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Proceedings of the Madras Government, Revenue Department,
9th July 1873.

Read the following papers:—

No. 85. Endorsement of the Consulting Engineer for Railways, dated 6th January 1873, No. 4.

Read the following letter from W. S. BETTS, Esq., Agent of the Great Southern of India Railway, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Negapatam, 4th January 1873, No. 4,861.

I SHALL feel much obliged if you will solicit the re-consideration by Government of the proposal to open additional salt-stations in the southern part of the Tanjore station.

2. The Madras newspapers announce that stations are proposed to be established at Tamarankottai and Maghilankottai, in consequence of the demand made upon the existing stations being greater than can be met by the quantity of salt manufactured there.

3. I beg to point out that the existing stations supply more salt than is required by the inhabitants residing in the neighbourhood of those stations; the "demand" spoken of is made by bandy-men who cart rice from Tanjore to Mootoopetta, and who require a back-load of salt for sale at Tanjore and in the neighbouring villages.

4. By opening additional salt-stations in the south a direct competition is established with the railway, and the State not only loses the carriage of the salt over the railway, but the carriage of grain is also drawn from the line; shipments for Ceylon being made at Mootoopetta instead of at Negapatam.

5. It is doubtless the duty of Government, holding as they do the sole manufacture of salt in their hands, to meet the wants of the inhabitants of the districts adjoining the coast; but when it becomes a question of supplying the inhabitants of the central districts, in the midst of which no salt is made, I respectfully submit that the interests of a guaranteed Railway Company should be considered before those of other carriers. If the existing salt-pans at Negapatam and Vedarniem are insufficient to supply the demands of the central parts of this and the adjoining Collectorate, I beg to suggest that the extension necessary to be made should be effected between the two points abovenamed.

6. A large outlay of money has, I believe, been made upon the Vedarniem canal in the interests of the salt-trade, and this Company has also gone to considerable expense in laying down a branch line from the Negapatam terminus to the salt depôt, and this expenditure will become unremunerative by the withdrawal of a large portion of trade to the south.

SUBMITTED for the consideration of Government.

(Signed) J. H. M. SHAW-STEWART, Lieut.-Colonel, R.E.,
Consulting Engineer for Railways.

REFERRED to the Revenue Department.

(Signed) G. W. WALKER, Colonel, R.E.,
Secretary to Government, P.W.D.

REFERRED, through the Board of Revenue, to the Collector of Tanjore for his remarks. A small sketch map should accompany his report.

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

15th January 1873.

No. 86. Proceedings of the Board of Revenue, dated 4th June 1873, No. 934.

Read again the following papers:—

Endorsement of the Secretary to Government, Revenue Department, dated 15th January 1873, on letter from the Agent to the Great Southern of India Railway, dated 4th January 1873, No. 4,861.

ABSTRACT.—Referring through the Board of Revenue to the Collector of Tanjore for remarks letter from the Consulting Engineer for Railways submitting Agent's letter regarding the proposals to open additional salt station in Tanjore.

Proceedings of the Madras Government, dated 17th February 1873, No. 190, Revenue Department.

ABSTRACT.—*Want of manufactured Salt at Negapatam.*—Letter from the Consulting Engineer for Railways on this subject forwarded to the Board of Revenue and the attention of all officers called to the Standing Rules regarding the mode of correspondence with Government.

Read also letter from the Hon. D. ARBUTHNOTT, Officiating Collector of Tanjore, to J. GROSE, Esq., Secretary to the Board of Revenue, dated Vallam, 28th April 1873, No. 146.

With reference to the Acting Sub-Secretary's Official Memorandum, dated 22nd [illegible]timo, No. 388, and the copy of the Government docket dated 15th January, therewith received, I have the honour to submit the following remarks on the objections raised by the Agent of the Great Southern of India Railway to the two salt stations* lately reopened in the southern part of the district under the sanction of Government communicated in the Board's Proceedings dated 13th December 1872, No. 2,383.

