

(1) Number of Pages..... 6.
 (2) Date of repair..... 8-6-67.
 (3) Initials of the Referencer..... *[Signature]*
 6/11/67

MADRAS RECORD OFFICE

GOVERNMENT OF MADRAS

Revenue. DEPARTMENT

G.O. No.	31.	Press
B.P. No.		Mis.

Dated 5-6-1874 196 .

Not to be folded or roughly handled

No. 553. Read the following letter from Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, to Colonel G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Madras, 10th April 1874, No. 221:—

In the Proceedings of Government, dated the 13th February 1874, No. 353, His Excellency in Council called for plans and estimates of a metre gauge tramway to be laid along existing main thoroughfares between the Salt Cotaurs and the Goods Station of the Carnatic Railway Company, with a view to enable the supply of salt to the stations on that line to be drawn from the depôt at the Presidency.

I had an opportunity, during last month, of discussing this subject with the Railway Authorities, and I have since received Mr. Betts' letter, No. 463, dated the 30th ultimo, which I do myself the honour to lay before Government for their consideration.

2. The Agent refers to an inquiry which was made during 1871 regarding the salt trade which would be likely to pass over the Carnatic Railway. He observes that the Salt Deputy Collector of Madras, in a report dated the 28th November 1871, advocated that the supply of salt for the southern districts should be drawn from the depôt at Homes' Garden, and that a tramway should be made from that depôt to join the Carnatic Railway. Mr. Betts states that the construction of a tramway from the Sydapett Station to Homes' Garden would, in his opinion, be in every way preferable to the construction of one between the Goods Terminus at Madras and the Salt Cotaurs. The former, he says, would be much shorter, would cost less, would avoid all public roads excepting the Mount Road, which it would have to cross, and could be worked with greater safety and at less cost.

3. I enclose, for the consideration of Government, a copy of the Deputy Collector's report* to which Mr. Betts alludes. I have also been in communication with the Revenue Authorities, and I learn from them that there is no doubt as to the capability of the depôt at Homes' Garden to meet all possible demands upon it after the completion of the Railway.

4. I beg to draw special attention to paragraph 7 of the Deputy Collector's report. Mr. Chentsal Rao states that when the manufacture of earth salt in the Ceded Districts is discontinued, the supply from the north will probably be unequal to the demand; and he is of opinion that before long the reserve available at the Salt Cotaurs will have to be supplemented largely from the depôt at Homes' Garden. This seems to leave no doubt that the Salt Cotaurs will be unequal to supply the additional demand for salt which will be created by the completion of the Carnatic Railway, and clearly points to the necessity of placing that line in connection with the depôt at Homes' Garden.

5. With the permission of Government, I shall therefore call upon the Agent of the Carnatic Railway Company to submit plans and estimates for the construction of a tramway between their station at Sydapett and the depôt at Homes' Garden, in place of those called for in the Proceedings of Government under

acknowledgment. The question may hereafter arise whether a second connection, from the Carnatic line to the Salt Cotaur, will become necessary in order to meet the increased demand for salt likely to arise in Cuddapah and Bellary, but in that case it seems doubtful whether the Railway Company could properly be expected to construct that branch at their own expense.

Soliciting the favour of early instructions.

From W. S. BETTS, Esq., Agent of the Carnatic Railway Company, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Negapatnam, 30th March 1874, No. 463.

BEFORE putting in hand the plans and estimates for connecting by rail the Salt Cotaur and this Company's Goods Station at Madras, called for in your letter No. 41, of the 16th ultimo, I have the honour to ask you to bring under the notice of Government the result of an inquiry, which was made in the latter part of 1871, regarding the salt trade which would be likely to pass over the Carnatic Railway.

2. The Salt Deputy Collector of Madras, in a report dated the 28th November 1871, (sent to this Office with your letter No. 292, of the 8th December 1871,) advocates that the supply of salt required for the Southern Districts be drawn from the Homes' Garden Depot, and that a tramway be made from that depot to the main line of the Carnatic Railway.

3. For the following reasons I consider this plan a better one to adopt than would be the making of a tramway to the Salt Cotaur.

4. Approximately the length of the Homes' Garden branch would be one mile and a quarter, whereas the Salt Cotaur branch would be two miles long. A tramway from the Sydapet Station to the Homes' Garden Depot would cost less in construction; it would not run along any public road, and it would cross but the public thoroughfare.

