

*Proceedings of the Madras Government, Revenue Department,
13th August 1873.*

No. 78. Read the following Proceedings of the Board of Revenue, dated 25th July 1873, No. 1,394:—

Read the following letter from the Hon. D. ARBUTHNOTT, Collector of Tanjore, to J. GROSE, Esq., Secretary to the Board of Revenue, dated Tritrapandi, 30th June 1873, No. 227:—

With reference to the Proceedings of Government, dated 15th March 1873, No. 321, communicated in Board's Miscellaneous No. 2,937, dated 15th May, I have the honour to report that the Vedaraniyam Canal answers well. The want now felt, however, is that of salt to send to Negapatam, and not of means for its carriage.

2. It is true that, owing to the canal being in parts shallow, the traffic at present is attended with obstruction and delay, more especially in the dry season; but, nevertheless, there can be no doubt that the work has proved highly useful and that it provides a cheap water carriage for salt which otherwise cannot be thrown into the market at a reasonable cost, and I consider it highly desirable that this water communication should be perfected so as to render it available for the passage of boats of ordinary sizes at all seasons of the year.

3. The whole cost of this canal, including the amount hitherto spent on its maintenance, is Rupees 1,68,362, of which about two-fifths has been already recovered by the saving in the cost of transporting the Vedaraniyam salt to Negapatam. The total quantity of salt conveyed to Negapatam by the canal since it was opened for traffic in 1867 is shown in the margin, 8,24,620 Indian maunds or 6,872 garce, and, taking the difference between the cost of carriage by sea and the present cost of carriage by the canal to be Rupees 10 a garce

	RS.
Cost of construction	1,43,667
Maintenance	24,695
Total	1,68,362

	IN. MDS.
Fasli 1277	80,766
" 1278	1,63,761
" 1279	2,04,084
" 1280	1,17,725
" 1281	1,72,575
" 1282 up to 24th May ...	85,707

(which may safely be taken as a moderate calculation), the saving at this rate on the quantity above specified comes to Rupees 68,780. Considering, moreover, that the salt trade is capable of further expansion, another lakh of Rupees or so spent on the improvement of the canal would be most usefully spent and prove a decidedly remunerative outlay.

4. This, with the proposal I am about to submit for opening new salt-pans on the side of the canal about six miles south of Negapatam, and the development, to the fullest extent possible, of the resources of Vedaraniyam and likewise of Adrampatam in the south as places of manufacture, is, in my opinion, all that can be done towards meeting the present requirements of trade as well as of the public revenue, and I cannot suggest any other scheme for a concentration of manufacture having for its object the fuller expansion of the railway traffic.

5. I am aware that Mr. Cadell was strongly in favour of a branch line of light railway from Tanjore to Muttupettah, but I do not think the time has arrived for discussing this question. Muttupettah is upwards of eight miles by land from the nearest* salt-pans and sixteen miles by sea and river, and

* Tambikkinallavankottai.

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Adrampatam, the chief salt station, is four miles further; and, even if a railway were constructed at a cost of 16,00,000 Rupees, we would not be independent of Vedaraniyam. As the Board are aware, the salt depôts at Adrampatam and the adjoining station of Tambikkinallavankottai have of late had repeatedly to be closed

* Tamarankottai and Maghilankottai. for want of salt; it is true that two old stations subsidiary thereto have been now reopened† and a further extension of manufacture in Adrampatam itself may also perhaps be practicable; but it cannot be supposed that it will furnish anything like the supply now required, while the bringing over of salt from other divisions on the south by carts along the coast to supply the branch railway is out of the question as the cost of carriage would be simply prohibitive. Supposing even that the branch railway could be supplied with as much salt as it would require for general trade, it is more than doubtful whether its earnings both in the carriage of salt from the coast and the carriage of grain for shipment to the coast would, after covering the cost of working and the loss of the present traffic on the main line between Negapatam and the junction of the branch railway, leave a fair margin of profit on an outlay of sixteen lakhs of Rupees which I understand is calculated to be the sum the branch railway would cost.

THE Board resolve to submit the report of the Collector of Tanjore to Government with reference to Proceedings dated 15th March 1873, No. 321.

2. They view the success of the Vedaraniyam Canal with much satisfaction, and fully support the Collector's recommendation that the canal should be made passable for boats of ordinary size at all seasons of the year.

3. The Board have communicated a copy of the above letter, with reference to its concluding paragraph, to the Consulting Engineer for Railways.

No. 79.

ORDER THEREON, 13th August 1873, No. 837.

Separate Revenue No. 6.
Salt.

THE Governor in Council concurs with the Board of Revenue in considering the report on the Vedaranyam Salt Canal as highly satisfactory. The Collector's proposal that the canal should be so perfected as to render it available for boats of an ordinary size at all seasons of the year are approved. The necessary plans and estimates will be called for in the Public Works Department.

(True Extract)

(Signed)

R. A. DALYELL,

Offg. Chief Secretary.

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

Exd. F. R. Bantleman.

*Rev. Board of Revenue
Salt manufacture in
Tanjore District.*

25 July 73. No. 1394 60

No. 837. 13 Aug. 73

*The G. in C. concurs
with the Board of Revenue
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the year, are approved.*

The necessary plans
and estimates will
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Public Works Dept.

MD

To B. R. Bantleman
Pub Works Dept. { Sep 20/8

8/28-99

G.O.
Salt manufacture
in Tongareva Is.

Crosby
Dec 1899

C. S. Crosby 934 13 Crosby

10-9-58

Govt. of 1873 Madras.
REVENUE.

To

THE BOARD OF REVENUE.

&c., &c., &c.

Dated August 13th.

Recd.

Encl.

Vide No. 540 of 1874

G. O., 13th August 1873, No. 837.

AUGUST.

Nos. 78-79.

Vedaranyam Salt Canal. — Considering the report on the — highly satisfactory, and approving the Collector's proposal that the canal should be so perfected as to render it available for boats of an ordinary size at all seasons of the year.

10-11-90

C. & Aug. 93 13 Aug. 73