Public Works (1897) Department.

Railway Branch

G.O., No. 1119-20.R

Dated 10th Dec 1897.

[Despatch Abstract.]

Trichinopoly - Nandi Railway.

Ordered that the further views of this Govt on the proposed survey of the ——, be forwarded to the Govt of India.

Forwarding the further views of this Govt on the proposed survey of the ——.

[illegible]

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
	1131 R.		20-2-97				
	717-8 R.		23-2-97				

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
	287 Rs	——	21-2-98				

RAILWAY.

Government {1897} of Madras.

PUBLIC WORKS.

Recd. } 1897. *Enclosures*

Regd. } *Spare copies*

G.O., No. 1119 R., 10th December 1897.

DECEMBER.

Trichinopoly-Thondi Railway

Ordered that the further views of this Government on the proposed survey of the — be forwarded to the Government of India.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read again the following papers :—

G.O., No. 113 R., dated 20th February 1897.

Read the following paper :—

From—The Political Agent for Pudukkóttai.
To—The Chief Secretary to Govt.
Dated—Trichinopoly, 13th December 1896, Ref. on Cur. No. 502-O./Pol.

I have the honour to forward a printed copy of letter No. 310-O., dated 19th November 1896, from the Dewan of Pudukkóttai, together with the accompanying tracings (sent separately). It consists of a proposal to construct a line of railway through the Pudukkóttai State in communication with the British railway system.

2. The memorandum appended to the Dewan's communication contains details of the advantages and the financial prospects of the proposed line.

3. It is proposed that the line should run from Trichinopoly to the seaport of Thondi in the Madura district. It will start from Trichinopoly junction on the South Indian Railway and pass through the Trichinopoly district for a distance of $5\frac{3}{4}$ miles, and, after a course of $40\frac{3}{4}$ miles in the Pudukkóttai State territory and 39 miles in the Madura district, will terminate at Thondi which lies between Negapatam and Pámban. It is proposed that the line should be of the same gauge as the South Indian Railway.

4. The total cost of construction will amount to $37\frac{1}{4}$ lakhs, of which $17\frac{1}{2}$ lakhs will be borne by the Pudukkóttai State. The Dewan says that the State is prepared to deposit the cost of any initial expenses in a British treasury, and proposes a sinking fund to guarantee the interest on the whole capital. The State is willing to provide free of charge all lands in its limits needed for the construction and working of the line.

5. The Dewan agrees that the Indian Railway Act should be applied, as well as any rules or general system in force on railways in British India.

6. The Dewan is willing that the Indian Telegraph Department should supply the telegraph line on such terms as may be fixed by the Government of India. Although no reference is made by the Dewan to the Imperial post, no doubt he will agree to the Imperial Department using the line on the terms in force on State Railways in British India.

7. The Dewan does not say whether the State is willing to cede full jurisdiction over the line of railway, but this consent may be inferred from paragraph 6 of his letter.

8. With the above remarks, I submit the railway project for the consideration of Government. I understand that the Agent, South Indian Railway, is in favour of a feeder line to Thondi.

ENCLOSURES.

From—The Dewan of Pudukkóttai.
To—The Political Agent for Pudukkóttai.
Dated—19th November 1896, No. 310-O.

I have the honour to submit herewith, at the instance of His Highness the Rajah, for the consideration of the Government of India, an application for leave to raise capital and construct a branch railway from Trichinopoly to Thondi through His Highness' territories as a feeder to the South Indian Railway.

2. I have herewith appended a detailed memorandum with statistical statements, a perusal of which, His Highness' Government feels sure, will convince the British Government that we are in a position to command substantial financial support in conjunction with the British Government.

3. The total length of the proposed line will be $85\frac{1}{2}$ miles, that is, within the limit fixed by the Government of India for feeder railways (*vide* map attached hereto).

4. It will pass through the Trichinopoly district for a length of $5\frac{3}{4}$ miles on its branching off the main South Indian Railway line and, after traversing $40\frac{3}{4}$ miles of the territory of this State, and 39 miles of the Sivaganga and Ramnad zemindaris of the British district of Madura, terminate at Thondi, a rising port on the East Coast, between Negapatam and Pámban. The total cost of the line under capital outlay excluding telegraph, rolling-stock and land will amount to $37\frac{1}{4}$ lakhs, which, divided between the British districts and the State as per mileage run through, will be $2\frac{1}{4}$ lakhs Trichinopoly district, $17\frac{1}{2}$ lakhs Pudukkóttai State and $17\frac{1}{2}$ lakhs Madura district, in round numbers more or less. The Government of India have already ruled, I believe, that telegraph lines would be erected and maintained in connection with the imperial line charging the usual rate for railway purposes. The rolling-stock will be supplied by the South Indian Railway administration which will work the proposed line under an agreement. The land required for construction will be provided by the State and the British Government respectively without cost to capitalists.

5. The gauge will, of course, be metre gauge conterminous with the South Indian Railway system.

6. The proposed line will also, of course, be subject to the provisions of all Acts and Regulations applicable to Indian Railways, and to further conditions that may be dictated by the Government of India in sanctioning the proposed line.

7. The proposed line will, no doubt, be built in strict accordance with the fixed and moving prescribed dimensions on plans and estimates to be made and approved by the Government of India, subject to whose approval the situation of stations and other similar details of alignment will be finally settled after the regular survey in accordance to the standard of that Government. The line so far as it passes through the Pudukkóttai State will be subject, of course, to the usual conditions, etc., of lines passing through Native States generally, and to other conditions that may be hereafter dictated by the Government of India, and agreed to by His Highness the Rajah regarding the general character of the supervision, control, working, etc., of the branch line in relation with the main line administration.

8. The proposed line will also be subject to the usual reservations as per standing orders of the Government of India regarding the fixing and changing of rates on goods and passenger traffic and regarding the outlay on new works after the opening of the line, its inclusion in the capital account, and other matters connected with the general working of the line after being opened.

9. The line satisfies to some extent the suggestions of the Collector of Madura and the prayer contained in the memorial of the people of South India, Sivaganga and Ramnad, headed by very opulent influential Nattukkottai Chettis of those parts taking deep interest in the furtherance of the scheme.

10. The line, when complete and in full working order, promises to be a paying concern even at the commencement when both passenger and goods traffic must be at the lowest ebb.

11. Under careful and economical management, the working expenses can be kept easily within 50 per cent. of gross receipts, the other half, net earnings, always covering the guaranteed dividend.

12. In advocating this line, it may be safely urged that it is necessary to meet the urgent wants of the people as regards means of communication for easier transport of grain and salt—two vital necessities for human life, and other comforts—and it bids fair, as will be evident from the forecast and figures and statistics, to become in its turn a parental line, itself diffusing branch lines east and west after full development, rendering fairly remunerative all the lines in their relations with the main South Indian Railway system.

13. In course of years under the arrangement of the State providing annually a sinking fund, the State may be able to exercise the option of purchase of the line. After such virtual redemption of the liabilities, the State will be free to apply to its own advantage the share of profits, while the liability on account of guaranteed interest will, by no means, be serious on the supposition that the returns on the line are maintained at the expected figure, which has been forecast on the right of expectation from the actual results of experience gained in other lines recently opened through less promising countries exhibiting, even after the promotion of railway facilities, a paucity in commercial activity. And eventually when the annual charges, on account of recoupment of capital and other attendant liabilities under the contract, cease of their own accord and the line begins to pay permanently without fear of fluctuation, it will become certainly a source of income to the British Government and to the State of Pudukkóttai on the distances of the line lying within the respective territories.

14. I have the honour to request, therefore, the favour of your submitting the papers to the Government of Madras and moving them to recommend the scheme to the Government of India for their favourable consideration and early orders.

15. If the Government will kindly sanction the survey of the proposed line before the formation of capitalists, this State will have no objection to deposit in the nearest British treasury its portion of the cost, and, when permission is eventually accorded for the construction of the line, the company engaged for the work may be made to include the total cost of survey

plans and estimates in the capital outlay recouping to the Pudukkóttai State and the British Government in the proportion due. I have submitted, herewith, a map in one-inch scale for purposes of survey.

16. Before concluding this covering letter to the proposed scheme, I beg to add that the sooner the scheme is sanctioned and work commenced, the better will it be for the poor working classes in the State and in the extensive tracts of the southern districts, as the earthwork which will be commenced first will provide adequate means of livelihood to the people at this anxious season. The sooner, therefore, a Company is formed to raise the capital, the better, as I have already pointed out, for the alleviation of the impending sufferings of the poor labouring classes and cultivators. Moreover, the enterprise will keep in full activity the run of commodities from the more favoured tracts to the less favoured localities during the construction when the large amount available by labour will draw in food from other parts without difficulty.

MEMORANDUM by the Dewan of Pudukkóttai on the proposal for the opening of a branch line of railway from Trichinopoly to Thondi, through the Pudukkóttai State, and the advantages and financial prospects of the same accompanying the application for its construction as feeder to South Indian Railway.

His Highness the Rajah and the inhabitants of Pudukkóttai and those of the surrounding British districts are most anxious to have a line of railway direct from Trichinopoly running towards the south. When this line was proposed by the late Dewan-Regent in 1886, it was thought that a loop-line from Trichinopoly to Pudukkóttai would do, but as the richer country lies to the south inhabited by the opulent Nattukkottai Chettis, it has been since considered more useful if the line is once for all extended south inland and ultimately seaward.

2. The branch railway, as now proposed, covers a distance of 85½ miles extending from Trichinopoly on the South Indian Railway to Thondi on the Eastern coast and traverses 5¾ miles of Trichinopoly district, 40¾ miles of the Pudukkóttai State and 39 miles of Madura district. The total length over British territory will thus be 44¾ miles, and the length over the Pudukkóttai State territory 40¾ miles.

3. The proposed branch railway will act as an effective, useful and paying feeder to the main South Indian Railway line. It will be a commercial line, a famine-protective line, a pilgrim line and a developing line.

4. I shall now attempt to give, as briefly as possible, the advantages of the proposed line in all bearings.

5. *Country traversed.*—The proposed line will benefit an area of 5,000 square miles embracing a population of 1,500,000 souls. It bifurcates from the South Indian Railway at Trichinopoly and in running south to Thondi on the east sea-coast, passes through Keeranoor, Pudukkóttai, Trimiem, Kanadikathan, Karaikudi, Devakotai and Tiruvadanai.

6. *Commerce and trade.*—The line passes through the very heart of the Chetti country without leaving any out of the way. The famous rich Nattukkottai Chettis are remarkable for their commercial activity throughout British India and the Straits Settlements, Burma and Ceylon. The line will be a great boon to them, not only in materially developing extensively their commerce and trade, but also in enabling that community to join, leave and rejoin their natural residences in their *habitat*, south of the Vellar, during their constant excursions abroad in their commercial enterprises. The importance of the Chetti villages, south of the Vellar, has since evinced itself in the opening of telegraph stations in many of their villages. The proposed railway will immensely benefit the entire Chetti population in enabling them to move about oftener to the spheres of their commerce. Comparatively speaking, the Chetti population is smaller than other communities; but their opulence, enterprising spirit, perseverence and speculative tendency render their number ten times more valuable than an ordinary ryot of a resident population with reference to their influence on the traffic of railway afforded near their homes keeping them more constantly on the move in virtue of their hereditary commercial instinct and activity.

7. The extensive traffic in food-grains and other commodities carried on all over the country proposed to be traversed by the projected branch line will be diverted at once to the railway and will facilitate import and export greatly. Large quantities of black-gram, horse-gram, millet, maize, red-gram, ground-nut and vegetables of superior flavour are grown extensively in the country, and these will find the railway a sure means of being sent over long distances affording great facilities, especially to the agriculturists for the remunerative disposal of the produce of their labour in the various fairs and weekly markets, where, even now, commodities are sold to a large extent every week in spite of less facilities for transport now existent. The proposed branch line will more easily transport to the interior the large supplies of food-grains from the Gódávari, Kistna and Cauvery deltas, besides those from Bengal, Orissa and Burma. Large quantities of building timber, such as teak, etc., from Burma, Moulmein and Ceylon, can also be carried further into the interior improving house-building. Besides, salt will be more easily supplied to the interior from the several factories on the sea-coast south of Adirámpatam *viâ* Thondi and other railway stations between Thondi and Pudukkóttai. Granite, the principal material available in these parts from the various quarries lying alongside the roads, will be more extensively exported to different parts on all sides after the advent of railway facilities. The best description

of close-grained granite wrought up in the extensive quarries by the excellent granite-workers and stone-masons and stone-carvers of these parts, especially within the limits of this State, will become available and more easily accessible for temple building in the various parts of Southern India. Already, even in the present difficulty of transport, most of the existing temples in this and the State and the Railway authorities in building houses, temples and in the construction of the line, for strongly rebutting the slopes of embankments and permanent-ways, wherever necessary, to prevent corroding by rain and inundation, in building walls of stations, station-house dwarf fencing walls, in paving the crossings, in the construction of culverts and bridges, abutments and piers, in flooring and facing the retaining walls of station platforms, in providing suitable and durable pillars for station sheds, etc., at much less cost in a more durable and substantial nature than in the Tanjore and such like non-granite districts.

