

Local & Munl. (1899) Department.

MISCELLANEOUS.

G.O., No. 822 *L*

DATED *19-4-99.*

INDEXED.

[Despatch Abstract.]

*Extension of the Mayasam-Mutpet Rly to
Aadaiyarkoil.*

*Communicating to the District Board, Tanjore,
C.D. P.W.D., communicating to the Agent, South
Indian Railway, for information and guidance,
letter from the President, District Board,
Tanjore, regarding the change of route of
the ——— and stating that the route chosen
by the District Board should be adopted
in the project now under preparation.*

BACK PAPERS.

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

FURTHER PAPERS.

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

RAILWAY.

Government {1899} of Madras. PUBLIC WORKS.



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1899.

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G.O., No. 331 Ry., 23rd March 1899.

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Order No. 822 L. H. 19-4-99.

Communicated to the
District Board, Tanjore.

MARCH.

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18/4/99

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To The President, Dt. Bd., Tanjore.

W.P. 17/12/99

Extension of the Mayavarm-Mutupet Railway to Avadaiyarkoil

Communicating to the Agent, South Indian Railway, for information and guidance, letter from the President, District Board, Tanjore, regarding the change of route of the — and stating that the route chosen by the District Board should be adopted in the project now under preparation.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read again the following papers :—

- G.O., No. 537 Ry., dated 5th April 1898.
 " " 1403 Ry., " 15th November 1898.
 G.O., Nos. 1518-19 Ry., dated 9th December 1898.
 G.O., No. 1545 Ry., dated 15th December 1898.
 " " 92 Ry., " 20th January 1899.

Read also the following paper :—

From—The President, District Board, Tanjore.
 To—The Secretary to Government, Local and Municipal Department, Madras.
 Dated—Camp Negapatnam, 28th February 1899, No. 1 D.B.

I have the honour to submit, herewith, a copy of the resolution of the district board, dated 25th February 1899, making a change in the route originally proposed for extending the Mayavaram-Mutupet Railway to Avadaiyarkovil and request that the alteration now made may be approved. The original proposal was to make the line pass through Adirampatnam, Pattukkottai and to Avadaiyarkovil direct, passing Kalagam, Sithathikadu, Arasankulam and Perungadu—*vide* proposals submitted by the district board with its resolution, dated 25th July 1896, embodied in G.O., No. 537 Ry., dated 5th April 1898, communicated with endorsement No. 823 L., dated 2nd May 1898. In his letter No. 1252 D.B., dated 26th November 1897, Mr. Andrew suggested that, when the survey of the Mayavaram-Mutupet Railway extension is taken on hand, it would be well to consider if the line ought not to take a slight *detour* and run to Avadaiyarkovil *via* Arantanghi. As Collector, he has recorded the same observation, when his opinion was invited on the merits of the Trichinopoly-Tondi Railway line—*vide* his letter No. 4650, Revenue, dated 29th September 1897, embodied in Board's Proceedings, No. 691 (Settlement), dated 29th October 1897. The modification seemed desirable for several reasons; but, before placing the matter before the Board, I requested the Assistant Collector in charge of the Pattukkottai division to go over the ground with an officer deputed by the Railway Company and report on the subject. The result of his enquiries is embodied in his report No. Tour A., dated 20th February 1899 (copy enclosed), and, after considering the question in the light of that report, the Board decided on the route to Avadaiyarkovil *via* Arantanghi.

2. Arantanghi is a considerably more important place than Avadaiyarkovil, being the head-quarters of the Deputy Tahsildar and Sub-Magistrate. There is besides a Sub-Treasury and a Sub-Registrar's office in the place, and—a most important consideration—road material is procurable close by—which the Railway will render available for use in improving the roads of the taluk.

3. I trust that Government will approve of the change in route. There is, of course, the objection that every *detour* makes the line more unsuitable for ultimately becoming the main through-route from the south, but the line is being constructed purely for the benefit of the district as a substitute for roads—*vide* paragraph 1 of the "statement under head 8 of the application" printed at page 3 of G.O., No. 537 Ry., dated 5th April 1898; and from the district point of view, I submit the balance of advantage is immensely in favour of the route now proposed.

