

1895
Public Works (~~100~~) Department.

RAILWAY BRANCH.

G.O., No. 871 Ry.

DATED / 8th December.

[Despatch Abstract.]

Railway from Mayavaram to Tanquebar 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.

[illegible]

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

No. 871. Dated 18.12.95.
PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

Read the following

Note by the Consulting Engineer for Railways, Madras, to the District Board, Tanjore of 25th May 1895.

Letter from the District Board, Tanjore dated 2nd September -
1895.

G. O. No.846 dated 29th October 1895 (Financial)

Order thereon, No. 871. R. 18 Decr. 1845

The Memorialists of Tranquebar and the District Board of Tanjore will be informed that the project for a Railway from Majavaram to Tranquebar is approved, provided that the Board undertake its construction without -- assistance from Provincial funds and can show to the satisfaction of the -- ~~Madras~~ Government that it will pay [at least 3%] on its capital cost.

2. Assuming the same conditions as obtained on the Majavaram-Mutupett line it is probable that this branch

I am not sure that we need stipulate for a definite percentage. I think that if they could show only 2% -- they ought to have their line. The indirect advantages ought to be counted in, and the benefit to the district. I would therefore say for the words in brackets "a fair percentage". They have to spend their money on railways in the district, for how long do they mean to go on raising this railway cess? ^{W. S.}

W/80 28
11/4/95 11/12/95

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 pro-
posed 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 the Mayavaram-
Mutupett Railway has been so far suf-
ficient to encourage the hope that it-
may be the ^{forerunner} foremost 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 enter-
prise of the District Board.

A/-
No. 871. D. dated 13.12.95

Full R.

6/12/95

To

The Local & Municipal Dept
" Memorialists of Transp.
" President, Dist Board,
" Agents, S. I. Ry S.
Tanjore

Inspected by S. I. Ry
on 13/12/95

- (1) His Excellency the Governor
- (2) Honble Mr. H. W. Bliss C. S.
- (3) Honble Mr. J. Grose

Mayavaram -
Tranquebar
Railway Project

A/-
No 871. R. dated 18.12.95

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6/12
R 18/12

Public Works (1895) Department.

RAILWAY BRANCH.

G.O., No. 871 R

DATED 18th December

[Despatch Abstract.]

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.

[illegible]

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

GOVERNMENT OF MADRAS.

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 Máyavaram 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

G.O. No. 1331, Financial Department, dated 31st July 1878.

" 1969	"	" 31st Oct. "
" 2006	"	" 31st " 1879.
" 105	"	" 16th Jan. 1880.
" 415	"	" 26th Feb. "
" 1201	"	" 17th June "

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.

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. 609, 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 Porunjeri, 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 Kumbakonam 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 Kumbakonam, 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 balas, at 13 balas 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 balas, at 13 balas 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 Māvavaram 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 Māvavaram-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 Māvavaram 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-Bickanoor	32,936
Gachwar'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 Māvavaram-Tranquebar Railway:—

Special Gauge Railways.

Name.	Length, miles.	Cost per mile.	Percentage on capital cost.		
			Gross earnings.	Working expenses.	Net earnings.
Jorhat, 2 feet	26	27,997	8.91	7.08	1.85
Darjeeling Himalayan, 2 feet	51	60,144	20.66	11.48	9.22
Gachwar-Mehsana, 2½ feet	72	25,600	12.81	6.65	7.26
Cooch Behar, 2½ feet	22	28,896	6.69	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.

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

25th May 1895.

No. 1914 C.

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

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

30th May 1895.

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 Māvavaram and Tranquebar, and in continuation of my letter, dated 23rd August last, No. 585, 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 Māvavaram 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 Māvavaram-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 Māyavaram-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 Māyavaram-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 Māyavaram-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 Māyavaram-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 8½ 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).

Year.	Revenue Account.										Capital Account.									
	Receipts.					Expenditure.					Capital Account.									
	Land-reve.	Interest.	Net receipts from the railway line opened.	Receipts from sale of Government Securities.	Premium on sale of Government Securities.	Total.	Total of columns 3 and 5.	Closing balance (col. 10 and 14).	Opening balance.	Government Securities purchased.	Total.	Government Securities sold.	Closing balance.	Closing balance—Revenue and Capital Account (cols. 15 and 20).						
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1891-92	10.27	2.36	.93	.38	..	1.00	.06	2.37	4.72	1.43	2.30	.21	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	2.48	2.13	..	..	3.13	.76	9.32	..	9.32	.70	8.62	9.37
1893-94	9.37	.75	.89	.28	..	3.20	.20	4.67	6.32	4.99	..	..	4.69	.73	8.62	..	8.62	.20	5.42	6.15
1894-95	6.15	.73	1.15	.24	.82	1.21	.07	3.02	3.76	3.70	..	..	3.20	.55	6.42	..	6.42	..	6.21	6.73
1895-96	4.76	.56	1.08	.17	.48	..	..	1.73	2.28	(a) .63	1.00	.13	1.76	.82	4.21	1.00	6.21	..	6.21	6.86
1896-97	6.73	.52	1.04	.18	.49	..	..	1.75	2.27	(b) .62	1.50	.20	2.12	.15	5.21	1.50	6.71	..	6.71	8.30
1897-98	6.86	.16	1.05	.23	(c) .49	..	..	1.80	1.95	.20	1.25	.16	1.61	.34	6.71	1.25	7.96	..	7.96	

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.