8. *Famine protection.*—The proposed line will serve a good part as an effective protection against famine in the parts to be traversed and the prospects of the country will be permanently secured against the calamity, as has been the case in other parts similarly circumstanced, affording more complete relief to the people during future seasons of scarcity than at present, when high cartage from and to near available railway stations and coast towns, however near they may be, over sandy, rugged, long, unsafe roads added to the inadequacy of draught cattle and absence of activity and enterprise in the tedious cart traffic, render free transport of articles of consumption difficult and prohibitive even in times of scarcity and deficiency of local produce. The proposed line will, hereafter, effectively draw the increasing traffic of the southern districts bordering on the sea and the more inland new benefits of the great Periyár project to the already railway-provided tracts in the west and the north. Such a want of connecting link had been felt very keenly during the famine of 1877–78 in the insuperable difficulties experienced in the transport of the abundant rice and other food-grains cheaply brought by ships from Calcutta and Burma to places beyond a few miles in the interior from the sea-coast on the east, south of Negapatam, and in the interchange of commodities between rich and overflowing regions—a difficulty which caused many loss of lives in the inaccessible parts of the Tinnevelly and Madura districts. Moreover, it was not an unusual sight, then, to see what abundant grain lay stored up in the more favoured tracts, while other tracts away were in sore want of grain.

9. *Pilgrim traffic.*—To the pilgrims, this line will be a great boon. The principal shrines which become more easily accessible are chiefly the famous shrine of Avadiarkovil and the well-known great Rameswaram on the south. The pilgrims to Rameswaram, who are proverbially numerous, will hail at the easier access to the goal of their faith. Millions flock to the shrine and for the holy sea-bath throughout the year from all parts of India. The importance of the facilities afforded to them and the immense benefit conferred on them can hardly be over-estimated or over-stated. The proposed line will be a short cut, so far as it will go, and, when continued later on up to Pámban, will complete the convenience and comfort of the pilgrims from the whole of India to the north of Trichinopoly and those in the south. At present the journey is exceptionally tedious over a length of 100 miles of rough sandy bandy-tracks in most distance; and even well-to-do pilgrims undergo serious hardship and privation in travelling to Rameswaram. Such difficulties aggravated by the general insecurity of the route, which besets ordinary travellers in the southern parts, especially the Madura portion, confine many an intending pilgrim to his home, who would otherwise gladly go on the much-desired and longed-for pilgrimage. Such persons are numerous, awaiting anxiously the dawn of the happy day when the insuperable dragging distance is curtailed, the inconvenience removed, the insecurity guarded against, and above all the expense and length of period shortened by the opening out of the railway such as the one now proposed. It is well known that even the great Benares pilgrimage is incomplete unless the water of the Ganges is carried to Rameswaram and the God there bathed. But a pilgimage to Rameswaram is complete in itself. In these ways, Rameswaram has attained an importance unequalled by any other place of pilgrimage elsewhere. The cheapness of travel by the advent of railway will further induce even poorer travellers to take to the railway tending to the diminution of their misery experienced by trudging on foot, sometimes becoming victims of epidemics, not to speak of the immense good that will accrue to the large tracts of Sivaganga and Ramnad by their becoming less and less amenable to infection undoubtedly carried there by the lingering wandering pilgrims chiefly responsible for outbreaks of epidemics periodically in those parts. Besides Rameswaram, there are several places of worship to which people flock in various periods of the year on and about the track of the proposed line. Srirangam on the north terminus, Avadiarkovil to the east, in the British districts of Trichinopoly and Tanjore, Narthamalai, Konnayur, Kunnakkudi, Piranmalai, in the Pudukkóttai State, and about the frontier are all places attracting thousands of pilgrims during various periods of the year. Thousands and thousands go to the Cauvery in the month of Arpisi (October-November) for bathing there during the month. There are other religious days, new-moons of particular months and other annual feasts when a bath in the Cauvery will not be unwholesome to a pious Hindu if he can afford to do so. In fine, pilgrim traffic will be immensely multiplied by the advent of a railway in these parts promoting speed, comfort of journey and perfect security. Besides, travels for marriage and other domestic events, when even the poorest disdain to visit their relations shorn of their pageantry and jewels, will certainly be more frequent and numerous after the security of railway travelling. In addition to the above facilities, the freer and easier interchange of superfluous commodities of home-making will be greatly promoted, nurturing more healthy, social intercourse less jealous of neighbours, improving civilization throughout, engendering a spirit of commendable emulation in imitation of superior model of

living and securing by self-help effective safeguard against recurring scarcity. Emigration to Ceylon and abroad will become less necessary and those who have already emigrated will return to their homes at cheaper rate of travelling and keep up their business abroad whenever profitable State and in the neighbouring districts are built with granite obtained here, notably the famous temple of archæological and architectural fame of the shrine of Avadiarkoil, where the wonderful stone-carvings have not failed to this day to excite the admiration of the occasional visitors, who, despite the rugged and tedious path, chance to go there on religious or curiosity purposes. This industry of durable value will be largely developed and will be indented upon both by the people owing to the accelerated locomotion. The local industry already existing and all possible industries latent and patent will be given a fresh impetus to the great advancement of the people concerned. Besides securing facilities already enumerated, the scheme will train many more natives in the work of railways and handling of machinery and rouse native enterprise in diffusing railways in other useful directions. I have been noticing with careful observation, during these seventeen years of my connection with this State, the rapid development of traffic after the complete metalling of all the important communications of this State leading to the principal towns of the adjoining districts in spite of the still existing many disadvantages the traffic has yet to contend with at present on the routes outside the limits of the State, the imperfect condition of which neutralizes, to some extent, the advantages to traffic afforded by the metalling of the portion of the roads within this State. I can therefore easily imagine what great impulse the proposed railway will give to the developing traffic, especially within this thriving Native State, which has been making rapid advancement in all directions of public utility, public comfort and general prosperity, about which modesty forbids my dwelling upon further.

10. Taking all these circumstances together into careful consideration, it may be safely presumed that the proposed line will be a useful, protective, convenient and a paying one. Perhaps, it may not be out of place here to touch upon the expediency and economy of thinking of a smaller and lighter line for the purposes of the country proposed to be tapped. I take it for granted that the disadvantages of break of gauge and the false economy of going in for it are too obvious for me to dilate upon here considering, especially, the ultimate prospect of the proposed line being produced south to Pámban creating a shorter route to Ceylon which, if my idea is not considered chimerical or utopian, will assume an importance sooner or later, sooner than later, when the Erode line is connected any time with Mysore and eventually to Bombay by the West Coast with the Southern Mahratta Railway. Moreover, supposing the Madura-Pámban line will supplant this through route, though more circuitous, and render less costly line sufficient for this route of the proposed branch, I am emphatically of opinion that it will be false economy to go in for a cheap narrow line, and to this conclusion I have come after careful study of the statistics obtained regarding the construction, working expenses, costly supervision, profits, utility, expediency, carrying capacity, and other advantages superficially advocated by those who have a partiality for such cheap railways, in parts where they have been introduced. Cheap as they are in construction, the difference in cost is hardly appreciable and is generally incommensurate with the disadvantages and other travelling inconveniences, transhipment at break, etc., on account of different rolling-stock especially, considering the prospect of a large traffic and trade in grain, staples, salt, timber, granite and heavy passenger traffic on the proposed line, as will have been evident from the description I have attempted to give in the foregoing pages and from the several statistical statements I have appended hereto.

11. *Facilities for construction and working of the proposed line of railway.*—The country to be passed through is very flat in most places and the railway over it can be constructed at a comparatively low capital cost which would ensure a tolerably fair return on, from the immense traffic it would certainly be able to carry. The country traversed lies sufficiently inner crossing the few streams and rivers nearer their sources, less subject to inundation or other damages than a line nearer the coast which would be subject to all the danger from having to cross high floods and swollen rivers in broader localities. The whole country traversed, which is of immense agricultural activity, has a population with prospect of increase after the advent of railway by the return of emigrants, which would supply abundant labour during construction for earth-work, metal-work, granite-work and other description of work that may be carried out by local labour. Being flat, dry, upland country, it is less subject to inconvenience of weather and in no part of the year there will be necessity for temporary cessation of labour on the score of mugginess of weather or unhealthiness of the country as is generally the case on countries bordering on the sea or below the foot of ghâts or mountains. The abundance of gravel, metal, granite chips, granite quarries, pebbles, laterite and such useful material on sides and very near the track of the proposed line will undoubtedly be a source of relief to the Engineers who construct the line; and the quality, strength and durability of the surface material will, of course, facilitate immensely the laying out of the permanent-way with ease and comfort and alacrity not generally experienced in other tracts of alluvial soil where the surface appearance will sometimes be illusive, especially in dry season, exhibiting its true colour in winter by the subsoil slushiness rendering the surface layers, however strong, shaky and unreliable for heavy run over during such weather. The few streams, streamlets, rivers and rivulets are but surface drainage channels of various dimensions relative to the catchment area of the rain surface and all are entirely dry during greater part of the year, the longest period of freshes being only 2 or 3 days during abnormal heavy downpours of more than 5 inches in one downpour. The proposed line will entail comparatively smaller quantity of bridge-work.

12. As regards facilities for working the line, the chief ingredient required, viz., fuel, can be had in abundance throughout the line and at every station in the jungles within the State and outside it, the extensive casuarina plantations present and prospective bidding fair to ensure inexhaustible supply at comparatively cheaper rates. This circumstance combined with the immense natural facilities of the route without steep gradients or sharp curves subject to less heavy rains would immensely reduce the working expenses still further as the line consolidates and becomes strong and durable.

13. I shall now attempt to give an idea of the financial prospect of the proposed line. *In limine*, it must not be forgotten that such costly works, however reproductive and remunerative and of prospective value, cannot be expected to be constructed out of the current revenues of any province as in the case of metalled roads and other ordinary means of communication. Metalled roads and fair weather roads, though they yield no direct return, are necessary to tap up the country for ordinary and daily transactions. Railways yield direct return on the capital and on the working expenses. Metalled roads carry cart traffic and other wheeled traffic at costly hire and slow pace. Railway carries heavy traffic at cheaper rate with greater speed and convenience. When a State finds it incumbent on it to provide metalled roads with no direct return, will it not be justifiable for the State to provide more convenient and useful railway yielding direct return to the State and of durable value to the sure development of a country, especially a rain-fed country, as a sure defence against recurring scarcities? Why! Railways may be said to be eventually cheaper than metalled roads. Roads maintained at thorough order and kept safe by tannahs and mile coolies cost according to the nature of the surface from Rs. 3,500 to Rs. 10,000 per mile. The upkeep cost per mile, say between Rs. 250 and Rs. 500 per mile, which capitalised at present rates of 4 per cent., comes to Rs. 10,000 to Rs. 20,000 per mile raising the capital outlay, including bridging of a thorough metalled road, to Rs. 13,500 to Rs. 30,000 per mile with no direct return. Whereas a railway, though constructed at double or treble cost, will yield a fair return.

14. Thus I should think it is more obligatory and expedient on the part of a State to provide railways at least over through routes. Such works of present and prospective value and of immensely more permanent value undertaken at any period benefit equally the existing as well as the future generation rendering such works a legitimate charge on the resources of the future, as well as the present generation. Hence if the current revenues are found insufficient, loans should be resorted to freely and that rightly. If native capital, in the present state of advancement and in the absence of full development of railways, cannot be roused in spite of all our exhortations and elucidation of profits and philanthropic benefits, there will be no difficulty in utilizing the ready English capital to the extent required and available. We are aware how English capital itself, which unfortunately at first showed but slow inclination in embarking on such Indian undertakings, has gradually been exhibiting sure signs of more and more favourable disposition in the light of experience of profit and philanthropic benefits gained by the various English companies now pervading throughout the length and breadth of India. Now it has been established beyond all doubt that such useful works of railway, telegraph and such accelerating agencies are equally accelerating in the assurance of faith for such companies who undertake the works regarding their profit and for the nation regarding the immense benefits. It is therefore very easy to arrange with an English company to construct the proposed line with the full confidence of financial support, self and State, obviating the necessity of any financial pressure on the current resources of the States concerned in providing the public so essential a boon and ensuring thereby without much strain the national prosperity of the province traversed, in health and wealth. His Highness' Government will be prepared to guarantee from the revenues of the State, which are already increasing year after year with the development of facilities which it can now afford for new industries and commerce, a fixed yearly minimum dividend not exceeding 3 per cent., after the opening of the railway for traffic, on the portion of the outlay charged in the capital accounts of the line, the British Government doing the same with their portion. The State will, if need be, be also prepared to pay to the capitalists a portion of the higher return if the net earnings of the proposed feeder line pays more than the guaranteed dividend under special stipulation, the British Government being pleased to do likewise for their portion.

15. The cost of construction is estimated roughly to amount to Rs. 37,25,000 and the net return, after usual deduction of working charges from gross receipts, to amount to Rs. 1,50,750 per annum during the commencement and to Rs. 3,02,225 eventually, say after ten years, *i.e.*, 4 and 8 per cent., respectively. I have given full particulars in the several statements attached to this memorandum. I have also given particulars of traffic in all directions in the various tabular statements appended hereto. The various statements relating to financial outturn, the passenger traffic, goods traffic, pilgrim traffic, fairs and festivals and their effect on the scheme and various other statistics are all carefully drawn up with reference to ascertained facts and figures as far as may be possible.