* Tamarankottai and Maghilankottai.

2. As the Board will observe on reference to their Proceedings of the 3rd December last, the two adjoining main stations of Tambikkinallavankottai and Adrampatam, to which those now reopened have been made subsidiary, had

actually to be closed for months from want of salt. They now remain closed again for the same reason, and, as will be seen by the subjoined table, the stock of salt in the whole district is at present hardly sufficient for two months' consumption:—

	Stations.	Sales: During the year ending March 1873.	Sales: In March 1873.	Stock of salt on hand on 1st April 1873.
		IN. MDS.	IN. MDS.	IN. MDS.
East ...	1. Neidavassel including the sub-station of Tenpadi	77,490	10,375	8,554
	2. Tranquebar	56,939	...	9,570
	3. Negapatam	2,89,338	2,460	10,604
	4. Vedaraniem	18,890	2,300	29,289
South..	5. Tambikkinallavankottai	57,416	...	...
	6. Adrampatam	95,673	...	...
	7. Kattumavadi	82,921	29,162	14,163
	8. Arasanagari	38,093	6,633	53,212
	Total...	7,16,760	50,930	1,25,392
Sold to French Government		9,600	1,200	...
,, for exportation by sea		44,850	...	...
	Grand Total...	7,71,210	52,130	1,25,392

3. It is true that a large portion of the salt in the southern stations is bought up by merchants bringing grain from the interior of eht district for exportation to Ceylon, and who take back salt as return loads for their carts; but, unless it is meant that the sales at all other stations than Negapatam should be confined strictly to local consumption, and that merchants asking for this commodity to take into the interior of the district should be told to go to Negapatam in order that the Railway might have the carriage of all salt for general trade, I do not see how the Government can do otherwise than maintain at every station in the district a stock adequate to the existing demand thereon. That this can be done in the case of Tambikkinallavankottai and Adrampatam only by working the pans now reopened is demonstrated by the facts above stated.

4. The peculiar facilities which the southern port of Muttupettah and Adrampatam present for the export trade in grain and the superior quality of the salt manufactured in their neighbourhood have long established a trad in that direction,* and it is obviously not a sound policy to endeavour to divert it from its natural course, more especially when, notwithstanding every effort in that direction, it is found impracticable to secure a sufficient stock of salt at Negapatam to meet the present daily increasing demand. It is to be observed that as fast as salt is available at Negapatam it is taken up and still the demand is unsatisfied; salt must, therefore, be obtained elsewhere, or not at all; in fact, as matters now stand the question is not whether it is the Railway or the country carts that should have the carriage of salt, but whether those parts of the district into which salt is carried from the southern

* *Vide* Mr. Cadell's letter, paragraphs 4 and 5, Board's Proceedings, dated 3rd December 1872, No. 2,306.

stations should have it at all or not, for if they cannot get this commodity from those stations they can get it from no where else.

5. The direct competition of which Mr. Betts complains is clearly restricted to district trade, for all salt that goes beyond the district starts from Negapatam, and Mr. Betts himself does not say that any salt purchased in the southern stations is carried beyond the district. Now, what is required for district consumption cannot, under any circumstances, have to travel the whole length of the Railway, but must find its way into the interior of the district from various points on the Railway beginning from the first station. Supposing, therefore, that there is a sufficiency of stock at Negapatam and that the southern stations are nevertheless resorted to in preference thereto, what the Railway loses in the way of carriage for district consumption cannot be very considerable.