5. It could consequently be worked with greater safety and at less cost. The mode of working of the proposed tramway from the Goods Station to the Salt Cotaur has not been stated. If locomotive engines were used the working of the tramway would, I presume, have to be restricted to hours when the public traffic is the smallest.

6. I infer from the Deputy Collector's remarks that the Salt Cotaur would be unable to supply a much larger demand than it now has to meet, without the stock of salt is supplemented from other pans, whereas the Homes' Garden Depot could be sufficiently supplied from its present manufacturing sources to meet the demands from the Southern Districts.

7. I shall feel obliged by your letting me have the decision of Government on this question as soon as you can obtain it.

From P. CHENTSAL RAO, Deputy Collector, Chingleput District, dated Madras, 28th November 1871, No. 601.

I HAVE the honour to acknowledge the receipt of your letter, dated 9th November 1871, No. 1,821, calling upon me to furnish the information required by the Consulting Engineer for Railways of Madras, regarding the prospects of the salt trade on the Carnatic Railway.

2. The quantity of salt actually sold last year at the several depôts of Madras, Homes' Garden, and Cheyur for cart traffic, besides the quantity* of salt retailed for the consumption in the town of Madras and its suburbs, is as shown below:—

	Tons.
Madras	2,400
Homes' Garden	2,622
Cheyur	3,266
	8,288

3. I understand that the cart traffic from Madras and Homes' Garden supplies chiefly the southern portion of the Ponnery Taluk, and that part of the country lying about ten miles south of the Madras Railway as far as Cauverypauk in the west and the Chingleput in the south. The Cheyur Depot supplies from Chingleput as far as Tindevanam in the south and Wandiwash in the west.

4. I presume that the proposed line of the Carnatic Railway will run through Chingleput, Madrantakum and Tindivanam. If so, it would be cheaper to carry salt from the Homes' Garden Depot to Chingleput and Madrantakum by rail, than from Cheyur through the only Chotpauk road by carts, as now done. The usual hire of a cart is 1 Rupee for ten miles, and half of that rate for the return journey; and as carts which carry salt always bring goods, the cart charge for conveying salt may be said to be 12 Annas per cart per ten miles. A cart does not carry for any long distance more than 10 bags or 20 Indian maunds. The cost of carrying salt by cart is thus 1 Anna 7½ Pies per ton per mile (27 maunds being equivalent to one ton). If the Carnatic Railway can carry salt at the special rate of 8 Pies per ton per mile allowed to several places in the Madras Railway, Homes' Garden can successfully compete with the Cheyur salt as far as Madrantakum, and even a few miles beyond it; and when it takes possession of the important places of Chingleput and Madrantakum it will, of course, also command the country lying west of those places. Even at 1 Anna per ton, Homes' Garden could compete with Cheyur up to five miles of Madrantakum, as will be seen from the calculations below:—

Cost for carrying a ton of salt by cart from Cheyur to Madrantakum	rs.	a.	p.
by the Chotpauk road, a distance of 20 miles, at 1 Anna 7½ Pies			
per ton per mile	2	0	6
Do. from Homes' Garden to Madrantakum by rail, a distance of			
45 miles, at 8 Pies per ton per mile	1	14	0
Do. from Cheyur to 5 miles beyond Madrantakum through the only			
Chotpauk road, a distance of 25 miles, at 1 Anna 7½ Pies per ton			
per mile	2	8	7½
Do. from Homes' Garden to the above place by rail, a distance of			
40 miles, at 1 Anna per ton per mile	2	8	0

5. Although the Cheyur salt would be outbid by that of the Homes' Garden Depot to the extent above shown, I do not apprehend that the sales at Cheyur would fall; but, on the contrary, I believe it would supply Tindevanam and the adjacent country with a large quantity of salt through rail, as Cheyur salt in that part of the country is preferred on account of its quality to that of Merkanum and of the other depôts in the South Arcot District.