16. In such purely professional matters, I cannot, of course, vouch for the accuracy of the figures and calculations I have attempted to give roughly in these statements and the facts I have attempted to give in the foregoing pages. But I can assure that I have endeavoured my utmost to keep nearer the mark by basing carefully all my calculations on established results of other lines in fairly working order and on the experience gained, as far as may be possible, from personal knowledge of the country to be traversed and its nature and wants in all directions calculated to be benefited by the advent of railway facilities—a country inhabited by many commercial communities where staples are abundantly grown in favoured seasons where the emporia

of Nattukkottai Chettis are and where trade routes such as they are, metalled, fair weather, rugged or otherwise converge east from the sea-coast line from Adirámpatam to Pámban to Madura and westwards and from south from the big tracts of Sivaganga and Ramnad to Trichinopoly and Tanjore northwards through this flourishing and rising Native State of Pudukkóttai.

17. Now I shall, before concluding this memorandum which, I fear, in my enthusiasm to make it clear and reliable, has become rather long, attempt to give briefly the terms His Highness' Government is willing to agree to, subject to the correction and dictation of the Government of India.

18. His Highness' Government, as I have already said, is resolved to provide as an insurance for the necessary preliminary to the development of its resources an annual surplus of not less than half a lakh out of its current revenues towards the guaranteed interest, irrespective of the profits, and the same will accumulate as a sinking fund, as it is not likely to be trenched upon for guarantee in the forecast prospects of the line, towards the eventual purchase of the portion of the line lying within the State limits. His Highness' Government feels sanguine that the proposed line, besides bidding fair to be a very profitable concern in itself, will greatly load to enhance the health and wealth of the districts to be traversed by augmentation of export and import by economic and healthy interchange of useful and necessary commodities, not to speak of the immense return in securing greater and greater efficiency and economy in the administration of the land promoting and diffusing directly and indirectly industry, cultivation and commerce.

19. His Highness' Government understands that the contract entered into between the Secretary of State for India and the South Indian Railway Company would not admit of that company undertaking this line of its own or enter into contract with this State. But it learns that another company has been formed, or can be formed, under the same Directors for the construction of branch railways serving as feeders to the main South Indian Railway line. It may therefore, if the Government of India would kindly so arrange, be possible for the self-same subcompany to undertake the proposed branch under a guarantee of a return of 3 per cent. assured by the Government of India and worked by the South Indian Railway as in the case of the Máyavaram-Mutupet branch; or the terms may be generally as in the case of the proposed Tinnevelly-Quilon-Travancore Railway; or the Government of India may be pleased to permit a company to provide the funds under the terms offered in paragraph 2, vi (*a*) of Public Works Department Circular, No. 514 R.C., dated 17th April 1896, for branch railways, guaranteeing to the shareholders 3 per cent. interest on the capital cost of the whole length of 85½ miles, His Highness' Government under-writing that guarantee in proportion.

20. I have herewith submitted an application accompanied by the statements of particulars required by the Government of India Circular No. 514 R.C., dated 17th April 1896.

21. The proposed feeder may, if the Government of India is pleased to direct so, be constructed and worked as part of South Indian Railway to which it would act as a feeder, of course, with the concurrence of the South Indian Railway Administration, any surplus profits in excess of guaranteed 3 per cent. out of net earnings being divided between the British Government and the Pudukkóttai State in proportion of the capital cost of the line in the British and the State limits, respectively. When the Government of India exercises the right of purchase after twenty-one years, the Pudukkóttai State may be permitted to do the same proportionately, after which the State may either work the line independently or have it worked by the main South Indian Railway Administration on the responsibility and risk of the State; or the Government of India may work the whole length as a single branch, the net earnings thereof being divided in proportionate shares of the outlay with a guarantee from that Government to the State of 3 per cent. upon the State's outlay on the purchase of its section.

APPLICATION for leave to construct a branch or feeder railway to South Indian Railway, through the Pudukkóttai State and the adjoining British districts of Trichinopoly and Madura, Trichinopoly to Thondi-Pudukkóttai State Railway.

Number.	Nature of particulars specified in the next column.	Particulars.	Remarks.
1	(*a*) Name of the Company ..	(*a*) The Company has to be formed on the approval of the scheme by the Government of India.	The Madras Board of Revenue are considering a memorial presented by the inhabitants of the southern districts for a line like the one now proposed. *Vide* separate statements of rough estimate and ways and means of the line.
	(*b*) Person or persons by whom the application is preferred.	(*b*) By the Pudukkóttai State.	
	(*c*) The proposed capital ..	(*c*) 37¼ lakhs of rupees—2¼ lakhs Trichinopoly district portion, 17½ lakhs Pudukkóttai State portion, and 17½ lakhs for the Madura district, chiefly the Sivaganga and Ramnad zemindaris.	
	(*d*) Shares (*e*) each share ..	(*d*) and (*e*) To be determined after the approval of the scheme by the Government of India.	
2	The terminus, the principal towns through and near.	Trichinopoly on the North and Thondi seaport on the south-east; passing through Pudukkóttai, Triniem, Kanadikathan, Devakottai.	For fuller particulars *vide* detailed statements appended.

[Contd.

Application for leave to construct a branch or feeder railway to South Indian Railway, &c.—*cont.*

Number.	Nature of particulars specified in the next column.	Particulars.	Remarks.
3	The length of the proposed line.	85½ miles, of which 40¾ lie within Pudukkóttai State, and the rest 44¾ in British districts of Trichinopoly on the north and Madura (Sivaganga and Ramnad zemindaris) on the south.	
4	The gauge proposed, weight of rails.	3 feet 3¾ inches. Metre gauge—40 to 50 lb. rail for a linear yard.	Same as South Indian Railway.
5	The motive power to be employed.	Steam power—Locomotive.	Same as South Indian Railway.
6	The maximum tolls, fares, rates, etc.	Same as South Indian Railway.	
7	Details of any agreement provisionally arranged or desired to enter into, under which the proposed line, when constructed, is to be leased out for working with any existing Railway Administration.	Generally speaking, the line when constructed will be leased out for working to the South Indian Railway Administration on conditions to be determined by the Government of India similar to those enunciated in the case of the Tinnevelly-Quilon branch.	
8	Any further information that may be required to enable the Government of India to thoroughly understand the scope of the proposal.	(*a*) The line will not compete with the South Indian Railway, (*b*) but will eminently serve as a valuable feeder to it, (*c*) tapping the interior of the Pudukkóttai State and Sivaganga and Ramnad big zemindaris in the Madura district, (*d*) and will serve a capital protective railway to the famine-stricken portion traversed, (*e*) by supplying grain from the fertile deltaic tracts of Cauvery, Kistna, Gódávari, by railway *viâ* Trichinopoly and from Bengal, Burma and Aracan *viâ* Thondi port. (*f*) The line will further improve the trade of the interior with Burma, Bengal, and Ceylon through the port of Thondi, supplying the interior with teak and other timber extensively, promoting house-building, besides valuable other goods from Burma, Ceylon and other commercial places. (*g*) When connected with the proposed Madura-Pámban line or itself produced south to Pámban through Ramnad *viâ* Tiruvadanai, it will be a short route to Ceylon and will greatly facilitate the pilgrimage to Rameswaram and will confer the benefits of the Periyár project on the famine-stricken ryots of the big zemindaris both in ordinary and famine times.	The line traverses through the flourishing Native State of Pudukkóttai and the well populated rich *habitat* of the opulent Nattukottai Chettis, south of the Vellar in the State and in the southern zemindaris. The importance of the present ordinary port of Thondi will be raised to that of Tuticorin on the south if not of Negapatam on the north, on account of the great commercial activity of the enterprising Nattukottai Chettis and others trading in all parts of India, Burma, Ceylon, and the Straits Settlements. For further fuller particulars *vide* separate memorandum on the utility of the line proposed.

Financial results of the proposed Feeder Railway line from Trichinopoly to Thondi—Pudukkóttai State Railway.

Length of the line is	85¾	Miles.
	Rs.	
Capital outlay for construction	37¼	Lakhs.
For British portion, Rs. 19¾ lakhs For State portion „ 17½ „ }	37¼	„
Average rate for construction per mile	43,567	
Gross receipts per annum for the first ten years	4,92,750	
Gross receipts per mile per week for the first ten years ...	110·52	
Working expenses at Rs. 4,000 per mile for the first ten years.	3,42,000	
Net earnings per annum for the first ten years	1,50,750	
Percentage of net earnings on capital outlay for the first ten years	4·04	
Gross receipts per annum when the line is in full working order after ten years	6,44,225	
Gross receipts per mile per week when the line is in full working order after ten years	144·50	
Working expenses at Rs 4,000 per mile when the line is in full working order after ten years	3,42,000	
Net earnings per annum when the line is in full working order after ten years	3,02,225	
Percentage of net earnings on capital outlay when the line is in full working order after ten years	8·11	

STATEMENT showing the Financial results, &c., of the proposed Feeder Railway Line—(from Trichinopoly to Thondi)—Pudukkóttai State Railway.

Miles. From station to station.	Miles. From Madras.	Names of stations.	District or Province.	Probable cost of construction. Rate per mile (for finished line).	Probable cost of construction. Cost from station to station.	Probable cost of construction. Total cost for the whole line.	Financial Receipts, working expenses, &c., and net profits. Average for the first ten years. Gross Receipts. Per diem.	Gross Receipts. Per annum.	Working expenses at Rs. 4,000 per mile per annum.	Net earnings per annum.	Average when in full working order after ten years. Gross receipts. Per diem.	Gross receipts. Per annum.	Working expenses at Rs. 4,000 per mile per annum.	Net earnings per annum.	Remarks
				Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
0	248¾	Trichinopoly	Trichinopoly district.	..	..	..	..	..	..	..	..	..	..	..	
6¾	254¾	Guntûr		40,000	2,30,000	..	220	80,300	..	..	220	80,300	..	..	
							65	20,075	..	..	65	20,075	..	..	
5¾	..	Total ..	..	..	2,30,000	2,30,000	275	1,00,375	23,000	77,375	275	1,00,375	23,000	77,375	
11¾	266	Kseranoor	Pudukkóttai State.	40,000	4,70,000	..	110	40,150	..	..					
6¾	272¾	Satyamangalam		40,000	2,60,000	..	55	20,075	..	..					
7¼	279¾	Pudukkóttai ..		40,000	2,85,000	..	270	98,550	..	..					
5	284¾	Kaumanchetti Chattram		60,000	3,00,000	..	40	14,600	..	..					
6	290¾	Trimiem		45,000	2,70,000	..	80	29,200	..	..					
4¾	295	Kanadikathan		40,000	1,75,000	..	140	51,100	..	..					
40¾	..	Total ..	..	..	17,60,000	17,60,000	695	2,53,675	1,63,000	90,675					
9	304	Karaikkudi	Madura district.	40,000	3,60,000	..	205	74,825	..	..					
3¾	307¾	Amaravadi		40,000	1,40,000	..	55	20,075	..	..					
9	316¾	Davakottai		40,000	3,60,000	..	205	74,825	..	..					
10	326¾	Tiruvadanai		50,000	5,00,000	..	110	40,150	..	..					
7¼	334	Thondi		50,000	3,75,000	..	220	80,300	..	..					
39	..	Total ..	..	..	17,35,000	17,35,000	795	2,90,175	1,56,000	1,34,176					
93¾	..	Grand Total ..	..	43,567	37,25,000	37,25,000	1,765	6,44,225	3,42,000	3,02,225					

44¼ miles, British portion—Total cost of construction .. .. Rs. 19,65,000
49½ miles, Pudukkóttai State portion—Total cost of construction 17,60,000
Grand Total .. 37,25,000

Average gross receipts for the first ten years per mile per week .. .. Rs. 110·52
Percentage of net earnings on capital outlay for the first ten years .. .. 4·04
Average gross receipts per mile per week when the line is in full working order after ten years .. .. 144·50
Percentage of net earnings on capital outlay when the line is in full working order after ten years .. .. .. 8·11

PUDUKKOTTAI STATE RAILWAY FROM TRICHINOPOLY TO THONDI.

Length of the line: 85 *miles* 4 *furlongs* (*approximate*).

A rough summary of a probable estimate exclusive of land, telegraph and Rolling stock—based on the South Indian Railway late Chief Engineer Mr. Logan's trial survey and estimate of 1887 of the bit from Trichinopoly to Pudukkóttai.

Final head of account.	Description of work.	Amount.	Total.	Remarks.
		Rs.	Rs.	
I	Preliminary expenses	..	1,25,000	Cost of Survey, &c.
III	Construction of Line	..	9,60,000	The line passes over an ordinary flat country, very flat for the most part, a ruling gradient of 1 in 200 very easy to secure without heavy earthwork.
	1. Earthwork	4,50,000	..	
	2. Culverts and bridges ..	2,75,000	..	Culverts ranging from 2 to 30 feet span, and 2 big bridges across 2 big streams of nearly 300 feet broad and 3 bridges across 3 streams between 100 and 120 feet broad.
	4. Level-crossing	60,000	..	
	5. Fencing	1,75,000	..	Includes cheap rubble stone dwarf-walling near towns and populous villages; the rest wire-fencing where no aloes can be planted.
IV	Ballast and permanent-way ..	..	17,50,000	Granite chips, metal and gravel are abundantly available at sides throughout. Estimate can cover even 50 lbs. rails.
	1. Ballasting	1,00,000	..	
	2. Permanent-way	16,50,000	..	
V	Stations and Buildings	..	2,70,000	
	1. Stations and offices ..	1,00,000	..	Four second-class stations at Pudukkóttai, Kanadikathan, Davakottai and Thondi; the rest third-class and minor stations.
	3. Staff quarters	50,000	..	Local materials and local labour will probably reduce the cost or enable to construct more expansive buildings with the light of experience gained in the construction of the several public buildings at Pudukkóttai and its taluks.
	4. Station machinery ..	1,20,000	..	
VII	Plant at 5 per cent. on I, III, IV and V.	..	1,55,250	
IX	Maintenance Rs. 1,200 per mile for two years.	..	1,02,600	
X	Establishment at 10 per cent. on I, III, IV, V, VII and IX.	..	3,36,285	
XI	Contingencies at 7½ per cent. on X only.	..	25,865	
	Total ..	..	37,25,000	

COMPARATIVE statement of probable Capital and Revenue accounts of the proposed Pudukkóttai State Railway from Trichinopoly to Thondi, as compared with the main South Indian Railway and Máyavaram-Mutupet Railway.

