

Local & Munl. (1895) Department.

MISCELLANEOUS.

G.O., No. 2164 L

DATED 16th Nov 1895

[Despatch Abstract.]

Railway Guarantee Fund.

Communicating to the District Board, Tanjore, G.O.,
Financial Department, forwarding preliminary statement show-
ing the financial position of the ----- in the Tanjore district.

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

No. 871 R., 18TH DECEMBER 1895.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers :—

Memorial of the public of Tranquebar and its suburbs, to His Excellency the Right Honourable the Governor in Council, dated Tranquebar, December 1894.

May it please your Excellency—We the undersigned residents of Tranquebar and its suburbs beg most respectfully to submit to the kind consideration of your Excellency in Council, this humble memorial on the following long-prayed-for subject, viz., the construction of a railway line between Májavaram and Tranquebar,—a subject that has engaged the serious consideration of the Government for more than a decade and a half, as far back as 1878, when the Government issued its orders on the subject for the first time. We are fully confident that the claims of this once-flourishing old historic town will not be overlooked or passed unnoticed.

2. It would be idle and superfluous, even had we space, and still more, it would be taxing upon your Excellency's patience, to enter into an elaborate discussion of the *pros* and *cons* of the scheme and to reiterate and dilate upon the various reasons, local and imperial, that had influenced the Government to sanction the Májavaram-Tranquebar Railway per G.O. No. 1252, dated 20th September 1882. We shall therefore confine ourselves to merely pointing out the several claims which Tranquebar has on its side for the project, and shall briefly lay before your Excellency the object with which we are solely actuated in thus recommending and praying for the sanction of Májavaram-Tranquebar Railway.

3. The advantages which this place enjoys and the numerous facts and circumstances which contribute to render it a place suitable for railway connection, as well as the measures taken towards the execution of this project, may be briefly summarised.

4. Nearly three centuries have passed since the Danes set their foot on these shores and converted a small village into a thriving mart of trade. Such was its political and commercial importance combined with Western education and philanthropic efforts, that in the old records it has been frequently styled "The Queen of the Coromandel Coast." It is sad to reflect that after half a century of British rule the place should be allowed to dwindle down to its primitive insignificance.

5. The town of Tranquebar on account of its salubrious climate was for many years the head-quarters of the North Tanjore district and the seat of several judicial courts and other public institutions. The port contains, as it were, the nucleus of a large city. It has salt-pans, fisheries and a good flag-staff port favourable for shipping and landing purposes, with many godowns, large and substantial buildings, public and private, a healthy situation and other advantages which are scarcely found united in any other town in the district; it has greater facilities for embarking and disembarking merchandise than many other ports in the district. With respect

to the fisheries, it may be added that a considerable amount of fish, salted as well as fresh, is exported from Tranquebar to inland towns and Ceylon. Even now there are many wealthy merchants who carry on trade on a very extensive scale with Mauritius and Ceylon.

6. Next, we respectfully beg your Excellency to permit us to spend a few words on the project itself. It was on the recommendation of the Local Fund Boards and the Collectors of the District—Messrs. H. S. Thomas and E. F. Webster—that the Government began to consider the proposal of connecting Tranquebar by railway with the South Indian line. This scheme received from the Madras Government such a strong and effective support that under its sanction a regular survey of the line from Májavaram to Tranquebar was completed and an additional cess of a quarter anna in the rupee levied in the district to form the Guarantee fund for the Tranquebar Railway, and other feeder lines as might be proposed after its construction (as may be seen from the Government orders marginally noted) and sanction was accorded to the Májavaram-Tranquebar Railway project.