6. Under the foregoing circumstances I calculated that nearly 6,000 tons, which is about three-fourths of the quantity now sold for cart traffic in the several depôts, will, to begin with, be carried by rail for an average distance of 40 miles, and that at 8 Pies per ton per mile, the immediate gain to the Company would be about 10,000 Rupees. Even if the quantity estimated by me be a little too large, which I do not think it is, there cannot be much doubt as to the amount of gain estimated by me being correct, inasmuch as the Consulting Engineer states that the Railway charge is to be 1 Anna per ton per mile and not 8 Pies as estimated by me. Even 4,000 tons for an average distance of 40 miles would give 10,000 Rupees.

7. I think also that ere long a large quantity of salt will have to be brought on the Carnatic Railway from Homes' Garden to the Madras Cotaur for storage and distribution through the Madras Railway, as the supply from the Northern Division will undoubtedly be unequal to the demand when the manufacture of earth salt in the Ceded Districts is discontinued as is now contemplated.

8. With reference to the indirect gain alluded to in my former letter, and your observation in paragraph 2 of the letter under reply, I beg to remark that, in my opinion, my former observations apply, though not perhaps to the full extent, even to the carts that come to convey salt from the country situated at right angles to the line when there was no rail, all these carts used to bring goods to Madras or Cheyur to carry salt in return. Now, if they can get salt in their

way at one of the Railway stations, I think what they would do is to send their goods to Madras by rail from the station where salt is available, and if they cannot get salt at any of the Railway stations, they would rather take their goods on carts to the places where salt is available in view to their bringing salt on their return carts.

9. I am not at all particular that the Railway line should touch the Homes' Garden Depôt, altering the course already proposed. A tramway from the line to Homes' Garden, as suggested by the Consulting Engineer, would quite answer our purpose.

10. With reference to the Consulting Engineer's remark, as to why salt should not be carried to the Railway from the pans where salt is produced instead of from the Homes' Garden or the Madras Cotaar, I beg to state, for his information, that salt stored at the Homes' Garden Depôt is produced at Covelong and Vadasamanjerry villages, which are situated on the coast. The salt stored at the Madras Cotaar is produced in the divisions north of Madras. I do not know how far Covelong and Vadasamanjerry would lie from the intended line of Railway, and when that is known, it may be considered whether it would be more desirable to arrange for connecting the salt producing places in the south with the rail, or whether it would be cheaper to continue the existing system of receiving salt by boats and storing at the Homes' Garden Depôt. I think that the latter would always be cheaper.

11. I have also heard it said that the line of the Carnatic Railway instead of passing straight through Chingleput and Madrantakum, is to pass through somewhere about eight miles from Cheyur; if so, I think it would be desirable to connect Cheyur with the rail. Then the connection with the rail of the Homes' Garden Depôt would not be of much importance, since Cheyur produces the best salt, and the supply there can meet any amount of demands, and the distribution can be more easily and cheaply effected from that place.

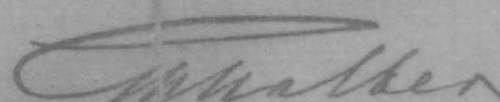
No. 554.

ORDER THEREON, 29th May 1874, No. 1,421.

RAILWAY, No. 67.

UNDER the circumstances explained in these papers His Excellency the Governor in Council approves of the alternative proposal for connecting the Salt Depôt at Homes' Garden with the Sydapet Station of the Carnatic Railway by means of a tramway on the metre gauge, and will await the receipt of plan and estimates.

(True Extract.)

 Colonel, R.E.,
Secretary to Government.

To the Consulting Engineer for Railways.
,, Revenue Department. ✓

Exd. S. T. Austin.

20 Spare Copies

will follow for Mr. Austin

N. 1787.
Revenue Department
Govt. of 1874 Madras.

PUBLIC WORKS.

To

THE CONSULTING ENGINEER

FOR RAILWAYS.

&c., &c., &c.

Dated May 29th.

Recd. *L. Inl.*

Encl.

G. O., 29th May 1874, No. 1,421.

MAY

Nos. 553-554

Dis. Inl.
Carnatic Railway. — The alternative proposal for connecting the Salt Depot at Homes' Garden with the Sydapet Station of the Carnatic Railway by means of a tramway on the metre gauge, approved, the receipt of plan and estimates awaited.

N. 31.

*Comd. to the B. & C.
Revenue of W.
5 June 1874 4/6*

2 B. & C. Revenue Dept. 10 June 1874