No.	Description.	Based on the Capital and Revenue Accounts of *South Indian Railway* embodied in G.O., No. 662 R., dated 8th October 1895.	Based on the Capital and Revenue Accounts of *Máyavaram-Mutupet Railway* embodied in G.O., No. 637 R., dated 3rd October 1895.	For the proposed *Pudukkóttai State Railway* from Trichinopoly to Thondi. First ten years.	For the proposed *Pudukkóttai State Railway* from Trichinopoly to Thondi. When in full working order after ten years.	Remarks.
1	Capital outlay including suspense accounts .. .. .. Rs.	7,62,16,584	24,17,081	37,25,000	37,25,000	
	Number of miles .. .. No.	1,041·59	53·99	85·50	85·50	
2	Average cost per mile .. .. Rs.	70,901	44,752	43,567	43,567	
3	Gross earnings .. .. .. ,,	88,61,716	2,34,960	4,92,750	6,44,225	
4	Working expenses .. .. .. ,,	47,64,254	1,38,228	3,42,000	3,42,000	
5	Working expenses per mile per annum .. .. .. ,,	4,574	2,560	4,000	4,000	
6	Net earnings .. .. .. ,,	40,97,462	96,732	1,50,750	3,02,225	
7	Percentage of working expenses to gross earnings	53·76	58·83	69·40	53·08	
8	Gross earnings per mile per week. Rs.	163·61	83·69	110·52	144·50	
9	Percentage of net earnings on capital outlay including suspense accounts	5·38	4·00	4·04	8·11	
10						

The Proposed Pudukkóttai State Railway.

TABLE showing the amount of equal annual allotment to be deposited as sinking fund out of Pudukkóttai State Revenue, for purchasing the State portion of the Feeder Railway from Trichinopoly to Thondi on or after the expiry of 21 years after the line gets into full working order.

No.	Official year.	Net sinking capital including interest at 3 per cent. after paying interest on debt.	Yearly annual allotment for sinking fund to be provided in the budget estimate.	Total.	Interest on debt at 3 per cent. per annum.	Balance of sinking fund capital after paying the annual interest on debt.	Remarks.
1	2	3	4	5	6	7	8
		Rs.	Rs.	Rs.	Rs.	Rs.	
1	1897-1898	..	1,00,000	1,00,000	..	1,00,000	Debt 5 lakhs.
2	1898-1899	1,03,000	1,00,000	2,03,000	15,000	1,88,000	,, 7 ,,
3	1899-1900	1,93,640	1,00,000	2,93,640	36,000	2,57,640	,, 5½ ,,
4	1900-1901	2,65,369	1,00,000	3,65,369	52,500	3,12,869	
5	1901-1902	3,22,255	1,00,000	4,22,255	52,500	3,69,755	
6	1902-1903	3,80,848	1,00,000	4,80,848	52,500	4,28,348	
7	1903-1904	4,41,198	1,00,000	5,41,198	52,500	4,88,698	
8	1904-1905	5,03,359	1,00,000	6,03,359	52,500	5,50,859	
9	1905-1906	5,67,385	1,00,000	6,67,385	52,500	6,14,885	
10	1906-1907	6,33,332	1,00,000	7,33,332	52,500	6,80,832	
11	1907-1908	7,01,257	1,00,000	8,01,257	52,500	7,48,757	
12	1908-1909	7,71,220	1,00,000	8,71,220	52,500	8,18,720	
13	1909-1910	8,43,282	1,00,000	9,43,282	52,500	8,90,782	
14	1910-1911	9,17,505	1,00,000	10,17,505	52,500	9,65,005	
15	1911-1912	9,93,955	1,00,000	10,93,955	52,500	10,41,455	
16	1912-1913	10,72,699	1,00,000	11,72,699	52,500	11,20,199	
17	1913-1914	11,53,805	1,00,000	12,53,805	52,500	12,01,305	
18	1914-1915	12,37,344	1,00,000	13,37,344	52,500	12,84,844	
19	1915-1916	13,23,389	1,00,000	14,23,389	52,500	13,70,889	
20	1916-1917	14,12,016	1,00,000	15,12,016	52,500	14,59,516	
21	1917-1918	15,03,301	1,00,000	16,03,301	52,500	15,50,801	
22	1918-1919	15,97,325	1,00,000	16,97,325	52,500	16,44,825	
23	1919-1920	16,94,170	1,08,330	18,02,500	52,500	17,50,000	

The Proposed Pudukkóttai State Railway.

TABLE showing the amount of equal annual allotment to be deposited as sinking fund out of British Local Fund and Pudukkóttai State Revenue for purchasing the Feeder Railway from Trichinopoly to Thondi on or after the expiry of 21 years after the line gets into full working order.

No.	Official year.	Net sinking capital including interest at 3 per cent. after paying interest on debt.	Yearly annual allotment for sinking Fund to be provided in the Budget estimate.	Total.	Interest on debt at 3 per cent. per annum.	Balance of sinking fund capital after paying the annual interest on debt.	Remarks.
1	2	3	4	5	6	7	8
		Rs.	Rs.	Rs.	Rs.	Rs.	
1	1897-1898	..	2,00,000	2,00,000	..	2,00,000	Debt 10 lakhs.
2	1898-1899	2,06,000	2,00,000	4,06,000	30,000	3,76,000	,, 14 ,,
3	1899-1900	3,87,280	2,00,000	5,87,280	72,000	5,15,280	,, 13½ ,,
4	1900-1901	5,30,738	2,00,000	7,30,738	1,11,750	6,18,988	
5	1901-1902	6,37,558	2,00,000	8,37,558	1,11,750	7,25,808	
6	1902-1903	7,47,582	2,00,000	9,47,582	1,11,750	8,35,832	
7	1903-1904	8,60,907	2,00,000	10,60,907	1,11,750	9,49,157	
8	1904-1905	9,77,632	2,00,000	11,77,632	1,11,750	10,65,882	
9	1905-1906	10,97,858	2,00,000	12,97,858	1,11,750	11,86,108	
10	1906-1907	12,21,691	2,00,000	14,21,891	1,11,750	13,09,941	
11	1907-1908	13,49,239	2,00,000	15,49,239	1,11,750	14,37,489	
12	1908-1909	14,80,614	2,00,000	16,80,014	1,11,750	15,68,864	
13	1909-1910	16,15,930	2,00,000	18,15,930	1,11,750	17,04,180	
14	1910-1911	17,55,305	2,00,000	19,55,305	1,11,750	18,43,555	
15	1911-1912	18,98,862	2,00,000	20,98,862	1,11,750	19,87,112	
16	1912-1913	20,46,725	2,00,000	22,46,725	1,11,750	21,34,975	
17	1913-1914	21,99,024	2,00,000	23,99,024	1,11,750	22,87,274	
18	1914-1915	23,55,892	2,00,000	25,55,892	1,11,750	24,44,142	
19	1915-1916	25,17,466	2,00,000	27,17,466	1,11,750	26,05,716	
20	1916-1917	26,83,887	2,00,000	28,83,887	1,11,750	27,72,137	
21	1917-1918	28,55,301	2,00,000	30,55,301	1,11,750	29,43,551	
22	1918-1919	30,31,858	2,00,000	32,31,858	1,11,750	31,20,108	
23	1919-1920	32,13,711	2,00,000	34,13,711	1,11,750	33,01,961	
24	1920-1921	34,01,020	2,00,000	36,01,020	1,11,750	34,89,270	
25	1921-1922	35,93,948	2,02,802	38,56,750	1,11,750	37,25,000	

ROUGH estimate of traffic in the proposed Trichinopoly to Thondi—Pudukkóttai State Railway, compared with the results of the South Indian Railway and Máyavaram-Mutupet Line.

No.	Description.	Based on the Capital and Revenue Accounts of South Indian Railway embodied in G.O., No. 662 R., dated 8th October 1895.		Based on the Capital and Revenue Accounts of Máyavaram-Mutupet Railway embodied in G.O., No. 637 R., dated 3rd October 1895.		For proposed Pudukkóttai State Railway from Trichinopoly to Thondi.			
						For the first ten years.		When in full working order after ten years.	
		Number or quantity.	Amount in Rupees.	Number or quantity.	Amount in Rupees.	Number or quantity.	Amount in Rupees.	Number or quantity.	Amount in Rupees.
	Gross Earnings.		Rs.		Rs.		Rs.		Rs.
1	Coaching .. (persons) ..	12,406,006	46,85,990	962,608	1,65,120	1,200,000	3,30,000	1,500,000	4,50,000
2	Goods .. .. (tons) ..	1,359,234	40,89,604	159,554	68,692	110,000	1,60,000	54,000	1,80,000
3	Electric Telegraph	..	22,580	..	986	..	1,750	..	4,225
4	Sundries	..	63,542	..	162	..	1,000	..	10,000
	Total ..	..	88,61,716	..	2,34,960	..	4,92,750	..	6,44,225
	Working Expenses.								
1	Maintenance	..	10,32,320	..	27,210	..	70,000	..	70,000
2	Locomotive	..	17,82,858	..	46,992	..	1,20,000	..	1,20,000
3	Carriage and waggon ..	..	6,03,044	..	15,894	..	35,000	..	35,000
4	Traffic	..	7,23,762	..	19,076	..	50,000	..	50,000
5	General charges	..	6,01,340	..	15,850	..	40,000	..	40,000
6	Miscellaneous	..	55,286	..	13,206	..	27,000	..	27,000
	Total ..	..	47,98,610	..	1,38,228	..	3,42,000	..	3,42,000
1	Net earnings	..	40,63,106	..	96,732	..	1,50,750	..	3,02,225

The proposed Pudukkóttai State Railway from Trichinopoly to Thondi.

STATEMENT showing the area and population commanded by, and the probable passengers likely to take the Feeder Railway in the Pudukkóttai State and the adjoining British districts of Trichinopoly, Madura and Tanjore.

No.	Province or portion of Provinces through which the proposed Feeder Railway line passes.	Area and population commanded by this proposed Feeder Railway line.		Remarks.
		Square miles.	Number.	
1	Part of Trichinopoly (portion)	500	300,000	Out of the area of 6,160 square miles and population of 1,625,000 persons, 5,000 square miles and 1,500,000 inhabitants can be taken as will be benefited by this proposed Feeder Railway line. Out of every 100 persons, 8 (or 10) persons are taken to travel per annum by this proposed Feeder Railway line.
2	Whole of Pudukkóttai State	1,101	400,000	
3	Part of Sivaganga Zemindari (portion of Madura district).	1,551	450,000	
4	Part of Ramnad Zemindari (portion of Madura district).	2,104	150,000	
5	Part of Pattukkóttai taluk (portion of Tanjore district).	904	325,000	
	Total ..	6,160	1,625,000	

A STATEMENT showing the principal Festivals and Pilgrims likely to travel by the proposed Trichinopoly to Thondi, Pudukkóttai State Railway.