G.O. No. 1331, Financial Department, dated 31st July 1878.
 " 1969 " " 31st Oct. "
 " 2006 " " 21st " 1879.
 " 105 " " 16th Jan. 1880.
 " 415 " " 26th Feb. "
 " 1201 " " 17th June "

7. But just at the time when final arrangements were to be made for the execution of the work, certain unfavourable combination of circumstances took place, in consequence of which the Tranquebar Railway project was set aside in favour of the Májavaram-Muttupet line and the Tranquebar project was suspended for subsequent action. When sanction was accorded to the Májavaram-Muttupet line, the public of Tranquebar, your Excellency's humble memorialists, were duly informed (G.O. No. 245, dated 15th February 1890, and the foot-note thereon No. 669, dated 5th March 1890, by the Sub-Collector), that the construction of the Tranquebar line would be taken into consideration after the completion of the Muttupet line. Now that the latter is finished, we pray that the original plan of connecting the port of Tranquebar with Májavaram may be taken up, or that any of the following alternative suggestions be adopted:—

- (a) That a feeder line from Tranquebar may tap the Májavaram-Muttupet line at Perunjeri, a distance of about twelve miles (the same distance as between Karikal and Peralam, the places to be connected by the French Government).
 (b) From Shiyáli to Negapatam *via* Tranquebar, Karikal and Nagore.

8. In favour of scheme (a), we beg to state that this line, if constructed, will divert the traffic from the inland taluks of Kumbakónam and Májavaram from flowing into French territory through the Peralam line and thus guard British interests against the foreign port.

Scheme (b) may be taken up with advantage if the French Government could be induced to give up their present scheme of connecting Karikal with Peralam, and in lieu of it to continue our line through their territory. The Shiyáli-Negapatam line passing through several important stations and ports such as Thirumalaivasal, Tranquebar, Karikal and Nagore, will prove more favourable for British trade and would recommend itself also to the French as it brings their settlement nearer Pondicherry. This scheme further recommends itself as being practically an extension of the East Coast Railway and would connect Madras with the terminus of the South Indian Railway.

The ground-nut trade is growing more extensive from year to year and the article is carried from these ports to Karikal for shipment to the Straits Settlements. The salt-pans of Kadaikadu, Neidavasal, Thirumalaivasal and Tranquebar will also tend to develop the railway traffic.

Nagore, Thirukadayur, Cauveripattanam and Thirumeignanam with their holy shrines and bathing places will attract numerous pilgrims from various parts; and the important Native festivals held annually at Chidambaram, Májavaram, Vydisvarancoil, Akore, Olugamangalam and Valanganny and attended by thousands of pilgrims, will prove an important additional item of traffic on the proposed branch line.

Mr. E. F. Webster has (as stated below in paragraph 11) given particulars of the traffic passing through Tranquebar, and since that time the ground-nut trade has considerably developed.

9. The Májavaram-Muttupet line runs close to the frontiers of the French territory at Karikal and the proposal to connect the latter with the Muttupet line has met with the approval of the Supreme Government, so that, the interests of the British ports are apt to be jeopardised to the benefit of the foreign port. The connection of Karikal by railway, as has been sanctioned, will largely tell upon the material prosperity of the neighbouring places. It will concentrate the wealth of the surrounding taluks of Kumbakónam, Májavaram and Shiyáli to itself; and especially the whole wealth of Nannilam taluk will be rolled into the foreign port; and thus it will tend to develop the trade of the French port at the expense of the British ports.

10. All these adverse effects of the Karikal line can, we are sure, be obviated, at least to a large extent, by the opening of the Tranquebar-Májavaram line, or by any of the other alternative schemes suggested in this memorial. The construction of any such line is, in our humble opinion, the best measure that can be adopted towards alleviating and atoning for the injury that is likely to be caused to British territory by the construction of the Karikal line; and it will be a sure means of counteracting the prejudicial influences of the Karikal line.

11. The town of Tranquebar was once a most flourishing port under the Danish rule. It carried on a busy and thriving trade with Batavia, Straits Settlements, Mauritius and Ceylon. It is capable of recovering its former commercial prosperity. The revenue of Tranquebar to Government from sea customs and salt amounted to two

lakhs in 1876-77.* We beg to call attention to the traffic returns and other particulars furnished by Mr. E. F. Webster in his letter, No. 794, dated 23rd July 1879; also to the fact that the Tanjore district is an excess-producing district (as observed by Mr. Thomas), needing annually to send its surplus grain to sea, and requiring the interior to be brought into communication with the sea-ports of the district as outlets for such traffic; also to the shipping advantages afforded by the port of Tranquebar; and over and above all to the circumstance that the interests of this and other British ports which have been jeopardised by the sanction of the Imperial Government in favour of the Karikal-Peralam Railway, need now to be

* The rice of Shiyáli will be shipped at Tranquebar in preference to Thirumalaivasal when the line will be executed, because the merchants experience great losses by the transport by river to Thirumalaivasal.

