

[L.E.M.]
[9.00/3-4-26.]

Local & Munl. (1896) Department.

MISCELLANEOUS.

G.O., No. 30 L

DATED 7th January
1896.

[Despatch Abstract.]

Mayavaram Tranquebar Railway.

Recording G.O. Public Works Department
informing the memorialists of Tranquebar and the District Board of
Tanjore that the project for ----- is approved under certain condi-
tions.

BACK PAPERS.

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

FURTHER PAPERS.

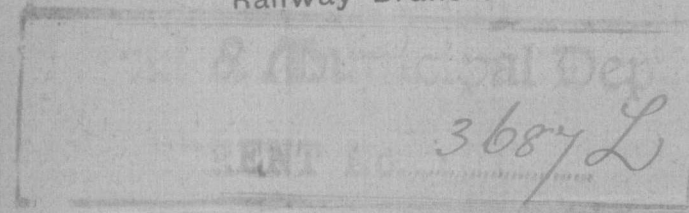
G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

R. Form No. 21.
500-18-9-95.

1895.

Public Works Department,

Railway Branch.



No. 871. R

Dated 18th December 1895

Despatched

Received

Encl. 1 - recd. 6.1.96.

Mayaguan. Tranquebar
Railways

Informing the members -
of the District Board of Engrs
that the project for
is approved under certain
Conditions

Order no. 30 Dated 7.1.96

Recorded.

7.1.96

7.1.96

To

This Excellency

The Right Honorable

SIR BEILBY LAWLEY BARON WENLOCK, G.C.I.E.,

Governor of Fort St. George and

President in Council,

MADRAS.

The humble Memorial of the Public of Tranquebar and its Suburbs.

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 Mayavaram 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 Mayavaram-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 the Mayavaram-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 summarized.

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 Mayavaram 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

G. O. Financial Department dated	31st July 1878	No. 1331.	from the Government orders margin-
"	31st Oct. 1878	" 1969.	ally noted) and sanction was accorded
"	21st Oct. 1879	" 2006.	to the Mayavaram-Tranquebar Rail-
"	16th Jan. 1880	" 105.	way project.
"	26th Feb. 1880	" 415.	
"	17th Jun. 1880	" 1201.	

7. But just at the time when final arrangements were to be made for the execution of the work, certain unfavorable combination of circumstances took place, in consequence of which the Tranquebar Railway project was set aside in favour of the Mayavaram-Muttupet Line and the Tranquebar project was suspended for subsequent action. When sanction was accorded to the Mayavaram-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 Mayavaram may be taken up, or that any of the following alternative suggestions be adopted:—

(a) That a feeder line from Tranquebar may tap the Mayavaram-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 Sheally 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 taluqs of Kumbakonam and Mayavaram

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 Sheally-Negapatam Line passing through several important stations and ports such as Thirumalaivasal, Tranquebar, Karikal and Nagore, will prove more favorable 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 S. I. 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, Cauveripatnam 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, Mayavaram, 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 para. 11) given particulars of the traffic passing through Tranquebar, and since that time the ground-nut trade has considerably developed.

9. The Mayavaram-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 taluqs of Kumbakonam, Mayavaram and Shiyali to itself; and especially the whole wealth of Nannilam Taluq 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-Mayavaram 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 Settle-

PROCEEDINGS OF THE MADRAS GOVERNMENT.

CURRENT No. 36872

READ the following

*Memorial from the inhabitants of
Tranquebar of December 1894.**Note by the Consulting Engineer for
Railways, Madras, to the District Board
Tanjore, dated 25th May 1895.**Letter from the District Board
Tanjore, dated 2nd September 1895.**Read also:**G.O. No. 846 dated 29th October 1895.**/Financial/**Order thereon, No. 841. D. 24th Dec 1895.**The Memorialists of Tranquebar
and the District Board of Tanjore will be
informed that the project for a Railway
from Mayaram to Tranquebar is
approved, provided that the Board
undertake its construction without
assistance from Provincial funds and**can show*

ments, 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 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., Financial, No. 1331, dated 31st July, 1878). The northern taluqs 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.

TRANQUEBAR,
December 1894.

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

The exportations of Tranquebar, from 1870 to 1875, in rice only, 1,062,344 mounds or 531,172 bales, at 13 bales for a ton, 40,860 tons for the 5 years, and for one year ... 8,172 Tons.

The exportations of Thirumalavasal, 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 "

22,531 Tons.

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 Mayavaram Mantupet line it is probable that this branch on the metre gauge will cost 7 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% on its Capital cost.

5. The success of Mayavaram Mantupet Railway has been so far sufficient to encourage the hope that it may be the

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.

/ Truck Strait /

F. Rupcott

Joint Secretary to Govt P. W.
Railway Branch.

To,

The Local Municipalities
.. Memorialists of Trancubon
.. President, District Board, Tanjore.
.. Agent, South Indian Ry.

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READ AGAIN G.O., No. _____ DATED _____
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CURRENT No. _____

ENCLOSURES TO C. No. _____

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LETTER OF GOVERNMENT.

STATEMENT WITH DITTO.

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