No.	Locality.	Names of Festivals.	The period of the year for Pilgrimage and Festivals.	Name of nearest Railway station.	Total number of people likely to assemble per day.	Number of passengers likely to utilize the railway per day (both going and returning).	Duration of Festival or Pilgrimage in days.	Total number of passengers for the whole period.	Average number of miles to be travelled.	Total probable receipts at 2 pies per mile.	Remarks (places from which passengers are likely to arrive).
1	2	3	4	5	6	7	8	9	10	11	12
										RS. A. P.	
1	Pudukkottai ..	(*a*) Chittrai Festival ..	April and May	Pudukkóttai ..	2,000	500	8	4,000	20	2,916 10 8	(*a*) and (*b*) From all parts of the State.
		(*b*) Adipuram Festival ..	July and Aug.		3,000	5,000	10	10,000			(*c*) From all parts of the State and from the neighbouring districts.
		(*c*) Dasra Festival ..	Sept. and Oct.		7,500						
		(*d*) Pushyam	January ..	Temporary station at Pusathurai (3½ miles from Pudukkóttai).	7,500	5,000	1	5,000	4	208 5 4	(*d*) From Pudukkóttai and Trimiem.
2	Trimiem	Yekadasi Festival ..	December ..	Trimiem	3,000	2,000	1	2,000	10	208 5 4	From different parts of the State of Pudukkóttai.
3	Konapatta ..	Amman Festival ..	May ..	Do.	3,000	2,000	1	2,000	10	208 5 4	From almost all the Chetti villages and their neighbourhood.
4	Kattuvava Pallivasal.	Sandanakkoodu ..	July ..	Do.	3,000	2,000	1	2,000	10	208 5 4	From different parts of the Pudukkóttai State.
5	Rayapuram ..	Muthumariyamman Festival.	May ..	Do.	3,000	2,000	1	2,000	10	208 5 4	Do. do.
6	Konnaiyur ..	Do. do.	March ..	Do.	10,000	4,000	1	4,000	15	625 0 0	Do. do.
7	Arimbalam ..	Siva Temple Festival ..	April ..	Do.	3,000	2,000	1	2,000	10	208 5 4	Do. do.
8	Narthamalai ..	Mariyamman Festival ..	Do. ..	Satyamangalam ..	500	250	8	2,000	15	1,093 12 0	From different parts of the Pudukkóttai State and from the surrounding country
					5,000	2,500	2	5,000			
9	Avoor	Roman Catholic Festival.	March ..	Guntúr	10,000	5,000	2	10,000	10	1,041 10 8	From Trichinopoly and Tanjore districts and from different parts of the Pudukkóttai State.
10	Tirugoshtiyur ..	Car and Teppam Festival.	April and Feb.	Trimiem, Kanadikathan and Karaikudi.	5,000	3,000	5	15,000	15	2,343 12 0	From different parts of Tanjore, Trichinopoly and Madura districts, and also from the Pudukkóttai State.
11	Kunnakkudi ..	Pushyam, Car and other Festivals.	Chiefly in Jan. and Mar.	Karaikudi and Kanadikathan.	10,000	5,000	3	15,000	15	2,734 6 0	From the Pudukkóttai State and the neighbouring British districts.
					1,000	500	5	2,500			
12	Avadayarkovil ..	Car Festival and others ..	Chiefly in Dec. and Feb.	Pudukkóttai ..	10,000	5,000	1	5,000	20	1,250 0 0	From the whole of the Tamil country.
					1,000	250	4	1,000			
13	Rámeswaram ..	Pilgrimage throughout the year especially for the new moon.	June and July.	Thondi	400,000	192,000	..	192,000	50	1,00,000 0 0	From all parts of India.
14	Srirangam	Pilgrimage throughout the year and Festival (Yekadasi).	December ..	Trichinopoly ..	50,000	500	10	5,000	20	3,125 0 0	From different parts of the country south of Trichinopoly. The passengers from the north are not included in this statement.
						5,000	2	10,000			
15	The Cauvery ..	Pilgrimage, chiefly in the month of Arpisi.	Oct. and Nov.	Máyavaram and Ellamanoor.	50,000	10,000	30	30,000	20	6,250 0 0	Do. do.
16	Chidamberam ..	Arudra Darisanam ..	Dec. and Jan.	Chidambaram ..	30,000	2,500	4	10,000	15	1,562 8 0	Do. do.
								335,500		1,24,192 11 4	125,000 (in round numbers).

The proposed Pudukkóttai State Railway from Trichinopoly to Thondi.

STATEMENT showing the fairs or markets within the limits of the Pudukkóttai State with the approximate quantity and value of goods sold and the probable quantity and value of goods available for being carried by the proposed Feeder Railway.

No.	Locality.	Market days.	Area and population commanded including adjoining provinces.		Probable number of persons assembled in market days per annum.	Goods probably available on markets per annum.		Goods probably available for the proposed feeder railway.		Remarks.
			Square miles.	Number.		Quantity in tons.	Value in rupees.	Quantity in tons.	Value in rupees.	
							RS.		RS.	
1	Kollapatti	Sunday ..	100	30,000	10,000	20,000	50,000	8,500	10,500	Chiefly grains, pulses and hides.
2	Keeranur	Monday ..	200	50,000	60,000	40,000	2,00,000	6,500	19,500	Grains, pulses and oil-seeds.
3	Chittamboor	Tuesday ..	100	30,000	30,000	10,000	50,000	6,500	19,500	Do. do.
4	Andakkulam	Saturday ..	100	30,000	30,000	10,000	50,000	6,500	19,500	Do. do.
5	Kudumamalai	Tuesday ..	50	10,000	10,000	5,000	25,000	1,500	10,000	Do. do.
6	Pudukkóttai	Friday ..	500	150,000	500,000	200,000	10,00,000	16,000	50,000	Goods of all sorts.
7	Alangudi	Thursday ..	200	50,000	50,000	50,000	3,00,000	4,000	25,000	Grains, pulses and fruits.
8	Karambakudi	Wednesday ..	300	70,000	70,000	80,000	3,50,000	5,000	25,000	Ground-nuts, grains, pulses and all sorts of goods.
9	Trimiem	Saturday ..	250	75,000	50,000	50,000	2,50,000	4,000	20,000	All sorts of goods.
10	Rayapuram	Wednesday ..	75	20,000	30,000	40,000	2,00,000	2,000	10,000	Do.
11	Kadiapatti	Tuesday ..	50	15,000	20,000	20,000	1,00,000	1,000	5,000	Do.
12	Melathaniem	Sunday ..	150	40,000	40,000	40,000	2,00,000	1,000	5,000	Grains and pulses.
13	Konnaiyur	Monday ..	250	80,000	80,000	70,000	3,10,000	2,000	10,000	All sorts of goods.
14	Arimbalam	Sunday ..	75	20,000	30,000	15,000	75,000	1,000	5,000	Grains and pulses.
15	Pudupatti	Wednesday ..	100	30,000	40,000	20,000	1,00,000	1,000	5,000	Do.
	Total ..		2,500	700,000	1,050,000	670,000	32,60,000	61,500	2,39,000	

The proposed Pudukkóttai State Railway from Trichinopoly to Thondi.

Statement showing the probable number of passengers and the quantity of goods that will be taken by the Feeder Railway with probable gross earnings per annum and per day.

No.	Miles. From station to station.	Miles. From Madras.	Names of stations.	Passengers available (festivals, etc., included). Average number per annum.	Goods available (fairs, etc., included). Average number of tons per annum.	Probable receipts per annum.	Probable Total receipts per annum.	Probable average earnings per day.
						Rs. A. P.	Rs. A. P.	Rs. A. P.
1	..	248¼	Trichinopoly		7,500	11,250 0 0	58,645 13 4	160 0 0
2	6¾	254¼	Gandoor ..		3,500	5,250 0 0	14,749 2 8	40 0 0
3	11¾	26 8	Kerarnoor ..		6,500	9,750 0 0	29,281 4 0	80 0 0
4	6¼	27¼	Satyamangalam		3,000	4,500 0 0	14,088 5 4	40 0 0
5	7¼	27¾	Pudukkottai		16,000	24,000 0 0	80,770 13 4	220 0 0
6	5	28¼	Kammanchetty Chattram		1,800	2,700 0 0	10,981 4 0	30 0 0
7	6	28¾	Trumem ..		7,000	10,500 0 0	26,083 5 4	70 0 0
8	4¾	29⅓	Kandikshan		10,000	15,000 0 0	40,520 13 4	110 0 0
9	9	30¼	Karaikudi ..		11,000	16,500 0 0	59,108 5 4	160 0 0
10	3¼	30¾	Amaravadi ..		3,000	4,500 0 0	14,291 10 8	40 0 0
11	9	31⅔	Iluvakottai		8,000	12,000 0 0	58,354 2 8	160 0 0
12	10	32¾	Tiruvadanai		9,000	13,500 0 0	28,708 5 4	80 0 0
13	7¼	33¾	Thondi ..		26,000	39,000 0 0	58,687 8 0	160 0 0
			Total ..	3,34,595	112,300	1,68,450 0 0	..	..
			(in round numbers) ..	3,30,000	110,000	1,60,000 0 0	..	..

The proposed Pudukkóttai State Railway from Trichinopoly to Thondi.

STATEMENT showing the probable quantity of different kinds of goods likely to be taken annually by the proposed Feeder Railway.

No.	Description of goods.	Import.	Export.	Total.	Remarks.
		TONS.	TONS.	TONS.	
1	Raw cotton and cotton goods, &c. ..	5,000	2,000	7,000	Three-fourths of the total quantity of the exports and imports is taken to be the likely quantity fetching railway fares in the proposed feeder railway (that is to say, 150,000 × ¾ or 110,000 tons).
2	Oils	1,500	500	2,000	
3	Oil-seeds—Gingelly, castor oil-seeds, ground-nut seeds, &c.	8,000	7,000	15,000	
4	Grains	15,000	10,000	25,000	
5	Pulses	15,000	10,000	25,000	
6	Hides and skins	..	500	500	
7	Metals	1,500	..	1,500	
8	Provisions, betel leaves, fruits, plantain leaves, &c.	8,000	..	8,000	
9	Salt	8,000	..	8,000	
10	Spices	3,000	..	3,000	
11	Stone and lime	..	10,000	10,000	
12	Sugar	7,000	..	7,000	
13	Timber	8,000	..	8,000	
14	Tobacco	1,000	..	1,000	
15	Coal	3,000	..	3,000	
16	Revenue stores, railway materials, &c. ..	25,000	..	25,000	
	Total ..	109,000	40,000	149,000	

Endorsement in the Political Department, No. 2677, dated 19th December 1896.

Order—No. 113 R., dated 20th February 1897.

The printed application received from the Dewan of Pudukkóttai, together with a large scale plan of the proposed route, for the construction of a railway from Trichinopoly to Thondi will be forwarded to the Agent, South Indian Railway, for favour of his views as regards cost of construction and traffic prospects. He will also be requested to enquire whether his Board of Directors would be prepared to assist in forming a company on the general terms proposed and whether they approve of the proposal to meet the cost of survey temporarily from Revenue on the understanding that the outlay so incurred should subsequently be transferred to the Capital account of the branch in the event of its construction being undertaken.

2. The application referred to above will also be forwarded to the Revenue Department for transmission to the Collectors of Madura and Tanjore for favour of their opinion as to the merits of the line and to the Board of Revenue for the submission of a return of exports and imports from the port of Tondi for the past three or four years. The Board of Revenue should be further requested to establish stations for one year at such points as may appear suitable to register the traffic which may be expected.

G.O., No. 717 R., dated 23rd September 1897.

Read the following papers:—

Proceedings of the Board of Revenue (Separate Revenue).
Dated—12th March 1897, Mis. No. 1059.

G.O., Mis. No. 1135, Revenue, dated 25th February 1897.

Resolution—

A statement showing the total imports into, and exports from, the port of Thondi during the last four years, and two other statements showing the particulars of the imports and exports in the past official year are submitted to Government. The Board also submits similar information for the ports of Ammapatnam, Kattaipatnam and Devipatnam which are close to Thondi and are likely to have their trade concentrated there on the opening of the railway.

The Government Order is transferred to the Department of Revenue Settlement, Land Records and Agriculture, for the necessary action with reference to the other points mentioned in paragraph 2 of the Public Works Department Government Order

ENCLOSURES.

STATEMENT showing the total imports and exports of merchandize and treasure of the port of Thondi during the past four official years.

Years.	Imports.				Exports.			
	Private.		Government.		Private.		Government.	
	Merchandize.	Treasure.	Stores.	Treasure.	Merchandize.	Treasure.	Stores.	Treasure.
	Rs.				Rs.	Rs.		
1892-93	5,16,920	..	..	..	77,356	..	..	..
1893-94	8,01,074	..	..	..	71,705	8,500	..	..
1894-95	3,30,278	..	..	..	54,769	..	..	..
1895-96	3,89,680	..	..	..	73,932	..	..	..

STATEMENT showing the particulars of imports into Thondi for 1895-96.

		Imports.	
		Quantity.	Value.
			Rs.
Animals, living—Other kinds	No.	61	305
Arms, &c.—Other sorts	Val.	...	28
Building, &c.—			
Bricks and tiles	No.	59,290	543
Cement	Cwt.	80	175
Chalk and lime	,,	220	110
Cabinetware and furniture	Val.	...	6,563
Candles of all sorts	lb.	5	5
Canes and rattans	Cwt.	8	18
Carriages, carts, &c.	,,	...	30
Clocks and watches	No.	3	43
Coffee	Cwt.	lb. 27	17
Coir—manufactures of	,,	123	1,174
Cotton—			
Twist and yarn	lb.	560	250
Piece-goods—			
Grey	Yds.	43,325	8,333
White	,,	4,219	1,072
Coloured	,,	8,192	2,497
Other sorts	,,	12	7
Manufactures—			
Thread-sewing	lb.	7	11
Other sorts	,,	7,029	1,760
Drugs—Other sorts	Val.	...	1
Dyeing, &c.—Myrabolams	Cwt.	1	5
Earthenware and porcelain	Val.	...	2,172
Fruits, &c—			
Cocoanuts	No.	12,679	407
Kernel	Cwt.	5	52
Other sorts	Val.	...	308
Vegetables, fresh	,,	...	16
Glass—			
Bottles, common	Cwts. & Gross.	1—3	20
Otherware	Val.	...	232
Grain and pulse—			
Paddy	Cwt.	4	15
Rice	,,	2,152	9,005
Jowari and bajra	,,	7	15
Hides, &c.—Skins, dressed or tanned ...	Cwt. & No.	1—30	30
Horns	Cwt.	lb. 40	12
Jute, manufactures of—			
Gunny bags (hand-loom)	No.	4,550	552
Rope and twine	Cwt.	¼	3
Other kinds	,,	¼	6