	TONS.
The exportations of Tranquebar, from 1870 to 1875, in rice only, 1,062,344 maunds or 531,172 bales, at 13 bales for a ton, 40,860 tons for the 5 years and for one year ...	8,172
The exportations of Thirumalaivasal, the duty paid on rice being Rs. 70,000 per year, during the same period of 1870 to 1875, that makes 186,666 bales, at 13 bales per ton ...	14,359
Total ...	22,531

safeguarded by some such railway project as we pray for. The exclusion of the port of Tranquebar from the network of railways traversing the district and the presidency, the wretched state of its roads, the close contiguity of the flourishing French port with special advantages, the removal of courts and other public establishments from it—all these causes have tended to the gradual decay of its trade. But now we feel confident that the construction of a railway line from this port will revive its former importance and trade.

12. It was we who originally suggested the formation of the Railway Guarantee fund of the district. The Local Fund Board unanimously resolved, under the lead of Messrs. H. S. Thomas and E. F. Webster, that the object of the fund should be to construct the Tranquebar line first and all other lines subsequent to it (*vide* G.O. No. 1331, Financial, dated 31st July 1878). The northern taluks of the Tanjore district have, in the form of a special cess, been annually contributing about twenty thousand rupees to the Railway Guarantee fund of the district. As the benefits of railway extension have not reached us yet, we, as the remaining unbenefited subscribers to the capital that has already been raised and utilized for other parts of the district, pray that we in our turn may be similarly benefited.

For this act of benevolence and kindness your memorialists shall, as in duty bound, remain grateful.

Note by the Consulting Engineer for Railways.

The inhabitants of Tranquebar have submitted a memorial for the construction of a railway between Máyavaram and Tranquebar. They were informed in answer to a previous application in G.O. No. 245 R. of 15th February 1890, that the construction of this line would be considered after the completion of Máyavaram-Muttupet line. An estimate for this project was made by the Consulting Engineer for Railways in 1879 embodied in Proceedings, Financial Department, No. 2006, of 21st August 1879. This estimate amounted to Rs. 8,00,000 or Rs. 44,400 a mile for 18 miles and was framed on the assumption that the road could not be utilised—a fact which the report of the Assistant Engineer in charge seems to establish. It was also assumed that the works are to be constructed in the same substantial manner as on other parts of the system. The estimate seems capable of reduction in some particulars—

(1) A saving of Rs. 1,000 per mile may be effected by a reduction in the average height of bank from 4 to 3 feet.

(2) A saving of Rs. 1,200 a mile may be made in land acquisition due to decrease in height of bank and width of berms.

(3) A saving of Rs. 2,000 a mile may be effected under stations and buildings by eliminating platforms and substituting a cheaper kind of station building.

(4) A saving of Rs. 8,000 a mile may be effected by eliminating rolling stock, the line being worked by the South Indian Railway; total saving Rs. 12,200 per mile. Against this must be put an increase under permanent-way of Rs. 1,000 per mile net saving, say, Rs. 11,000 per mile.

This will reduce the estimate from Rs. 44,400 per mile to Rs. 33,400. The direct distance between Máyavaram and Tranquebar is 14 miles; allowing another mile for deviation from the straight, the total distance becomes 15 miles, and the total cost will be about 5 lakhs. This estimate seems not too sanguine when compared with other metre gauge lines in easy country such as the following:—

	Per mile.
	RS.
Jodhapur-Bickaneer	32,936
Gaekwar's-Mehsana	31,351
Jetalsar-Rajkot	28,083

It seems probable, however, that the construction of the Karikal line to which the Government are committed, will put the construction of a metre gauge line to Tranquebar quite out of the question. The only alteration would appear to be a cheap steam tramway on the 2 feet 6 inches gauge. This would necessitate special rolling-stock from England. The cost inclusive of rolling-stock would probably be not more than Rs. 20,000 a mile, and in this case the existing road could be utilised. This would increase the length from 15 to 18 miles. Total estimated cost Rs. 3,60,000.