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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.)

Under 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.

Encl. Shait Karim.
Spare Copies

RAILWAY.

Govt. of {1895} Madras.

PUBLIC WORKS.

Dated December, 18th.

Read.

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.

To

His 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.

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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.
"	31st Oct. 1878	" 1903.
"	21st Oct. 1879	" 2003.
"	10th Jan. 1890	" 105.
"	26th Feb. 1890	" 415.
"	17th Jun. 1890	" 1201.

from the Government orders marginally noted) and sanction was accorded to the Mayavaram-Tranquebar Railway project.

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, Thirukadavur, 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, 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-

Office copy

5

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.

95.C
D42643/15

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 (File 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 1891.

* The rice of Shiyali will be shipped at Tranquebar in preference to Thirumalavasaal when the line will be executed, because the merchants experience great losses by the transport by river to Thirumalavasaal.
The exportations of Tranquebar, from 1870 to 1875, in rice only, 1,062,314 mounds or 631,172 bales, at 13 bales for a ton, 40,860 tons for the 5 years; and for one year 8,172 Tons.
The exportations of Thirumalavasaal, the duty paid on rice being Rs. 70,000 per year, during the same period of 1870 to 1875, that makes 190,600 bales, at 13 bales per ton 14,359 " 22,531 Tons.

[Faint, mostly illegible text from the reverse side of the page, appearing as bleed-through. Some words like "The Government", "the railway", "the port", "the district" are visible.]

4/16

(1) A saving of Rs. 3,200 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 in permanent way of Rs. 1,000 per mile not saving, say, Rs. 11,200 per mile.

This will reduce the estimate from Rs. 44,400 per mile to Rs. 33,200. The direct distance between Maravaram and Tranchubar is 14 miles; allowing another mile for deviation from the straight, the R.M.R. total distance becomes 15 miles, and the total cost will be about five lakhs. This estimate seems not too singular when compared with other metre gauge lines in our country such as the following:-

	Rs. per mile
Goibandoo-Bicknagar	--- 22,000
Chakmar's-Mehsana	--- 21,000
Patelgarh-Barkot	--- 20,000

It seems probable however that the construction of the Marikal line to which the Government are committed, will put the construction of a metre gauge line to Tranchubar quite out of the question. The only alternative would appear to be a chain ston tramway on the 2 1/2" 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 R.M.R. length from 15 to 16 miles. Total estimated cost Rs. 3,20,000.

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

P. T. O.

Name	Length miles	Cost per mile	Percentage on capital cost		
			Gross earnings	Working expenses	Net earn- ings.
Porhut. 2'	26	27,927	8.31	7.07	1.24
Parceling Himalayan 2'	51	27,433	23.62	11.46	12.16
Quikhar Bhabol 2 1/2'	77	25,700	13.91	7.55	6.36
Quikhar Bhabol 2 1/2'	21	25,067	10.80	1.71	9.09
Worvi 2 1/2'	91	27,513	15.19	8.00	7.19

The average of these gives 25/ as the gross earnings per mile per week and a percentage of ^{58.26}~~30.1~~ of working expenses on gross earnings resulting in an average percentage of 5.77 per cent on the ~~maximum~~ capital cost but it must be remembered that the Parceling Himalayan Railway by reason of its favourable conditions should not be taken as a typical example.

Wm 25/

Consulting Engineer for Railways.

19/4/95 30th

RECEIVED BY THE DIRECTOR OF THE ...

...

25/11/95

9/13
22/11

...

...

3	05
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reminder issued
14/8/95

Extract from the Proceedings of the
District Board of Tanjore

Dated 31st August 1895.

Present.