6. Viewing the question broadly, however, the interests of the Railway Company must gain rather than lose by the expansion of the salt trade in other parts of the district, for if more salt than can be had at Negapatam is forthcoming elsewhere and goes to supply the deficiency in regard to the inland trade generally, the Railway will have the carriage of it for the greater part of its length, instead of having, as at present, no more salt to carry than what it receives from Negapatam. The salt that goes to other districts must, at any rate, be carried by the Railway; it will then be carried from either the Nidamangalam or the Tanjore Station, the former being thirty and the latter forty-nine miles from Negapatam, and this makes all the difference; in fact, as to distance travelled, which, instead of the entire length of 168 miles from Negapatam to the terminus at Erode, will be 119 miles if from Tanjore and 138 if from Nidamangalam.

7. With reference to Mr. Betts' suggestion that new pans may be opened between Negapatam and Vedaraniem instead, obviously any measure calculated to supply the existing deficiency at Negapatam is entitled to first consideration, since it is of importance, in every point of view, to secure an adequate stock at this station, which commands the whole trade by the Railway. Mr. Ricketts, the Salt Deputy Collector, who states that the idea emanated from himself, considers the proposal a feasible one, but gives no particulars as to where the new pans should be opened and what the cost involved would be. I have asked for a full report on the subject, and, should the proposal be found to be practicable, I will submit it for the consideration and orders of the Board and Government without delay, and if its practical effect shows that the old pans of Tamarankottai and Maghilankottai, in the south, now reopened, are no longer required (which, however, from what is stated in paragraphs 3 and 4 *supra* does not seem likely), there will be nothing to prevent their being closed again; but, as matters stand, I do not see how this can be done at present consistently with the interests of the public or the public revenue, or, indeed, of the Railway Company.

8. I beg to enclose a sketch map as required by the Government docket. The salt stations are either printed or underlined in red. The three villages of Tambikkinallavankottai, Tamarankottai, and Maghilankottai, from which the adjacent pans take their names, are, it will be seen, shown to be far inland, but the pans are on the coast. The villages consist of extensive tracts of land, and their positions as indicated on the map show merely the village sites.

Proceedings of the Madras Government, Revenue Department,
9th July 1873.

ENCLOSURE No. 1.—Sketch Map.

THE Board resolve to submit the letter of the Collector of Tanjore to Government with the following remarks.

2. In December 1872 Government sanctioned the reopening of salt-pans at Tamarankottai and Maghilankottai, in the south of Tanjore District.

3. These pans had been closed in 1865, but the want of more salt there had been so much felt that Mr. Cadell recommended them to be reopened. Salt is needed there not only to meet the local demand but as a return load for carts carrying grain to the ports of Adrampatam and Muttupettah, which are said to maintain an active trade with Ceylon at all seasons of the year.

4. The Agent of the Great Southern of India Railway has made the opening of additional pans near these ports the subject of a complaint to Government. He insists that if additional salt is required it should be manufactured near Negapatam so that the Railway should have the profit of carrying it instead of the carts, and points out that the Railway interests suffer by the provision of a return load at the southern ports, since if the traffic in grain to these ports were not encouraged the grain would be shipped from Negapatam in preference.

5. In short, Mr. Betts does not hesitate to ask that the salt monopoly should be so worked as to drive the trade in grain and salt from its natural channel to the Railway which he manages.

6. Mr. Arbuthnott properly points out that, as the supply in the south was insufficient to meet the demand, it was right and proper to increase that supply, and that every effort is being made to supply as much salt at Negapatam as will meet the demand of the Railway there.

7. The Board think it unnecessary to comment at length on the Collector's letter. The Government are clearly bound to meet the demand for salt with a supply thereof whenever and wherever that demand may arise. So long as purchasers apply at the southern pans salt must be made to meet their demand. A failure of salt at the Government stores is the greatest encouragement to smuggling.

8. The Board are clearly of opinion that it is neither proper nor practicable to work the salt trade so as to divert the grain trade from one port to another.

No. 87. ORDER THEREON, 9th July 1873, No. 712.

Separate Revenue, No. 4.
Salt.

COMMUNICATED to the Public Works Department.

2. The Governor in Council entirely concurs in the views expressed by the Board of Revenue.

(True extract.)