The following results taken from the statistics of Indian Railways may be of assistance to the Local and Municipal Department in connection with the Máyavaram-Tranquebar Railway:—

Special Gauge Railways.

Name.	Length, miles.	Cost per mile.	Percentage on capital cost.		
			Gross earnings.	Working expenses.	Net earnings.
		RS.			
Jorhat, 2 feet	26	27,997	8.91	7.06	1.85
Darjeeling Himalayan, 2 feet	51	60,144	20.68	11.46	9.22
Gaekwar's, 2½ feet	72	25,500	13.81	6.55	7.26
Cooch Behar, 2½ feet	22	28,695	0.69	1.31	0.62
Morvi, 2½ feet	94	22,613	15.19	8.33	6.86

The average of these gives 99 as the gross earnings per mile per week and a percentage of 55.26 of working expenses on gross earnings resulting in an average

percentage of 6.77 per cent. on the Capital cost, but it must be remembered that the Darjeeling-Himalayan Railway by reason of its favourable conditions should not be taken as a typical example.

25th May 1895.

(Signed) F. R. UPCOTT,
Consulting Engineer for Railways.

No. 1914 C.

Transferred to the Local and Municipal Department in view to the opinion of the Local Fund Board being obtained.

30th May 1895.

(Signed) F. R. UPCOTT,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

From E. C. RAWSON, Esq., President, District Board, Tanjore, to the Chief Secretary to Government, dated 2nd September 1895, Dis. No. 552/D.B.

With reference to Government endorsement (herewith returned), dated 21st June 1895, No. 832, referring for report, memorandum of the Consulting Engineer for Railways, dated 30th May 1895, No. 1914 C., regarding the construction of a tramway line between Máyavaram and Tranquebar, and in continuation of my letter, dated 23rd August last, No. 535, I have the honour to submit herewith a copy of the District Board's resolution, dated 31st August 1895, No. 2, from which it will be seen that the Board are unanimously and strongly of opinion that if the line is constructed, it should be railway line and not a tramway, and that this is the next work that should be taken up in the district.

ENCLOSURE.

EXTRACT from the Proceedings of the District Board of Tanjore, dated 31st August 1895.

2. Read endorsement of Government on the memorial of the inhabitants of Tranquebar, No. 832, dated 21st June 1895, praying for the construction of a railway between Máyavaram and Tranquebar and letter from the President, Taluk Board, Kumbakonam thereon, No. 480, dated 4th July 1895, submitting a copy of the Taluk Board's resolution on the subject and President's note thereon, dated 15th August 1895.

Resolution—

The Board are unanimously and strongly of opinion that if the line is constructed it should be railway line and not a tramway. The railway line would be far more useful; experience in connection with the Máyavaram-Muttupet line shows that such a line can be made to pay. The Board are strongly of opinion that this is the next work that should be taken up in the district.

(Signed) E. C. RAWSON,
President.

No. 1316, Local and Municipal.

Transferred to the Public Works (Railway) Department.

FORT ST. GEORGE,
16th September 1895.

(Signed) W. FRANCIS,
Ag. Under Secretary.

G.O. No. 846, Financial, dated 29th October 1895.

READ—again the following paper :—

G.O. No. 144, Financial, dated 12th February 1895.

ABSTRACT.—Recording statement showing the financial position of the Railway Guarantee fund in the Tanjore district.

Read—also the following papers :—

G.O. No. 581 R., dated 16th September 1895.

ABSTRACT.—Directing that copies of the Capital and Revenue Accounts of the Mâyavaram-Muttupet Railway for the first half-year of 1895 (showing the net earnings to have been Rupees 48,367) to be forwarded to the Government of India and the Secretary of State.

G.O. No. 712, Financial, dated 20th September 1895.