4. I solicit the favour of very early orders on the subject as the survey of the line is now in progress.

ENCLOSURES.

PROCEEDINGS of the District Board, Tanjore, dated 25th February 1899.

17. Read letter from the Agent, South Indian Railway, Trichinopoly, No. 1657/23-118, dated 10th January 1899, requesting to inform him which places in the Tanjore district should be served by the Mutupet-Avadaiyarkovil extension in order to start the survey work referred to in G.O., No. 1518 Ry., dated 9th December 1898; this office reference thereon to the Assistant Collector, No. 88, dated 18th January 1899, and his reply thereto.

The Board considers that the line should run from Mutupet to Adirampatnam; thence to Pattukkottai; thence to Arantanghi following more or less the course of the main road passing Peraurni; thence to Avadaiyarkovil.

From—The Assistant Collector in charge of Pattukkottai Division.
 To—The President, District Board, Tanjore.
 Dated—Camp Arantanghi, 20th February 1899.

I have the honour, with reference to your Reference on Cur. No. 88/D.B. of 1899, dated 15th January 1899, directing me to report after inspection the best route for the proposed extension of the railway from Pattukkottai to Avadaiyarkovil, to report as follows.

2. In company with Mr. Clifford, who was deputed to accompany me by the South Indian Railway Company, I marched from Pattukkottai to Avadaiyarkovil following what is now the main road through the taluk. I returned by the western route which goes *via* Sendangudi (Nagaram), Avanam, and Tiruchittrampalam to Pattukkottai and skirts for the most part the boundary of the Pudukkottai State. This road is shown in the older maps as the main route, and probably for that reason it suggested itself to the Railway authorities as that which the line should follow; for the map with which Mr. Clifford was provided showed no other. It is not however maintained now by the Local Fund authorities and its repair forms, I believe, an item in the Local Fund Engineer's Famine programme. There are in fact three chief roads, traversing this taluk from north to south. The most easterly of these is the coast road passing from Pattukkottai *via* Rajamadam, Sethubava Chattram, Ammani Chattram, Manamelkudi to Mimissal and so towards Rameswaram. It leaves Avadaiyarkovil at a distance of some 14 miles to the west. If we had to consider the best route for a direct through line which should connect Tanjore and the districts north of it with Ceylon (Pamban), then this coast route which is undoubtedly the shortest would have strong claims to consideration. But such, I apprehend, is not the intention of the Board in constructing this line. The coast route is further open to the objection that it presents greater difficulties from an engineering point of view, since it would be necessary to cross numerous rivers close to the sea, that is, at the point where their size is most considerable. There remain the central route and the western route already alluded to. The latter is open to similar economic objections as the coast route. Passing, as it does for the most part close to the edge of the taluk it would not, in my opinion, serve the convenience of the people nearly as well as the more central line. As to the relative positions of these routes between Pattukkottai and Arantanghi, it will be seen from the map that they form the sides, so to say, of an elongated oval being separated at the farthest point from each other by a distance of from 6 to 7 miles. The distance from Pattukkottai to Arantanghi is almost the same by each route, that is between 29 and 30 miles. Before, however, leaving the discussion of this western route, it should be noted that there is a slight advantage in its favour from an engineering point of view. It crosses the various streams higher up in their course, and the bridging would probably be somewhat easier; there would, I think, also be one stream fewer to cross on this line, as compared with that *via* Peraurni. Possibly, also, the nature of the soil along this route in which a larger proportion consists of hard earth as opposed to the sandy and clay tracts farther east, would render construction less difficult. Mr. Clifford was of opinion that the balance from his point of view would be slightly in its favour. I do not however think that this should be allowed to outweigh the obvious disadvantage of position, and this ground alone would, I think, be sufficient to commend the more central alignment.

