

MADRAS RECORD OFFICE.

Government of Madras.

Revenue DEPARTMENT.

G.O. No.	361	Press <u>Mis.</u>
⁶⁸⁻⁶⁹ Dated	8 - 2 -	18 68.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Revenue Department,
8th February 1868.*

No. 168. Read the following Proceedings of the Madras Government in the
Public Works Department :—

Sanctioning the introduction, from 1st February
1868, of a special rate of 8 Pies per ton per
mile for conveyance of salt between Madras } (Here enter 31st January 1868, No. 349.)
and Erode on the South-West Line, Madras }
Railway.

No. 169. ORDER THEREON, 8th February 1868, No. 361.

Separate Revenue, No. 5.

Salt.

Communicated to the Revenue Board.

(True Extract.)

(Signed) F. BRANDT,
Under Secretary to Government.

To the Board of Revenue, with Proceedings Public Works Department, No. 349.

Exd. S. T. Augustin.

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*Proceedings of the Madras Government, Public Works Department,
31st January 1868.*

No. 681. Read the following letter from the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 28th January 1868, No. 31:—

* No. 22, dated 22nd January 1868.

1. I have the honor to submit, for the orders of Government, a letter* from the Agent and Manager of the Madras Railway Company, giving cover to a report from the Traffic Manager upon the subject of the salt traffic upon the South-West Line, between Madras and Erode, and recommending that, from the 1st proximo, a special rate of eight pies per ton per mile be charged for the conveyance of salt in full waggon loads between those two places.

2. Mr. Church in his report shows that the salt traffic, during the latter half of the year 1867, exhibited a falling off of more than 25 per cent. when compared with that of the corresponding period in the previous year; and there can be little doubt that the opening of the Great Southern Line to Kudumudi has been the chief cause of the decrease in the traffic, which will probably be still further affected by the late opening of the Great Southern to Erode.

3. Colonel Anderson, in the fifth and sixth paragraphs of his letter, dated the 29th May last,* No. 164, pointed out that the junction of the two lines would probably be followed by a competition between the respective Companies for the trade in salt, and remarked that he had no doubt that arrangements would be made between the Agents, which would be equally advantageous to both.

4. In the present case, the rate proposed by Mr. Elwin, viz., eight pies per ton per mile, would give for the 243 miles between Madras and Erode a charge of Rupees 10-2-0 per ton. The rate at present charged upon the Great Southern Railway is twelve pies per ton per mile, which, for the 168 miles between Negapatam and Erode, gives a charge of Rupees 10-8-0 per ton: so that the rate which Mr. Elwin proposes to quote would give the Madras Railway Company a slight advantage. It is not, however, likely that the Great Southern would allow the advantage, which they may claim from their shorter mileage, to be turned against them.

5. The question is important, involving as it does a large and valuable traffic; and as it is the first instance in this Presidency in which the interests of the two Companies have come into collision, I beg to be favored with the views of Government.

6. Till now the Madras Railway Company have kept in their own hands almost the entire salt trade of the Salem and Coimbatore Districts; and, having in a manner created the traffic, they are doubtless entitled to consideration. On the other hand, the Great Southern Railway Company may fairly expect that a share of the traffic, bearing some proportion to their shorter mileage, will fall to their line. It would of course be more satisfactory if the representatives of the two Companies were to settle the matter equitably between themselves; but failing this, I should be inclined, upon a full consideration of all the circumstances, to recommend that through rates should be quoted upon both lines for the carriage of salt, such as would make the charge in the one case from Madras to Erode equal to that from Negapatam to Erode in the other.

7. Soliciting the early orders of Government.

*Proceedings of the Madras Government, Public Works Department,
31st January 1868.*

From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 22nd January 1868, No. 22.

• No. 25, 22nd January 1868.

1. Adverting to the annexed copy of a letter* from the Traffic Manager, I have the honor to recommend that a special rate of 8 pies per ton per mile be charged from the 1st proximo, for the conveyance of salt in full waggon loads from Madras to Erode.

2. The falling off in the traffic at Erode, as shown by Mr. Church, is considerable, and as a judicious reduction of the existing rate, viz., 12 pies per ton per mile, will in all probability enable us to hold our own, and secure a traffic over 243 miles of line, I approve of the suggestion.

From the Traffic Manager, to the Agent and Manager of the Madras Railway Company, dated Madras, 22nd January 1868, No. 25.

1. Our salt traffic at Erode during the last three months shows a very decided falling off compared with the same period of last year, and I have reason to believe that it is due to the opening of the Great Southern of India Railway to Cudumudy in July last.

2. I have been hitherto unwilling to disturb existing rates,* but the falling off is assuming such formidable dimensions that we had better at once grapple with the subject.

3. The following figures show the traffic for the half-years ending December 1866 and 1867 :—

	1866.	1867.	Falling off.
	Tons.	Tons.	per cent.
July	222	222	...
August	282	216	23
September	210	192	9
October	240	132	45
November	222	132	40
December	210	138	34
	1,386	1,032	25½
Average per month	231	172	...

4. I would propose to reduce the rate for salt from Madras to Erode from 12 to 8 pies per ton per mile, and thus bring Madras salt delivered at Erode on a par with Negapatam salt.

5. If you approve of this suggestion, kindly sanction the reduced rate from 1st proximo.

No. 682.

ORDER THEREON, 31st January 1868, No. 349.

RAILWAY, No. 52.

Taking into consideration all that is urged in the papers above recorded, His Excellency the Governor in Council

resolves to sanction the introduction from the 1st February 1868 of a special rate of eight pies per ton per mile for the conveyance of salt in full wagon loads between Madras and Erode on the South-West Line of the Madras Railway.

(True Extract.)

(Signed) CHARLES A. ORR, Colonel, R. E.,

Secretary to Government.

To the Consulting Engineer for Railways.

Revenue Dept.

Exd. S. T. Augustin.

1 True Copy
Colonel B.E.
Secretary to Government