RECAP

E. C. Pearson Esq. President

Members

1. Mr. P. C. Mungesam Pillai Esq.
Deputy Collector Tanjore & Vice President

2. Syed Khadir Paderah Sahib Bahadur
Deputy Collector Mannargudi Dist.

3. Mr. E. C. Williams Esq.
Assistant Inspector of Schools
6th Div. Tanjore.

4. Mr. P. P. Rai Bahadur R. Subramaniam
Aiyar Avargal District Registrar -
Tanjore.

5. Mr. P. P. S. A. Swaminada Aiyar
Avargal Government Reader
Tanjore.

6. Mr. P. P. K. Jagannatha Chetti Chetty
Tahsildar of Kumbakonam.

7. Mr. P. P. A. Anantharama Aiyar
Avargal Tahsildar of Shiyali.

8. Mr. P. P. S. A. Sundaram Aiyar
Avargal, Sub-Assistant Inspector
of Schools Nagapattinam.

- 9 m. R. Ky. Govindasani Aiyar - Avargal
Pungulam, Namuilam Taluk.
- 10 m. R. Ky. Kanchakendra Nayudharan,
Euangudi Namuilam Taluk.
- 11 m. R. Ky. S. Govindiswami Pillai
Avargal Pensioned Police Inspector
Tanjore.
- 12 m. R. Ky. Swami Aiyer - Avargal
Pensioned Tahsildar Mayavaram,
- 13 m. R. Ky. S. Andapillai Chettyar
Avargal Nagore Negapatnam Taluk.
- 14 V. Chinna Marakayar Melumiyet
Sahib. Nagore Negapatnam Taluk.
- 15 m. R. Ky. V. Ponnusami Nadar.
Avargal Kumbakonam.
- 16 m. R. Ky. T. Ratnaswami Nadar
Avargal Porayur, Mayavarannam
Taluk.
- 17 m. R. Ky. Vaiyandhi Aiyar - Avargal.
Sembanarcovil Mayavarannam Taluk.
- 18 m. R. Ky. N. Srinivasa Ayyangar
Avargal - Negapatnam.
- 19 m. R. Ky. Alaga Pillai Avargal
Mayavarannam.
20. m. R. Ky. Rajaram Row - Avargal
Tanjore.
- 21 m. R. Ky. Kengaswami Mudaliyar
Avargal Hobbat Mannargudi Taluk

- 22. Mr. R. R. Gopal Rao Gadi Rao
Sahib, Arcangal, Tiruppanthurithi
Tanjore Taluk, 18/10/11
- 23. Mr. R. R. V. R. Yogannatha -
Avarani Sahib, Arcangal, Tanjore.

2. Read endorsement of Govern-
ment on the memorial of the
Inhabitants of Tranquebar - P
dated 21st June 1895 praying
for the Construction of a Rail-
way between Morajaratnam -
and Tranquebar and letter -
from the President Taluk Board
Kumbakonam thereon - P 450
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.

The Board are unanimously and strongly of opinion that if the line is constructed it should be Railway line and

and not a tramway. The Rail-
way line would be far more
useful; experience in connection
with the Vayavaram multiple
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
(True extract)

Pass 4
7556/95
8370/95

For President
11/9/95

2/

Local Fund Department.

Tanjore District Board Office.

(Camp, Tanjore 21 Sept 1895)

Disposal No. No. 552 of 95
D. B.

From

E. C. Rawson.

ESQUIRE,

PRESIDENT DISTRICT BOARD,

TANJORE.

To --

THE HONORABLE MR.

J. F. Price,

CHIEF SECRETARY TO GOVERNMENT,

LOCAL AND MUNICIPAL DEPARTMENT,

MADRAS.

Sir,

With reference to Govern-
ment endorsement 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 -
Vayavaram and Traugadur
and in continuation of my
letter dated 23rd August last,
No. 595, I have the honor to
submit herewith a copy of -

Herewith
returned.

In No 16252
6-11-95

The District Board's resolution
dated 31st August 1895, p. 2,
from which it will be seen
that the Board are unani-
-mously 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.

I have the honor to be

Yours Sir

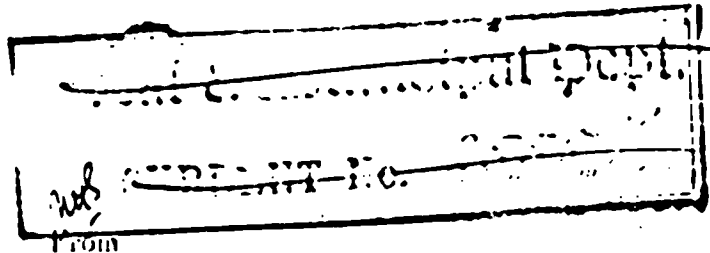
Your most obedient servant

For President

2

1895.

Local Fund Department.



The President District Board,
TANJORE.

To
The Chief Secretary to Government,
Local and Municipal Department,
MADRAS.

Dated 2nd Sept. 1895.
Despatched 5th September 1895.
Received

DESPATCHEE
5-SEP. 95.

Disposal No. 552 of 95.

CC Secy to Government. Two.
1895 15092 2555 L

SUBJECT.

I Reporting that the District Board is of opinion that if the Railway line between Mayavaram and Irumvelur is constructed it should be a Railway line and not a Tram way and that it will be the next work that should be taken up in the District.