3. As to the comparative importance of the villages on either route, my enquiries go to show that on or near the western route, there are few villages of any size which would not be within easy reach of the central route also. On the other hand if the western route is adopted, a number of important villages lying east of the Peraurni road will be left practically unserved. I append two lists of the more important villages within easy reach of which the line would pass. List A refers to the Peraurni route, List B to the Nagaram route. The lists are not exhaustive, but are meant to merely give an idea of the villages on each line. On the western (Nagaram) route lies the village of Tiruchittrambalam about 10 miles from Pattukkottai. At Nagaram itself a fair of

some importance is held. There is also a police station there. Close to this line also is Keeramangalam (population 2,333). On the other hand, on the Perauni route at 7 miles from Pattukkottai is Ottangadu (1,401), at 9½ miles is Kalagam (1,332), from which point the direct road to Avadaiyarkovil branches. At 14 miles is Perauni where a considerable fair is held. There is also a police station and a post office there; and not far from it is Arasarkulam (2,404), where a fair is held; at 29 miles is Arantangi itself.

From the papers communicated to me on the subject I gather that it was at first intended to carry the line direct from Pattukkottai to Avadaiyarkovil. The advantages of doing so lie, I suppose, in the fact that the line would then, as nearly as possible, bisect the taluk and that the length of the line to be constructed would be less. The direct route branches from the main road at Kalagam, 9½ miles from Pattukkottai. The distance from Kalagam to Avadaiyarkovil is about 22 miles. I learn that, excepting Subramaniapuram (which is about equi-distant from this end from the Perauni-Arantangi route) there are few important villages between Kalagam and Avadaiyarkovil. On the other hand the country to be traversed abounds in tanks which would probably add somewhat to the difficulties of construction. For these reasons, and those presently to be set forth, I consider that, for such a line as is now contemplated, the more circuitous route *via* Arantangi will prove also the most useful.

It cannot be said that Avadaiyarkovil is a very important place in itself. Its population is about 2,500. The chief source of importance is the temple in which festivals are held in December and June, when about 15,000 people assemble. Most of them, I understand, come from Madura, Trichinopoly, Tanjore and Southern districts, but a certain number of pilgrims bound for or returning from Rameswaram, turn aside to visit Avadaiyarkovil. With regard to this pilgrim traffic, it should, I think, be borne in mind that so far as the pilgrims to Rameswaram are concerned, it is possible to be too sanguine. Many of these are, I believe, from the north of the Presidency and Central India. They are, for the most part, exceedingly poor and hardly in a position to pay railway fare. Add to this that they are seldom in a hurry; and that along the whole coast of this taluk chattrams are provided at convenient intervals, where such travellers can get food and lodging for the asking. I do not think the existence of such pilgrim traffic can be expected to affect the railway returns much one way or the other. With regard, however, to the assemblage for the half-yearly festival at Avadaiyarkovil, it is, I think, fair to expect that the railway will catch a good deal of it, and will probably contribute to swell the number of persons attending. The extensions of the lines to Avadaiyarkovil will also be likely to attract traffic from Devakottai and other places of importance in the Madura district. It is also desirable to open up the extreme southern part of this taluk where a good deal of paddy is raised. At present a good deal of this produce is exported to Ceylon from the ports of Ammapatnam and Kottaiapatnam, but probably were the means of ready transport available, the greater part would be diverted inland.

But, while it cannot be denied that the extension of the line to Avadaiyarkovil is desirable, it would, I think, be a great mistake to omit Arantangi, premising, of course, that what we are contemplating is not so much the construction of a quick through route to the south as the improvement of communications within the taluk itself.

Arantangi is important—

(1) As the head-quarters of the Deputy Tahsildar and Sub-Magistrate; there is also a sub-treasury, a sub-jail and a Sub-Registrar's office. To persons having business with any of these offices the railway will be a great convenience.

(2) It is at the junction of the main roads from Pudukkottai and Madura on the north, west and south-west and from Kattumavadi, Mimissal on the coast on the east and south-east. With Pudukkottai especially, it is connected by a metalled road.

(3) A large fair is held there.