Statement showing the particulars of imports into Thondi for 1895-96—*cont.*

	Imports.	
	Quantity.	Value.
		Rs.
Leather, manufactures of—Boots and shoes ... Pairs	8	8
Mats—Other sorts ... ... Sq. Yds.	9,895	3,022
Metals—		
Brass, wrought ... ... Cwt.	38	2,343
Copper, wrought sheets and other manufactures ,,	7	554
Iron—		
Old for remanufacture ... ... ,,	16	41
Wrought—		
Bar ... ... ,,	1	4
Anchors, cables, &c. ... ... ,,	4	23
Other manufactures, &c. ... ... ,,	8	223
Tin, wrought, &c. ... ... ,,	1	11
Zinc, &c, wrought ... ... ,,	20	150
Metals, unenumerated ... ... ,,	16	1,214
Oils—		
Mineral—Kerosine ... ... Gallons.	18	11
Vegetable not essential—		
Castor ... ... ,,	2	20
Cocoanut ... ... ,,	954	1,325
Oil and floor cloth ... ... Sq. Yds.	12	2
Paints and colours ... ... Cwt.	3	33
Paper, &c.—Other kinds ... ... ,,	lb. 14	2
Perfumery ... ... Val.	...	1,946
Pitch, tar and dammer ... ... Cwt.	18	88
Provisions—		
Fishmaws and sharkfins ... ... lb.	7	6
Fish, dried, not salted .. .. ,,	896	32
Fruits and vegetables, &c.—		
Dates ... ... Cwt.	1	5
Other sorts ... ... ,,	69	336
Other sorts of provisions ... ... ,,	71	1,327
Seeds—		
Coriander ... ... ,,	5	21
Til or gingelly ... ... ,,	52	373
Other sorts ... ... ,,	34	94
Silk—Piece-goods ... ... Yds.	8	15
Spices—		
Betel-nuts ... ... lb.	527,934	40,303
Pepper ... ... ,,	682	96
Stone and marble ... ... Cwt.	7	14
Sugar—		
Refined ... ... ,,	91	1,256
Unrefined ... ... ,,	3	11
Tea ... ... lb.	11	6
Tobacco—		
Unmanufactured ... ... ,,	7,560	472
Manufactured—Cigars ... ... ,,	10	6
Umbrellas ... ... No.	435	917
Wax ... ... Cwt.	lb. 18	7
Wood—		
Firewood ... ... Tons.	9	39
Other timber ... ... ,,	258	9,945
Manufactures of ... ... Val.	...	2,86,371
Wool—		
Manufactures—Other sorts ... ... lb.	4	10
All other articles, &c.—		
Unmanufactured ... ... Val.	...	920
Manufactured ... ... ,,	...	286
Total ...		3,89,680

STATEMENT showing the particulars of exports from Thondi for 1895–96.

		Exports.	
		Quantity.	Value.
			RS.
Animals, living—Other kinds	No.	698	3,195
Books and printed matter, &c.	Cwt.	lb. 56	100
Bristles and fibre, &c.	"	54	540
Chemicals, &c.—Bicarbonate of soda	"	368	460
Cotton—			
Manufactures—Piece-goods—			
White	Yds.	32	12
Coloured	"	8,167	3,397
Dregs of gingelly oil	Cwt.	114	284
Drugs, &c.—Other sorts	Val.	...	11
Earthenware and porcelain	"	...	289
Fruits and vegetables—			
Vegetables, fresh	"	...	207
Other sorts	"	...	26
Grain and pulse—			
Paddy	Cwt.	16,974	41,604
Rice	"	3,352	15,825
Pulse	"	5	12
Other sorts	"	19	38
Metals—			
Iron—Other manufactures	"	1	7
Provisions—			
Fishmaws	lb.	224	100
Fruits, dried—Other sorts	Cwt.	2	5
Ghee	lb.	252	117
Salted fish	"	9,072	489
Other sorts	Cwt.	19	57
Salt	Tons.	8	583
Seeds—Other sorts	Cwt.	385	770
Spices—			
Betel-nuts	lb.	19,432	1,578
Chillies	"	7,942	532
Stone and marble	Cwt.	13	23
Tobacco—Unmanufactured	lb.	5,040	315
Wood—			
Teak	C. ft.	836	
Other timber	Tons	17	1,365
Manufactures of	"	26	1,014
All other articles—Manufactured	Val.	...	382
	"	...	595
	Total ...		73,932

STATEMENT showing the total imports and exports of merchandize and treasure of the port of Ammapatnam during the past four official years.

Years.	Imports.				Exports.			
	Private.		Government.		Private.		Government.	
	Merchandize.	Treasure.	Stores.	Treasure.	Merchandize.	Treasure.	Stores.	Treasure.
	RS.	RS.			RS.			
1892-93	22,400	15,000	..	..	44,852	..	..	..
1893-94	61,965	2,000	..	..	14,100	..	..	..
1894-95	14,926	..	..	..	44,111	..	..	..
1895-96	8,956	19,000	..	..	36,025	..	..	..

STATEMENT showing the total imports and exports of merchandize and treasure of the port of Kattaipatnam during the past four official years.

Years.	Imports.				Exports.			
	Private.		Government.		Private.		Government.	
	Merchandize.	Treasure.	Stores.	Treasure.	Merchandize.	Treasure.	Stores.	Treasure.
	RS.	RS.			RS.			
1892-93	20,656	31,400	..	..	91,518	..	..	..
1893-94	89,316	..	..	..	10,941	..	..	..
1894-95	18,552	7,500	..	..	27,240	..	..	..
1895-96	7,369	17,200	..	..	41,594	..	..	..

STATEMENT showing the total imports and exports of merchandize and treasure of the port of Devipatnam during the past four official years.

Years.	Imports.				Exports.			
	Private.		Government.		Private.		Government.	
	Merchandize.	Treasure.	Stores.	Treasure.	Merchandize.	Treasure.	Stores.	Treasure.
	RS.		RS.		RS.	RS.		
1892-93	3,70,904	..	..	..	94,655	..	..	..
1893-94	7,17,346	..	200	..	1,45,973	72,700	..	..
1894-95	1,74,581	..	150	..	1,47,565	28,500	..	..
1895-96	68,260	..	125	..	1,40,104	..	..	..

STATEMENTS showing the particulars of imports into Ammapatnam, Kottaipatnam and Devipatnam in 1895–96.

		Ammapatnam.		Kottaipatnam.		Devipatnam.	
		Quantity.	Value.	Quantity	Value.	Quantity.	Value.
			RS.		RS.		RS.
Animals—Other kinds	No.	1	35	..	..	9	81
Apparel	Val.	..	..	..	..	..	20
Bricks and tiles	No.	..	..	1,100	9	66,500	539
Cement	Cwt.	..	..	11	55	..	..
Chalk and lime	"	..	..	..	..	456	228
Building materials—Other sorts	"	..	..	..	..	920	92
Cabinetware	Val.	..	99	..	247	..	32
Canes and rattans	Cwt.	2	5	10	10	⅛	2
Carriages	Val.	..	..	..	..	..	25
Coir manufacture	Cwt.	..	..	..	..	36	291
Cotton—							
Raw	"	..	..	..	..	41	183
Piece-goods—							
Grey	Yds.	1,065	202	860	172	848	108
White	"	154	39	233	50	140	105
Coloured	"	188	68	272	135	261	64
Other sorts	lb.	10	17	24	3	168	12
Handkerchiefs	No.	9	2	25	14	..	..
Dyeing, &c.—							
Indigo	Cwt.	..	..	..	..	20	90
Turmeric	"	..	..	..	..	1	6
Dyeing materials—Other sorts	"	..	..	..	..	15	75
Earthenware and porcelain	Val.	..	15	..	..	..	43
Flax—Other sorts	lb.	672	149	..	..	..	..
Fruits—							
Cocoanuts	No.	150	5	975	35	71,875	2,047
Other sorts	Val.	..	..	..	..	..	26
Vegetable, fresh	"	..	..	..	..	..	2
Glass—Otherware	"	..	..	..	5	..	..
Grain and pulse—							
Gram	Cwt.	3	18	..	..	..	..
Paddy	"	..	..	39	78	17,318	41,461
Rice	"	3	24	..	..	3	16
Pulse	"	3	12	1	3	205	851
Jowari and bajra	"	..	..	..	..	8	24
Other sorts	"	..	..	..	..	10	28
Hardware Other kinds	Val.	..	..	..	24	..	..
Jute manufactures—							
Hand-loom	No.	10,176	1,272	14,710	1,837	2,800	358
Other sorts	Cwt.	2	120	..	..	2	26
Mats—Other sorts	Sq. Yds.	47	11	68	11	405	28

Statements showing the particulars of imports into Ammapatnam, Kottaipatnam and Devipatnam in 1895-96—*cont.*

—		Ammapatnam.		Kottaipatnam.		Devipatnam.	
		Quantity.	Value. Rs.	Quantity.	Value. Rs.	Quantity.	Value. Rs.
Metals—							
Brass, wrought	Cwt.	lb. 37	19	lb. 2	1	22	1,243
Copper sheets and other manufactures	"	..	..	lb. 16	12	2	61
Iron—							
Old for remanufacture	"	..	..	34	85	81	252
Wrought	"	..	..	2	25	1	9
Tin, wrought—Other sorts	"	..	..	..	..	lb. 38	3
Oil—Vegetable not essential—							
Castor	Gallns.	..	..	..	..	338	425
Cocoanut	"	..	..	..	..	131	196
Oilcake	Cwt.	..	..	..	..	164	253
Perfumery	Val.	..	..	..	..	..	66
Pitch	Cwt.	..	..	..	..	5	28
Plants, living	Val.	..	..	..	..	..	4
Provisions—							
Fishmaws	lb.	..	..	..	..	14	12
Salted fish	"	672	27	..	..	26,488	994
Fish, dried, not salted	"	..	..	..	..	2,15,348	7,700
Fruits, dried—							
Dates	Cwt.	1	9	2	14	1	10
Other sorts	"	..	..	..	..	1	3
Ghee	lb.	..	..	56	20	..	..
Other sorts	Cwt.	12	77	10	67	140	853
Salt	Tons.	..	..	..	..	8	584
Seeds—							
Coriander	Cwt.	..	..	lb. 56	2	38	130
Cummin	"	..	..	..	..	56	12
Mustard	"	..	..	..	..	150	907
Til or gingelly	"	..	..	..	..	72	502
Other sorts	"	..	..	2	14	23	112
Spices—							
Betel-nuts	lb.	15,029	1,163	42,350	2,875	33,180	2,362
Chillies	"	..	..	252	24	136	13
Ginger	"	..	..	..	..	56	8
Pepper	"	49	7	63	9	1,064	152
Stone and marble	Cwt.	107	114	14	22	85	25
Sugar, refined	"	1	9	lb. 28	4	..	..
Tea	lb.	..	..	..	..	6	3
Tobacco, unmanufactured	"	61,124	4,366	784	315	2,380	170
Toys	Val.	..	..	..	17	..	2,852
Umbrellas	No.	..	..	1	2	..	15
Wood—							
Teak	C. Tons.	6	510	..	..	4	370
Other timber	Tons.	11	527	27	1,165	10	357
Manufactures of	Val.	..	..	..	17	..	2,852
All other articles—							
Unmanufactured	"	..	1	..	4	..	25
Manufactured	"	..	4	..	4	..	686
Grand Total		..	8,956	..	7,369	..	68,260

QUANTITY and value of articles exported from the ports of Ammapatnam, Kottaipatnam and Devipatnam during the year 1895-96.

Articles.		Ammapatnam.		Kottaipatnam.		Devipatnam.	
		Quantity.	Value. Rs.	Quantity.	Value. Rs.	Quantity.	Value. Rs.
Animals—Other kinds	No.	14	42	264	886	4,043	13,272
Apparel, &c.	Val.	..	..	..	..	..	112
Books and printed matter	Cwt.	..	..	..	..	1	88
Building, &c.—							
Bricks and tiles	No.	..	..	..	..	70,600	212
Clay	Cwt.	..	..	..	..	8	1
Candles of all sorts	lb.	..	..	..	..	60	41
Canes and rattans	Cwt.	..	..	..	..	2	5
Carriages	Val.	..	..	..	..	..	20
Coir manufacture	Cwt.	7	42	..	..	..	..
Cotton—							
Twist and yarn	lb.	42	8	..	..	15,466	4,239
Piece-goods—							
Grey	Yds.	..	..	..	..	94,654	18,555
White	"	..	..	..	..	47,803	8,805
Coloured	"	..	..	..	..	125,463	31,123
Dregs of gingelly oil	Cwt.	..	..	..	..	81	168
Drugs, &c.—							
Camphor—Other kinds	lb.	..	..	..	..	112	141
Other sorts	Val.	..	..	..	2	..	12