ABSTRACT.—Recording, with remarks, Proceedings of the Public Works Department, No. 493 R., dated 31st July 1895, communicating the sanction of the Government of India to the further expenditure of Rs. 1,21,741 required to complete the Mâyavaram-Muttupet Railway.

Endorsement No. 1357, dated 21st September 1895, from the Local and Municipal Department, transferring the revised estimate for 1895-96 and the budget estimates for 1896-97 of the Railway Guarantee fund submitted by the President, District Board, Tanjore.

Memorandum No. 1064 D., dated 26th September 1895, from the Joint Secretary to Government, Public Works Department (Railway Branch), requesting to be furnished with a copy of the statement showing the position of the Railway Guarantee fund, Tanjore.

G.O. No. 671 R., P.W.D., dated 9th October 1895.

ABSTRACT.—Ordering that the six months' estimate of the Mâyavaram-Muttupet Railway (Capital) for 1895-96 be forwarded to the Government of India.

Order—No. 846, Financial, dated 29th October 1895.

The appendix to these proceedings contains a statement of the financial position of the Railway Guarantee fund in the Tanjore district based on the data furnished by the President of the District Board and on the revised estimate of the cost of the Mâyavaram-Muttupet Railway, which has now been raised by 1.22 lakhs. Half the additional outlay will have to be provided by the District Board.

2. The fund will have a credit balance of about $8\frac{1}{4}$ lakhs at the end of 1897-98.

3. The Public Works Department will be requested to intimate any further alterations that may be necessary in the statement with reference to the final estimates of Provincial outlay in 1895-96 and 1896-97.

(True Extract.)

(Signed) W. FRANCIS,
for Chief Secretary.

APPENDIX.
STATEMENT showing the financial position of the Railway Guarantee Fund in the Tanjore District (in lakhs of Rupees).

Years.	Revenue Account.										Capital Account.									
	Opening balance—Revenue and Capital Accounts.	Receipts.					Total of columns 3 and 9.	Expenditure.					Closing balance (cols. 10 and 14).	Opening balance.	Government Securities purchased.	Total.	Government Securities sold.	Closing balance.	Closing balance—Revenue and Capital Accounts (cols. 15 and 20).	
		Land-cess.	Interest.	Net receipts from the railway line opened.	Receipts from sale of Government Securities.	Premium on sale of Government Securities.		Total.	Contributions to Provincial for the Railway.	Purchase of Government Securities.	Premium on purchase of Government Securities.	Total.								
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1891-92	10.37	2.35	.93	.38	..	1.00	.06	2.37	4.72	1.43	2.30	..	3.94	.78	8.02	2.30	10.32	1.00	9.32	10.10
1892-93	10.10	.78	.99	.37	..	.70	.04	2.10	2.88	2.13	..	..	2.13	.75	9.32	..	9.32	.70	8.62	9.37
1893-94	9.37	.75	.89	.28	..	3.20	.20	4.57	5.32	4.59	..	..	4.59	.73	8.62	..	8.62	3.20	5.42	6.15
1894-95	6.15	.73	1.18	.24	.32	1.21	.07	3.02	3.75	3.20	1.00	..	3.20	.55	5.42	..	5.42	1.21	4.21	4.76
1895-96	4.76	.55	1.08	.17	.48	..	..	1.73	2.28	(a) .63	1.00	.13	1.76	.52	4.21	1.00	5.21	..	5.21	5.73
1896-97	5.73	.52	1.08	.18	.49	..	..	1.75	2.27	(b) .42	1.25	.20	2.12	.15	5.21	1.50	6.71	..	6.71	6.86
1897-98	6.86	.15	1.08	.23	(d) .49	..	..	1.80	1.95	.20	1.25	.16	1.61	.34	6.71	1.25	7.96	..	7.96	8.30

(c) Outlay of 1894-95, viz., 1.26 (G.O. No. 256, Financial, dated 6th September 1895, page 7).