7056
8516/95
P. Nos. 15092 & 2555 L
No 1316
Transferred to the Public Works (Railway) Department.
By Order
11/9/95
For St. George
16th Sept. 1895 } Recd: 17.9.95
To The Public Works (Railway) Department.

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.

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

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.

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 Mayavaram-Muttupet Railway.

READ—also the following papers:—

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 Mayavaram-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 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.

2. The fund will have a credit balance of about 8½ 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.)

Francis
for Chief Secretary.

To the Local and Municipal Department.
" Accountant-General

" Accountant-General.

Public Works Department (Railway Branch)

2. The other books

Ed. & J. Pearce.

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

Year.	Revenue Account.										Capital Account.									
	Receipts.					Expenditure.					Closing balance (Cols. 10 and 11).					Capital Account.				
	Land-ore.	Interest.	Net receipts from the railway line opened.	Receipts from sale of Government Securities.	Premium on sale of Gov. Government Securities.	Total.	Total of columns 3 and 5.	Contributions to Provisional for the Railway.	Purchase of Government Securities.	Premium on purchase of Government Securities.	Total.	Closing balance (Cols. 10 and 11).	Opening balance.	Government Securities purchased.	Total.	Government Securities sold.	Closing balance.			
																		Opening balance.	Government Securities purchased.	Total.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
	Opening balance—Revenue and Capital Accounts.	Opening balance.																		Closing balance—Revenue and Capital Accounts (Cols. 15 and 20).
1891-92	10.37	2.85	.98	.38	..	1.00	.06	2.37	4.72	1.43	2.30	.31	8.94	.78	8.02	2.30	10.32	1.00	9.32	10.10
1892-93	10.10	.78	.09	.01	..	.70	.06	3.10	2.86	2.13	..	..	2.13	.75	9.33	..	9.32	.70	8.62	9.37
1893-94	9.97	.75	.69	.26	..	3.20	.20	4.07	6.32	4.69	..	..	4.59	.73	8.62	..	8.62	.820	6.42	9.15
1894-95	6.16	.73	1.13	.24	..	1.21	.07	3.02	3.75	3.20	..	..	3.20	.66	6.42	..	6.42	1.31	4.21	4.76
1895-96	4.76	.66	1.03	.17	..	..	..	1.73	2.28	(*) .63	1.00	.13	1.76	.52	6.21	1.00	6.21	..	6.21	6.23
1896-97	5.73	.63	.18	.49	..	..	..	1.76	2.27	(*) .42	1.50	.20	3.12	.16	6.21	1.50	6.71	..	6.71	6.80
1907-08	6.86	.15	1.08	.23	(*) .49	..	..	1.80	1.96	.20	1.25	.16	1.61	.34	6.71	1.25	7.96	..	7.96	8.30

(e) Outlay of 1894-95, viz., 1-26 (G.O., No. 256, Financial, dated 6th September 1895, page 7).

LAMM

(d) Total outlay on the Mysuram-Muttupet Railway up to the end of 1934-35
Additional amount now sanctioned (O.O., No. 453 K., dated 31st July 1936)

Half cost payable by Local funds

Balance payable { In 1896-97, .42 }
 { .. 1897-98, .70 }

(c) The net earnings in the first half of 1895 amounted to 48 lakhs (C.O. No. 88) lacs. (dated 16th September 1895).

Govt. of {1895} Madras
FINANCIAL.

Issued

Recd.

Encl.

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

OCTOBER.

Railway Guarantee Fund.

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

8570

Recd. 4. 11. 95

ru. 4

(H.) Form No. 3.

No. 871. R. dated 18. 12. 95
PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following

Memorial from the inhabitants of Tranquebar
of December 1894. 15

Note by the Consulting Engineer for Railways
Madras, to the District Board, Tanjore of
25 May 1895 with endorsement by 1911 C 930 dated 1895

Letter from the District Board, Tanjore
dated 2nd Sept. 1895, No. 552 with endorsement
from Local & Am. Dept. No. 1316 716-9-95

Copy of the Madras Govt. No. 846, Financial Dept.
dated 29 Oct 1895 / Financial

Order thereon No. 871 R. dated 18. 12. 95

The memorialists
of Tranquebar and the
District Board of Tanjore
will be informed that the
project for a Railway
from Mayavaram 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 mayavaram tributary 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 S. I. Ry, were the provision of funds the only obstacle.

4. On the other hand the proposed line from Peralam to Karikkal 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 the Mayavaram 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.



The Local & Municipal Attn
- Memorial list of Inaugural
- President Dill Bo Tanjore
- Agent S. J. Ray. ✓

(Trans Entrust)
(Signed) F. D. Upcott
Johny & Sons, P. O. Box 12

A/-

No 871. R. date 18.12.95