Quantity and value of exported articles—*cont.*

Articles.		Ammapatnam.		Kottaipatnam.		Devipatnam.	
		Quantity.	Value. Rs.	Quantity.	Value. Rs.	Quantity.	Value. Rs.
Dyeing, &c.—	Cwt.	..	..	..	..	11	79
Turmeric	"	..	..	..	..	1	8
Other sorts	Val.	..	1,029	..	..	..	163
Earthenware and porcelain	Cwt.	..	..	..	..	4	7
Fodder, bran, &c.							
Fruits—	No.	..	..	..	..	30,045	804
Cocoanuts	Val.	..	..	..	..	..	234
Other sorts		..	178	..	18	..	1,105
Vegetable, fresh	"	..	..	..	..	..	114
Glass—Otherware	"	..	..	..	..	1,303	2,976
Grain and pulse—	Cwt.	..	..	..	..	9,402	27,055
Gram	"	1,778	3,630	2,536	4,935	364	1,686
Paddy	"	8,298	27,694	10,788	36,561	8	40
Rice	"	..	..	..	..	127	636
Wheat	"	..	..	..	..	5	12
Pulse	"	..	..	..	..	3	6
Jowari and bajra	"	..	..	..	..	4,050	506
Other sorts	"	..	..	..	..	½	3
Jute—	No.	..	..	..	..	..	2
Gunny bags (Hand-loom)	Cwt.	..	..	..	..	4	172
Rope and twine	Val.	..	..	..	..	..	11
Lacquered ware	Tons.	12	375	6	188	1,037	75
Manures—Animal bones	Val.	..	..	..	..	..	..
Matches	Sq. yds.	..	..	..	..	36	2,246
Mats—Other sorts						1	4
Metals—	Cwt.	..	..	..	..	7	52
Brass, wrought	"	..	..	..	..	½	5
Iron, wrought, wire	"	..	..	..	..	lbs. 10	5
Other manufactures, &c.	"	..	..	..	..	..	..
Lead pig	"	..	..	..	..	200	125
Tin, wrought—Other sorts							
Oils—	Gallons.	8	3	..	..	2,210	3,558
Animal	"	..	..	..	..	339	513
Mineral—Kerosine						2,701	5,305
Vegetable not essential—	"	..	..	..	..	62	71
Castor	"	..	..	..	..	24	24
Cocoanut	"	..	..	..	..	47	99
Til or gingelly	"	..	..	..	..	1	20
Ground-nut	"	..	..	..	..		
Other sorts	Cwt.	..	..	..	..		38
Oilcake	"	..	..	..	..	1	6
Paints and colours							20
Paper—	Val.	..	..	..	..		
Writing paper and envelopes	Cwt.	..	..	..	..	12,460	2,762
Other kinds	Val.	..	..	..	..	8,592	2,972
Perfumery						34	247
Provisions—	lb.	..	..	..	..		
Bachedemer	"	..	..	..	..	1	14
Ghee	Cwt.	..	..	..	..	29	125
Other sorts of provisions						3	137
Seeds—	"	..	..	..	..	4	36
Aniseed	"	..	..	..	..	2	14
Coriander	"	..	..	..	..	12	90
Cummin	"	..	..	..	..	46	341
Fenugreek	"	..	..	..	..	19	83
Ground-nut	"	..	..	..	..	405	1,915
Mustard	"	..	..	..	..		
Til or gingelly	"	..	..	..	..	2,408	229
Other sorts						28	22
Shells and chanks, &c.	lb.	..	..	..	..	140	32
Spices—	"	..	..	..	..	8,904	595
Betelnuts	"	..	..	..	..	533	127
Cardamoms	"	..	..	..	..	952	156
Cloves	"	..	..	..	..	252	17
Chillies	"	..	..	..	..	6	8
Ginger	"	..	..	..	..	63	1,033
Pepper	"	..	..	..	..	198	1,555
Other sorts	Cwt.	..	..	..	..		
Stone and marble	"	..	..	..	..	17,357	1,429
Sugar, refined	"	..	..	..	..	28	3
Do. unrefined	lb.	..	..	..	..	..	20
Tobacco—	"	..	..	..	..	..	..
Unmanufactured	"	..	..	..	..	7	314
Cigars	Val.	..	..	..	..		
Toys							
Wood—	C. tons.	13	260	..	..	..	78
Other timber	Val.	..	..	..	..	..	153
Sandal	"	..	80	..	4	..	876
Manufactures of	"	..	2,734	..	..	..	142
All other articles unmanufactured	"	..	..	..	..		
Do. manufactured	Total	..	36,025	..	41,594	..	1,40,104

Endorsement by the Revenue Dept., dated 14th April 1897, Mis. No. 2022.

Extract from a letter from the Board of the South Indian Railway Company, Limited.
To—The Agent, South Indian Railway.
Dated—London, 4th June 1897, No. 192.

Trichinopoly-Thondi proposed Railway.

With reference to the enquiry of Government embodied in your letter, No. 528 of 7th April 1897, the Board approve of the proposal to meet the cost of the survey, estimated at Rs. 18,000 of that portion of the line outside the State of Pudukkóttai temporarily from Revenue.

As to the question whether the Directors would assist in forming a company on the general terms proposed by the Dewan, the Board await the additional information as to the prospects of traffic promised in your letter referred to before coming to a decision in the matter.

Memorandum from the Joint Secy. to the Govt. of Madras, P.W. Dept. Ry. Branch
To—The Chief Secretary to Govt. Political Dept.
Dated—13th August 1897, No. 3495 C.

Referring to the application for permission to promote the construction of a Branch line of Railway from Trichinopoly through Pudukkóttai to Thondi which reached the Chief Secretary under cover of Mr. J. K. Batten's No. 502-O./Pol., dated 13th December 1896, transferred to this Department with Political Department's endorsement, No. 2577, dated 18th December 1896, the undersigned has the honour to request that it may be ascertained as early as possible whether the Rajah of Pudukkóttai is willing to at once deposit in the Government Treasury at Trichinopoly the cost, estimated at Rs. 16,000 more or less, of surveying the portion of the proposed railway that lies within the Pudukkóttai estate.

Order—R. No. 239, Political, dated 17th August 1897.

With reference to his letter, No. 502-O., dated 13th December last, the Political Agent, Pudukkóttai, will be requested to ascertain and report as early as possible whether the Pudukkóttai Durbar is willing to at once deposit in the Government Treasury at Trichinopoly the cost, estimated at Rs. 16,000 more or less, of surveying the portion of the proposed railway that lies within the Pudukkóttai State.

From—The Political Agent for Pudukkóttai.
To—The Chief Secretary to Govt., Madras.
Dated—Trichinopoly, 1st September 1897, R.C., No. 210/O.

With reference to G.O., R. No. 239, dated 17th ultimo, I have the honour to report that the Durbar is ready and willing to deposit the amount of Rs. 16,000, the approximate cost of the proposed railway survey in the Pudukkóttai State.

ENDORSEMENT—in the Political Dept., No. 1859, dated 7th September 1897.

From—The Agent, South Indian Railway.
To—The Consulting Engineer for Railways.
Dated—Trichinopoly, 23rd August 1897, No. 857.

With reference to your letter, No. 2647, dated 13th August 1897, I have the honour to submit the estimate for the Trichinopoly-Thondi Railway revised to provide for credits under plant and instruments. The provision for travelling allowance is included in the amounts shown under the head "Establishment."

ENCLOSURE.

South Indian Railway (Limited).

ESTIMATE for the working survey and section of the Trichinopoly-Thondi Railway :—

	MILES.
Length	85
In British territory	45
In Pudukkóttai State	40

Particulars.	Amount. RS.	Total. RS.
Survey Expenses—		
Centre line pegs, centre line stones, bench marks, fixing		
ditto and lockspitting 85 miles at Rs. 64 per mile ...	5,440	
	———	5,440
Plant—	RS.	
Tents—		
2 Subaltern tents, Madras make, at Rs: 400 each ...	800	
4 Hill tents " at " 200 " ...	800	
8 Servants' pals " at " 60 " ...	480	
2 Necessary tents " at " 50 " ...	100	
	2,180	
Less value on completion of work at 50 per cent. ...	1,090	
	———	1,090
Instruments—		
4 Theodolites, at Rs. 600 each	2,400	
4 Levels, at Rs. 400 each	1,600	
8 Levelling staves, at Rs. 50 each	400	
6 Sets scales, at Rs. 10 each	60	
72 Ranging rods, at Rs. 2 each	144	
8 Measuring chains, at Rs. 10 each	80	
4 Protractors, at Rs. 10 each	40	
	4,724	
Less value on completion of work at 75 per cent. ...	3,543	1,181
Sundries	1,266	
	———	3,537
Establishment—		
2 Engineers, at Rs. 650, including allowance for 4 months.	5,200	
Subordinate establishment for survey, 85 miles, at Rs. 150 per mile	12,750	
2 Clerks, at Rs. 50, including allowance for 4 months ...	400	
2 Draftsmen at Rs. 65 do. do. ...	520	
2 Apothecaries at Rs. 65 do. do. ...	520	
Sundries including stationery	1,000	
	———	20,390
Total		29,367
45 Miles in British Territory		15,547
40 Miles in Pudukkóttai State		13,822
Total ...		29,369

From—The Consulting Engineer for Railways,
To—The Joint Secretary to Govt. P.W. Dept., Ry. Branch.
Dated—Ootacamund, 8th September 1897, No. 111/O.

The Trichinopoly-Thondi Railway.

Things seem now to be ripe for the Madras Government to address the Government of India asking for permission to have this line surveyed by the South Indian Railway Company.

In their G.O., No. 113 R., dated 20th February 1897, the Madras Government passed orders about the necessary enquiries being made. The results were first that the Agent, South Indian Railway, took orders from his Board who have now expressed themselves as ready to contribute their share of the cost of the survey from Revenue temporarily, second that the Pudukkóttai Durbar have expressed their readiness and willingness to pay their share also, and 3rd that the Revenue Department have sent in certain statistics of traffic and that more are being collected. The Agent, South Indian Railway, is also arranging for a traffic survey.

The next step is to get the Government of India's sanction to the survey being undertaken, and to its amount, Rs. 29,369, and to the part of it accruing to the British portion of the route being met from the South Indian Railway revenues temporarily, pending the desired formation of a branch line company.

Order—No. 717 R., dated 23rd September 1897.

The Government of India will be addressed.

From—The Joint Secretary to the Govt. of Madras, P.W. Dept., Ry. Branch.
To—The Secretary to the Govt. of India, P.W. Dept.
Dated—Ootacamund, 23rd September 1897, No. 718 R.

With reference to the last four or five lines of paragraph 8 of my letter, No. 332 R., dated the 10th May 1897, and to Item XI of the list of proposed lines referred to in the note by the Consulting Engineer for Railways, Madras, which accompanied that letter, I am directed to inform you that the Board of Directors of the South Indian Railway Company have agreed to a proposal made by their Agent that the cost of the survey of that part of the proposed Trichinopoly-Thondi line which lies outside the State of Pudukkóttai should be temporarily met by Revenue.

2. The Pudukkóttai Durbar have also expressed their willingness and readiness to at once deposit in a Government Treasury the proportionate cost of the survey of the part of the line lying within that State.

3. The Agent, South Indian Railway, has now submitted an estimate, amounting to Rs. 29,369, of the probable cost of a regular survey of the line which will, it is believed, be about 85 miles in length. The proportionate cost of the survey of the 45 miles in British Territory is estimated at Rs. 15,547, and that of the 40 miles in the Pudukkóttai State at Rs. 13,822.

4. As no steps can be taken by the South Indian Railway Company for the formation of a Branch Line Company, on the lines suggested by the Pudukkóttai State and explained in the Consulting Engineer's note, until the country shall have been regularly surveyed and an estimate prepared; and as, in the opinion of this Government, it is desirable that such an estimate should be available as soon as possible, I am directed to express a hope that the Government of India may be pleased, first to sanction the survey being undertaken, second to sanction the estimate of its cost Rupees 29,369, and third to sanction a temporary contribution from Revenue by the South Indian Railway of Rs. 15,547. The estimate, which comes to Rs. 345 per mile, does not seem unreasonable.

5. I am to add that the Agent, South Indian Railway, is arranging for a regular traffic survey of the suggested line. I am also to enclose a copy of the printed application of the Pudukkóttai Durbar to be allowed to aid in the formation of a Branch Line Company.

Read also the following paper:—

From—The Secretary to the Govt. of India, P.W. Dept.
To—The Joint Secretary to the Govt. of Madras, P.W. Dept., Ry Branch,
Dated—Simla, 21st October 1897, No. 1741 R.C.

I am directed to acknowledge the receipt of your letter, No. 718 R., dated 23rd September 1897, on the subject of the proposed railway from Trichinopoly station to Thondi and a survey of the line at a cost of Rs. 29,369 divisible between the Pudukkóttai State and the South Indian Railway Company in the proportion of Rs. 13,822, Rs. 15,547, respectively.

2. As you are aware, the other railways already recommended by the Government of Madras for construction in the neighbourhood of the country that will be traversed by the proposed Trichinopoly-Thondi line are—

(1) Madura to Pámban.
(2) Mutupet *viâ* Pattukkóttai to Avadaiyárkóvil.

3. I am to say that it seems to the Government of India that these three railways will interfere with each other's traffic and that all of them are not required for opening out the comparatively small tract of country which they are intended to serve, and I am to add that there appears to be some risk that by trying to run too many competing schemes at the same time the whole of them may be indefinitely postponed.

4. I am therefore to suggest that, with the permission of His Excellency the Governor in Council, the whole matter may be reconsidered especially with regard to the effect that the construction of the Trichinopoly-Thondi Railway is likely to have on the traffic of the Mutupet-Avadaiyárkóvil branch on the one side, and of the Madura-Pámban branch on the other.

5. Pending the receipt of the further views of the Government of Madras, the Government of India will defer orders on the proposed survey of the Trichinopoly-Thondi line.

ORDER—No. 1119 R., dated 10th December 1897.

The Government of India will be addressed.

[Here enter No. 1120 R., dated 10th December 1897.]

(True Extract.)

FRANCIS J. E. SPRING,
Joint Secretary.