(4) It lies close to important laterite quarries which, on their existing circumstances, cannot be fully utilized owing to the difficulties in transporting the metal; this, it seems to me, is no small advantage having in view the necessity of constructing feeder roads to the line.

For these reasons, I would recommend that the alignment of the railway should run from Pattukkottai direct to Arantangi following more or less the line of the existing main road and that it should thence turn south-easterly direction as far as Avadaiyarkovil (8 miles). Whether the line should cross the Vellar is a question to be decided mainly on consideration of the expense of bridging. The Vellar is a very considerable stream; but even were the line to be carried only to the hither bank of it, the terminus would be barely a mile from the temple itself.

I enclose twelve statements compiled from the records of the Traffic Registration office at Arantangi, from August 1897 to the end of December 1898. For the seventeen months the total quantity of goods registered as having passed through Arantangi to and fro in all directions is 473,233 maunds giving a monthly average of 27,837 maunds. Similarly the returns show that the traffic of animals (sheep, cattle, &c.) come to 49,776 with a monthly average of 2,928. The returns of passengers show the total of 61,287 giving a monthly average of 3,605.

These figures are useful as giving some idea of the traffic which, under present circumstances, passes through Arantangi. What part of it would be caught by the railway, it is difficult to say. There is a brisk trade in rice (chiefly unhusked), in miscellaneous articles of merchandise

and in European piece-goods from the coast inland. It is also perhaps worth noting that the greater amount of traffic through Arantangi passes to and from the Kattumavadi-Pudukkottai line (*vide* statements E and F). In fact the readiest way to get to Tanjore from the south of this taluk is *via* Pudukkottai. Although, therefore, it is true that at present the busiest line of traffic passes directly athwart the proposed line of rail, yet it may be expected that, with the improved direct communication, much of this will be diverted. The figures in statement F also include a good deal of traffic which, in fact, comes from Mimissal, Avadaiyarkovil and places to the south. An attempt has been made to pick out from the more general register the items of traffic which would probably be conveyed by rail from Arantangi to Avadaiyarkovil and *vice versa*, i.e., to arrive at some estimate of the traffic on this particular section.

	Goods.	Animals.	Passengers.
Statement I—			
Total	64,506	13,763	7,545
Average	4,300	918	503
Statement II—			
Total	32,838	190	10,536
Average	2,189	13	702

The result is shown in special statements I and II which have been prepared under the supervision of the late Deputy Tahsildar of Arantangi. The result is shown in the margin. Figures are available for fifteen months only. It should be remarked that the traffic of better class pilgrims to Avadaiyarkovil from the north of the taluk, i.e., those attending the half-yearly festivals, now turns off at Kalagam and does not pass through Arantangi. It is to be expected, therefore, that the passenger figures with the rail communications will be greater than that now recorded. It must, however, be admitted that the volume of traffic due to the festival is not in itself extraordinary. It is rather with a view to the general utility of the line and the possible extension further south that its construction to Avadaiyarkovil is desirable.

In conclusion I have to regret the delay in submitting this report; it was due partly to the time occupied in preparing the original statements and also the fact that further information was required as to certain points in the special statements. I beg to return the papers delivered to me.

Endt. by the Local and Municipal Department, dated 7th March 1899, No. 269.
Transferred to the Public Works Department (Railway Branch).

ORDER—No. 331 Ry., dated 23rd March 1899.

The letter from the President, District Board, Tanjore, with its enclosures will be communicated to the Agent, South Indian Railway Company, for information and guidance. The route chosen by the District Board of Tanjore, viz., that *via* Arantangi, should be adopted in the project now under preparation.

(True Extract.)

Under Secretary.

To the Local and Municipal Department.

" Agent, South Indian Railway.

" Consulting Engineer.

Exd. T. K. Narayana Aiyangar.

When given for copying _____
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When signed 19/11 } 189 .

READ AGAIN G.O., No.
189 ,

DATED

CURRENT No.

ENCLOSURES TO C. No.

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LETTER OF GOVERNMENT.

STATEMENT WITH DITTO.

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