(d) Total outlay on the Mâyavaram-Muttupet Railway up to the end of 1894-95 .. 23.99
Additional amount now sanctioned (G.O. No. 493 R., dated 31st July 1895) .. 1.22

Total Provincial outlay on the railway .. 25.21

Half cost payable by Local funds .. 12.60

Deduct amount paid up to end of 1895-96 .. 11.98

Balance payable { In 1896-97, .42 } .. .62
 " 1897-98, .20 }

(e) In his estimate the President, District Board, made no provision for payment of half the Provincial outlay in 1895-96 and 96-97.
(f) The net earnings in the first half of 1895 amounted to 48 lakhs (G.O. No. 681 R., dated 16th September 1895).

ORDER—No. 871 R., dated 18th December 1895.

The memorialists of Tranquebar and the District Board of Tanjore will be informed that the project for a railway from Májavaram to Tranquebar is approved, provided that the Board undertake its construction without assistance from Provincial funds and can show to the satisfaction of the Government that it will pay a fair percentage on its Capital cost.

2. Assuming the same conditions as obtained on the Májavaram-Muttupet line, it is probable that this branch on the metre gauge will cost seven lakhs.

3. It is observed that the Railway Guarantee fund now stands at 5.73 lakhs and is estimated to be 8.3 lakhs by the end of 1897-98, and there, therefore, seems no reason why this branch should not at once be undertaken by the agency of the South Indian Railway, were the provision of funds the only obstacle.

4. On the other hand, the proposed line from Peralam to Karikal, now about to be built by the French Government, runs parallel to the branch under notice at a distance of 8 miles only, and it is not at all evident how this branch could earn even 3 per cent. on its capital cost.

5. The success of the Májavaram-Muttupet Railway has been so far sufficient to encourage the hope that it may be the forerunner of other lines of railway constructed locally; for this reason, therefore, it is essential that no project should be undertaken that would be unlikely to return a fair percentage and discourage the enterprise of District Boards elsewhere.

(True Extract.)

(Signed) F. R. UPCOTT,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

To the Local and Municipal Department.
" Memorialists of Tranquebar.
" President, District Board, Tanjore.
" Agent, South Indian Railway.

RAILWAY.

Govt. of {1895} Madras.

PUBLIC WORKS.

Dated December, 18th.

Recd.

Encl.

G.O. No. 871 R., 18th Dec. 1895.

DECEMBER.

Railway from Mayavaram to
Tranquebar

Approving the project for a —, provided the District Board, Tanjore, undertake its construction without assistance from Provincial funds and can show that it will pay a fair percentage on its capital cost.

No. 846, FINANCIAL, 29TH OCTOBER 1895.

GOVERNMENT OF MADRAS.

FINANCIAL DEPARTMENT.

READ—again the following papers:—

G.O., No. 144, Financial, dated 12th February 1895.

ABSTRACT.—Recording statement showing the financial position of the Railway Guarantee Fund in the Tanjore district.

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ABSTRACT.—Directing that copies of the Capital and Revenue Accounts of the Mayavaram-Muttupet Railway for the first half year of 1895 (showing the net earnings to have been Rupees 48,367) to be forwarded to the Government of India and the Secretary of State.

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The appendix to these proceedings contains a statement of the financial position of the Railway Guarantee Fund in the Tanjore district based on the data furnished by the President of the District Board and on the revised estimate of the cost of the Mayavaram-Muttupet Railway, which has now been raised by 1.22 lakhs. Half the additional outlay will have to be provided by the District Board.

Govt. of {1895} Madras.
FINANCIAL.

Local & Municipal Dep
CURRENT NO. 32412

en
misc:

Order No. 2164 Linn. 16-11-95

Communicated to the District

Issued

Recd. 4-11-95

Encl. S.S.C.

Board, Tanjore.

V.R.
13/11/95

W.R.
16/11/95

G.O., No. 846, 29th October 1895.

OCTOBER.

Railway Guarantee Fund.

Preliminary statement showing the financial position of the — in the Tanjore district.

(With order)

When given for copying _____
When copied _____
When examined _____
When signed _____ } 189.

READ AGAIN G.O., No. 189 ,

DATED

CURRENT No.

ENCLOSURES TO O. No.

ORDER OF GOVERNMENT A A A A A A A

LETTER OF GOVERNMENT.

STATEMENT WITH DITTO.

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