant Traffic Manager at Bellary is not apparent, for it is evident that he disagrees with his Assistant. If it were true that "no sea salt is brought to the Ceded Districts except that received by rail," and if "previous to the opening of the railway, *earth* salt was exclusively used in the Ceded Districts," and if the people of these districts having given sea salt a trial have found it wanting and now refuse to eat it, there could be nothing to be gained by reducing the rate of carriage As a matter of fact, however, the use of earth salt in these districts has been gradually disappearing for a long time past, and in 1866 the Collectors all reported that it was being rapidly superseded by marine salt, and was only used by the most indigent classes and given to cattle

G O, dated 27th April 1866, No 996

5 The Consulting Engineer for Railways has furnished a statement showing the traffic in salt at the several stations on the line for 1873, 1874, and 1875 He expresses his regret that the accounts do not exhibit earth and sea salt separately This, however, is of no great importance as it is easy to see by the places to and from which the consignments passed what kind of salt was carried It appears that in 1873 about 3,500 Indian maund of earth salt were taken by rail to Bellary, chiefly from the Veerapuram Station, in 1874 about 4,200 were thus conveyed, in 1875 the quantity fell to 3,150 maunds In 1875 maunds 3,160 were carried by rail from Mudanur and Erragoontla to Bangalore Omitting the year 1874, during a great part of which traffic on the railway was interrupted, and comparing the figures of 1873 with those of 1875, it appears that the falling off in the quantity of sea salt delivered was most marked at Gooty; in the former year 27,290 maunds were conveyed from the Salt Kotars to that station, whereas in the latter only 8,130 maunds were so carried As Gooty is the principal station for the district of Kurnool, this probably means that the people of Kurnool had other ways of obtaining their supplies

Proceedings of the Madras Government, Public Works Department,
19th September 1876. *No* 2,513

6. The Board now revert to the Collectors' reports In his letter, No 261, the Collector of Bellary states his conviction that the amount of sea salt consumed in the district has not really decreased, and that, if it is not carried by rail, it finds its way upon pack bullocks and carts Mr Master asserts, moreover, that the manufacture of earth salt has certainly decreased—an assertion the accuracy of which the Board are inclined to doubt The Railway Traffic Returns show that earth salt is on the move, that it is carried by the Company not only into Bellary, but even to Bangalore The Collector of Chingleput attributes the decrease in the traffic entirely to increased manufacture of earth salt in Cuddapah and Bellary It is known that earth salt is brought from the Ceded Districts into North Arcot, and the Board are informed that it is sold in Conjeveram On the other hand, the quantity of salt sent into Cuddapah from the Nellore pans is on the increase, for, during the nine months ending March 1876, the amount exceeded by one-tenth that despatched during the corresponding period of the year previous The Collector of Cuddapah, who has been at some pains to ascertain facts, has come to the conclusion that the falling off in the railway traffic in the article is attributable to two causes —

(1) Increased consumption of Nellore salt.
(2) Increased manufacture of earth salt

The statement received from the Collector of Nellore shows that the demand in Cuddapah for salt from the pans of that district is on the increase, though not greatly so, while the inquiries regarding the outturn of the licensed modas show that some of them at all events are manufacturing double the quantity they are licensed to produce Mr Gribble considers that the arrangements for granting licenses which came into force in 1874 have had the effect of giving an impetus to the manufacture of earth salt instead of acting as a restriction

7. Without going so far as to believe that the whole of the falling off of the traffic on the line is to be accounted for by the increased production of earth salt, the Board are satisfied that this is one important factor, and that, in order to prevent further loss to Government, it will be necessary to place additional restrictions upon the modas which are still at work The result of the inquiries made in 1866 was to show that any attempt to excise the manufacture of earth salt would be futile owing to the modas being "sparsely scattered over a large extent of country," this difficulty has, in a certain degree, been overcome by the closing of a large proportion of the modas which were then at work, while for all the remaining ones licenses have been issued That the terms upon which these licenses were granted have been in many cases infringed, there is no room for reasonable doubt Modas licensed to turn out a certain quantity have been improved by the construction of additional receivers whereby a greater amount of salt is produced, and at present there is absolutely no check whatever Although, when the present system of licensing was introduced, it was expected that in 1879,

when the full tax, Rupees 1-13-0 per maund, is to be levied, the manufacture of earth salt would altogether cease,* it now appears that this expectation is not likely to be realized, for so long as the manufacturers can pay upon an estimated number of maunds only, and produce with impunity any quantity above that number, it is evident that large profits will be made. The Board are unwilling, however, to recommend the immediate suppression of all manufacture and wish if possible to regulate the working of the licensed modas in such a manner as to prevent fraud upon the revenue The Collectors of the three districts concerned will, therefore, be requested to furnish information upon the following points —

(1) The number of licensed modas and the aggregate licensed outturn

(2) Their situation as regards proximity to each other and to the railway \ other lines of traffic

(3) The best means of checking manufacture in excess of the terms of license.

The importance of the matter as seriously affecting the Imperial Revenue would justify a reasonable expenditure on a special preventive service, rewards to informers, &c, and the Board would support any such proposal. If a special preventive force were appointed, their duties might, at least in the railway taluqs, be of an itinerating nature. Proposals for the employment of such a force should specify the strength and cost of the establishment, which should be a mixed one composed of Police and Revenue Officers The Collector should consult with the Superintendent of Police The reports now called for should be submitted with the least possible delay.

(True Copies and Extract)

(Signed) E GIBSON,
Acting Sub-Secretary.

*G O, dated 28th July 1873, No 790, paragraph 14

Separate Revenue, No 16
Salt

THE Government learn, with disappointment, that the measures adopted for the suppression of the earth-salt modas in the Ceded Districts have failed to produce the desired effect. They await the further information called for by the Board before passing further orders on the subject.

2 A copy of these Proceedings will be furnished to the Public Works Department.

(True Extract)

(Signed) D. F. CARMICHAEL,
Secretary to Government.

No. 330. ORDER THEREON, 19th September 1876, No 2,512.

RAILWAY, No 27.

RECORDED and communicated to the Government of India pending the further report called for.

(True Extract)

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

Proceedings of the Madras Government, Public Works Department,
19th September 1876. *No.* 2,513.

No. 331. (DOCKET No. 2,513, dated 19th September 1876.)

COPY of the above forwarded to the Government of India, in continuation of docket, No. 1,479, dated 14th June 1876.

(True Extract.)

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

Exd. D C Shunker.
Spare Copies

to produce the desired effect.

They await the further information
called for by the Board before
passing further orders on the subject.

A copy of these proceedings
will be furnished to the Public
Works Department.

(Sd) H. Hamilton

Secretary to Government

To the Public Works Department.

1823

Govt. of {1876} Madras.

PUBLIC WORKS.

To The Chief Engr for Rlys

Dated

Issued

Recd *Encl.*

G O, 19 Sept. 1876, No 2572
2573

Nos. 329/31

Forwarding Copy of Proc. of orders of the Board of Rev: reviewing the reports of Collectors concerned regarding the falling off of traffic in sale upon the S. W. Line of the Ry.

Falling off of traffic in sales upon the S. W. Line of the Ry. — Copy Bd of Rev: reviewing the reports of Collrs concerned regarding the — recorded & comm'd to the Govt of India pending the further report called for.

Sent in Dft 12-10-76