(Signed) R. A. DALYELL,
Acting Secretary to Government.

To the Public Works Department.
,, the Board of Revenue.

Exd. F. R. Bantleman.

No. 4861 GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE,

NEGAPATAM, 4th January 1873

3286 Endorsement of the

From

THE AGENT,

Great Southern of India Railway,

To

The Consulting Engineer
for Railways
Madras

SIR,

I shall feel much obliged if you will solicit the re-consideration by Government of the proposal to open additional Salt stations in the Southern part of the Tanjore station

2 The Madras Newspapers announce that stations are proposed to be established at Tamarankotee and Vangalankotee, in consequence of the demand made upon the existing stations being greater than can be met by the quantity of salt manufactured there.

3. I beg to point out that the existing stations supply more salt than is required by the inhabitants residing in the neighbourhood of those stations; the "demand" spoken of is made by bandymen who cart rice from Tanjore to Mootoopetta and who require a back load of salt for sale at Tanjore and in the neighbouring villages

4. By opening additional Salt stations in the South a direct competition is established with

with the railway, and the State not only loses the carriage of the salt over the railway, but the carriage of grain is also drawn from the line; shipments for Ceylon being made at Mootoopetta instead of at Negapatam (5)

5 It is doubtless the duty of Government holding as they do the sole manufacture of salt in their hands to meet the wants of the inhabitants of the districts adjoining the Coast, but when it becomes a question of supplying the inhabitants of the central districts in the midst of which no salt is made, I respectfully submit that the interests of a guaranteed Railway Company should be considered before those of other carriers. If the existing salt pans at Negapatam and Vedarnieum are insufficient to supply the demands of the central parts of this and the adjoining Collectorate, I beg to suggest that the extension necessary to be made should be effected between the two points above named

6. A large outlay of money has I believe been made upon the Vedarnieum Canal in the interests of the Salt trade; and this Company has also gone to considerable expense in laying down a branch line from the Negapatam terminus to the Salt Depot and this expenditure will become

become unremunerative by the withdrawal of a large portion of trade to the South.

I have the honor to be
Sir
Your most obed't Servant
Wm Adams Bolles
Agent

No 4861

From
The Agent
G.S.I.Ry.

To
The Consulting Engr.
for Railways

Dated 4th
Recd 6. } January 1873

Regarding the
Valt stations of the
Tanjore stations

~~P.W. 6/1/73~~

Revd: Re 107 B 1/73

Encl. to Letter dated

N.° 712. 9 July 73.

Proceedings B.° of Revenue.
Objections of the Agent of G. S. I.
Railway to opening certain Salt-
Pans to south of Tuticorin D.°

4 June 1873, N.° 934.

Communicated to the
Public Works Dept.
The Gov.° in Council
concurs in the views
expressed by the Board
of Revenue

WD.

21 To the P. W. Dep.tt dec 16 July/73
14 " Board of Rev " ——

90

Objections of the Agent
U.S. Nations to certain
Certificates of Citizenship
Paiyute Dist

Cur

Depredations
1884

L. 85-87

Revenue 1873 Depart

RAILWAY DEPARTMENT.

187 No. 101

No. 03.

From The Consulting Engineer for Railways,

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

Trichinopoly 26 Dec 73

S.O. No. 712 - 9th July 73.

Dated 6th January 1873.

Received 15th No. 6

Encl: 1.

Submitting agents letter regarding the proposals to open additional sale stations in Tanjore

Tanjore Dist. 6. 17th February 1873 No. 195.

Referred

Referred to the Revenue Dept.

Commr. Col. Kt.

Secy. to Govt. P.W.D.

15th

14th January 73.

Referred with the Collr. of Revenue to the Collr. Tanjore for his remarks. A small Hatel map Nr. accompanies his report.

Lt. Hannelat

Engr. & Secy.

15th Jan 73

S. No. 236-73 R 10 Feb