To the Agent, South Indian Railway.
" Revenue Department.
" Political Department.
" Consulting Engineer for Railways.
" Examiner, Guaranteed Railway Accounts.

Exd. T. K. Narayana Aiyangar.

RAILWAY.

Government {1897} of Madras.

PUBLIC WORKS.

Recd.	1897.	*Enclosures*
Regd.		*Spare copies*

Letter, No. 1120 R., 10th December 1897.

DECEMBER.

Trichinopoly-Thondi Railway

Forwarding the further views of this Government on the proposed survey of the —.

PUBLIC WORKS DEPARTMENT.

Railway.

LETTER—from

F. J. E. SPRING, ESQ., C.I.E.,
Joint Secretary to the Government of Madras,
Public Works Department,
Railway Branch,

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,
PUBLIC WORKS DEPARTMENT.

SIR,

I am directed to acknowledge the receipt of your letter, No. 1741 R.C., dated the 21st October 1897, on the subject of the suggested survey by the South Indian Railway Company, and at the joint cost of that railway and of the Pudukkóttai State, of a proposed branch railway from Trichinopoly through Pudukkóttai to the small port of Thondi.

2. The Government of India suggest that there seems danger of the three lines—

(1) Madura to Pámban,
(2) Mutupet *viâ* Pattukkóttai to Avadaiyárkóvil,
(3) Trichinopoly to Thondi,

interfering with each other's traffic, and of the indefinite postponement of the whole of them in consequence of trying to run too many competitive schemes simultaneously.

3. In reply I am instructed to say that this view of the subject did not escape the notice of the Government of Madras, but it seemed impossible to intelligently discuss the alignment and prospects of the three lines until something more was known of their condition than could be gathered from the survey sheets. It was for this reason that the combined proposal of the South Indian Railway Company and of the Pudukkóttai State to have a regular survey made was supported by this Government and forwarded for the approval of the Government of India.

4. But since the proposals referred to were sent forward, this Government has received with great satisfaction the offer communicated in your letter, No. 1740 R.C., dated the 22nd October 1897, from which there appears to be reason to believe that the Madura-Pámban line is nearer of achievement than ever before seemed likely. His Excellency the Governor in Council also ventures to hope that the arguments put forward in my letter, No. 661 R., dated the 15th September 1897, may be accepted by the Government of India, and may result in permission being accorded to the Tanjore District Board to make arrangements for the financing of the proposed extensions, one of which would be the Mutupet-Avadaiyárkóvil line above referred to.

5. For these reasons His Excellency in Council has decided not to press just now for the grant of permission to survey the Trichinopoly-Thondi route. I am instructed however to say that it should be understood that this decision is come to without prejudice to the question of the advisability of, later on, surveying, at the cost of the Pudukkóttai State, a short branch from Trichinopoly to tap the State, but not to extend beyond its southern or eastern boundaries.

I have the honour to be,
Sir,
Your most obedient servant,

FRANCIS J. E. SPRING,
Joint Secretary.

FORT ST. GEORGE,
10th December 1897.

Ex. T. K. Narayana Aiyangar.

Public Works (1897) Department.

(Railway)

CURRENT No. 3

From

The Govt of India

Order

No. 1741 RC

Dated 21st October 1897

Received 1-11-97

Registered 1-11-97.

Enclosures Nil

Spare copies Nil

SUBJECT.

Trichinopoly-Thandiline

Stating that orders on the proposed survey of the above line will be deferred pending the receipt of the further views of the Govt of Madras.

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No	Date.

All communications should be addressed to the Secretary.

No. 1741 R.C.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY CONSTRUCTION.

RECEIVED 1897 MADRAS.

To

The Joint Secretary to the Government of Madras,

Public Works Department, Railway Branch.

Simla, the 21st October 1897.

Sir,

I am directed to acknowledge the receipt of your letter No.718 R., dated 23rd September 1897, on the subject of the proposed railway from Trichinopoly station to Thondi and a survey of the line at a cost of Rs.29,369 divisible between the Pudukottai State and the South Indian Railway Company in the proportion of Rs.13,822 and Rs.15,547 respectively.

2. As you are aware, the other railways already recommended by the Government of Madras for construction in the neighbourhood of the country that will be traversed by the proposed Trichinopoly-Thondi line, are:-

(1) Madura to Paumban

(2) Mutupet via Putukota to Avadyarkoil.

3. I am to say that it seems to the Government of India that these three Railways will interfere with each other's traffic and that all of them are not required for opening out the comparatively small tract of country which they are intended to serve, and I am to add that there appears to be some risk that by trying to run too many competing schemes at the same time the whole of them may be indefinitely postponed.

4.

4. I am therefore to suggest that, with the permission of His Excellency the Governor in Council, the whole matter may be reconsidered especially with regard to the effect that the construction of the Trichinopoly-Thondi Railway is likely to have on the traffic of the Mutupet-Avadyarkoil Branch on the one side and of the Madura-Paumban Branch on the other.

5. Pending the receipt of the further views of the Government of Madras, the Government of India will defer orders on the proposed survey of the Trichinopoly-Thondi Line.

I have the honour to be,

Sir,

Your most obedient servant,

[signature]

Colonel, R.E.,

Offg. Secretary.

Documents accompanying:-

Nil.

M.L.M.

P.W. Railway Current No. 3 of 1-11-97

The Hon. Mr. Grose. C.I.E.

" " Sir H. Bliss. K.C.I.E.

H.E. the Governor

The simple reason for dealing with the Madura-Paumban line on its own merits, without refce to a possible future short route between Madras & Ceylon, is that Madura & Paumban (Rameswaram) are both in the regular pilgrim round — West Coast, Palghaut, Palni, Madura, Rameswaram, Tinnevelly, Trichendur, Cape Comorin — The Madura-Paumban line is ∴ wanted in any case

HS

3/12/97

1- A reference to the Notes of H.E. and Hon Members in the linked File (Flag A) dated 13th 16th and 17th Nov. will show that orders were passed on the Govt of India's letter 1746. R.C. dated 22nd Oct. 97. (Flag B) about the Madura-Paumban and Tinnevelly-Quilon lines. The reply to the Govt of India took the form of the three drafts below in linked file (Flagged C.D.E.).

2- These three drafts had not issued when we received the current. (or rather I should say when it came to my notice, because there was great delay in my office about preparing a plan to illustrate the position.)

3- So I took the current, India's 1741-R.C. dated the 21st Oct. 97. to H.E. the Governor to day. and received instructions that two of the above three drafts might issue, viz those referring to the Palghat-Dindigul and the Tinnevelly Quilon Railways. But that the Madura Paumban draft had better be kept back in order that it might be fully considered in connection with the

HM 26.11.97

R 2.12.97

HM 1/12/97

R 4.12.97

current. H.E. desired me to circulate the papers to Hon Members during his absence at Mysore in order that a decision may be arrived at as soon as possible after his return.

4- I have drafted a reply for approval to the first of India's letter. This reply and the draft about the Madras Pamban line seem to me to be right. The former too is drafted in the sense of H.E.'s instructions to me to-day.

But Hon Members may perhaps wish to know why I thought it necessary to delay the Madras Pamban letter in consequence of the receipt of the current. I shall explain as I did to-day to his Excellency

6- A line from Pamban through Mandi and Pudukkottai to Trichinopoli is about 60 miles shorter than the line from Pamban via Madura to Trichinopoli.

7- Then again it came to my notice when looking through that file of Famine railways that for the purpose of safeguarding that large tract of country lying between Villupuram, Mayaveram, Trichinopoli, and Salem a line passing more or less north and south, from Trichinopoli to Tirukoilur

approved
JG
1.12.97

while serving for all famine purposes as well as the proposed Salem-Portonovo (east and west) line, would have the great advantage of saving 40 miles in the through route between Madras and Southern India.

8- Was there in the suggested Tirukoilur-Trichinopoli, and the Trichinopoli-Mandi-Pamban lines to have the possibility of saving 100 miles in the main route between Ceylon (in the hereafter) and Madras. This possibility seemed to me to be too serious a thing to be ignored, as it would be ignored if, omitting to learn official notice of it as record, we were to drift into accepting the Madras Pamban terms lately proposed by the Govt. of India.

9- I put this to his Excellency, and also the argument on the other side which occurred to me. These are as follows.

10- How do the advantages of a shorter through route compare with those of the immediate provision for local requirements,

The advantages of a shorter through route are somewhat distant and intangible. They cannot be fully enjoyed until connection with Ceylon is established. Even then, who knows how to value them? Perhaps they may not be worth much. That is perhaps they may not be worth the interest of the money spent on securing them and the loss of interest on the parts of the S.I.R. left comparatively deserted. Whereas we now seem within very measurable reach of gaining the Madura Pamban, which we have been pressing for for many years. We know that the Madura Pamban will supply a locally felt want. We have no reason to believe that the volume of the goods traffic between India and Ceylon to be carried by rail to and from districts other than Madura and Tinnevelly, is even likely to exceed that of the goods to and from Madura and Tinnevelly.

11 - Looking at all the sides of the question that suggested themselves to me, it seemed to me that the arguments in favour of trying now to secure the Madura Pamban line which we can, outweigh those in favour of starting quite a new idea, that of shortening as much as possible the through route to southern India.

12 - I think it very probable that in connection with schemes for famine insurance we may yet bring up the Trichinopoli Tirukoilur chord line for consideration. It has in it, so far as I can judge, all the elements of a line likely to tempt City promoters, because it is bound to get all the through traffic, whereas just in this part, opposite the Tanjore Delta, the existing loop line round by the coast passes through a rich enough country to continue to pay very fairly well even after it has lost its through traffic. The Agent thinks very well of this line although it will short-circuit him so seriously. If that short-cut comes in due course well and good. But I do not think that we ought to let go the bone, the Madura Pamban, to grab at the shadow, the Trichinopoli Thondi Pamban,

13 – But when, in a few years more, we get the Ceylon connection, it will certainly be said that it was a pity we ever committed ourselves to a line 60 miles longer than was necessary. it seems to me to be not only necessary that H.E. and Hon Members should have an opportunity of fully considering the matter, but that their deliberations should remain on the record.

14 – The above is in the sense of the conclusion arrived at by His Excellency as the result of our conversation, and in this sense I have left the Madura Pamban draft untouched, and have drafted a reply about the Pudukkottai line, and now circulate them to Hon Members prior to resubmitting them to H.E. the Governor on his return from Mysore.

F.W.S.

25/11/97

No. 1119. R. dated 10/12/97

Form No. 3.

Bf

PUBLIC WORKS DEPARTMENT.

RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Progs. of the Madras Govt. P. W. Deptt. } H.E. No. 717 - 18 R. of 25th Septr 1897 again Read the following

Letter from the Govt. of India, P. W. Deptt. } H.E. No. 1741. R.C. dated 21/10/97.

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To
The Agent South Indian Ry.
" Revenue Deptt.
" Political Deptt.
" Consulting Engr. for Rys.
" Exas. Gt. Ry. Auts.

The Govt. of India will be addressed.

F.W.S. 10/12/98

H.E. No. 1120. R. dated 10/12/97

... on reply I am instructed to say that this view of

FORM No. 12.

No. 1120 R.C.

Government of Madras.

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

To

THE SECY. TO THE GOVT. OF INDIA,

P. W. DEPARTMENT.

Calcutta

Madras the 10th Decr 1897.

SIR,

I am directed to acknowledge the receipt of your letter No. 1741-R.C. dated the 21st Oct. 97, on the subject of the suggested survey by the S.I.R. Co., and at the joint cost of that Railway and of the Pudukkottai State, of a proposed branch railway from Trichinopoly through Pudukkottai to the small Port of Tondi.

2.- The Govt of India suggest that there seems danger of the three lines

(1) Madura to Paumben

(2) Mutupet via Pattukota to Avadayarkoil

(3) Trichinopoly to Tondi,

interfering with each other's traffic, and of the indefinite postponement of the whole of them in consequence of trying to run too many competitive schemes simultaneously.

3.- In reply I am instructed to say that this view of

Reg F

J.S. 1/12/97

the subject did not escape the notice of the Govt. of Madras, but it seemed impossible to intelligently discuss the alignment and prospects of these three lines until something more was known of their condition than could be gathered from the survey sheets. It was for this reason that the combined proposal of the S.I.R.C. and of the Pudukkottai State to have a regular survey made was supported by this Government and forwarded for the approval of the Government of India.

3.- But since the proposals referred to were sent forward, this Government has received with great satisfaction the offer communicated in your letter No. 1746. R.C. dated the 22nd Oct. 97. from which there appears to be reason to believe that the Madras Paumben line is nearer of achievement than ever before seemed likely. His Excellency the Governor in Council also ventures to hope that the arguments put forward in my letter No. 661. R. dated the 15th Sept. 97 may be accepted by the Govt. of India, and may result in permission being accorded to the Tanjore District Board to make arrangements for the financing of the proposed extension, one of which would be the Muttupet - Avadayarkoil line above referred to.

4. For these reasons His Excellency in Council has decided not to press just now for the grant of permission to survey the Trichinopoly Tondi route. I am instructed however to say that it should be understood that this decision is come to without prejudice to the question of the advisability of, later on, [illegible], at the cost of the Pudukkottai State, a short branch from Trichinopoly to [illegible] the State, but not to extend beyond its southern or Eastern boundary.

[illegible]

11/12/97

[illegible]