Public Works (1897) Department.

TRICHINOPOLI – PUDUKOTA – THONDI Railway

G.O., No. 113 R

DATED 20-February 1897

SERIAL No. 8

[Despatch Abstract.]

Railway: Forwarding to the Addl. S. E. Ry. and the Revenue Department for favour of report on certain points an application from the Dewan of Pudukota for the construction of a — from Trichinopoly through the Pudukota State to Thondi.

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[P. W. 25. 5,000—30-11-96.]

T.C. 26/2/97

Indexed. 26/2/97

BACK PAPERS.

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Public Works

Political (1896) Department.

SERIAL No. 3

11646

CURRENT No. ~~4036~~

CHIEF SECRETARY'S DEPARTMENT OF MADRAS 16 DEC 1896

Order Encl. No. 2677

Transferred to the Public Works Department, Railway Branch.

A Arundel
Ag. Chief Secretary
18.12

encls
17.12.96

For R. D'Souza
19th December 1896

From J. K. Ballen Esq
Political Agent
for Pudukkottai

Reference No. 502-P of 96
Pdk

Dated 13th December 1896

Received 45 } 23.12.96
Registered 46 } 12-96 23.12.96

Enclosures one followed one Sept 3rd (4 blue prints)

Spare copies 2 separately.

Plans with HC (case not read).

SUBJECT.

Branch Railway

Submitting for the Consideration of Govt an application for the construction of a ___ from Tiruchirapalli to Thondi through Pudukkottai

AHL
has the case of Tanjore Railways been taken up? FNT 6/1/97

ER Andrew. Bl. Chief Draft
CR. to Public Works FNT 8/1/97

BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.

AN

APPLICATION

FOR THE

CONSTRUCTION

OF

A BRANCH RAILWAY

FROM

TRICHINOPOLY

TO

THONDI,

THROUGH THE

PUDUKKOTTAI STATE.

PUDUKKOTTAI.
PRINTED AT THE SREE BRAHADAMBAH STATE PRESS.

1896

3 S.P

No. 310—O.

DEWAN'S OFFICE,

Pudukkottai, 19th November 1896.

To

JOHN KAYE BATTEN, ESQUIRE,

POLITICAL AGENT FOR PUDUKKOTTAI.

SIR,

I HAVE the honor 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.

Subject.
Proposal to construct a Feeder Railway to S. I. R. from Trichinopoly to Thondi, *via* Pudukkottai State.

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 S. I. R. line and, after traversing $40\frac{3}{4}$ miles of the territory of this State and 39 miles of the Sivagunga and Ramnad Zemindaries of the British District of Madura, terminate at Thondi, a rising port on the East coast, between Negapatam and Pamben. 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 Pudukkottai 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 S. I. R. 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 S. I. R. 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 Pudukkottai 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, Sivagunga and Ramnad, headed by very opulent influential Nattukkottai Chetties 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 S. I. R. 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 Pudukkottai on the distances of the line lying within the respective territories.

14. I have the honor to request, therefore, the favor of your submitting the papers to the Government of Madras and moving them to recommend the scheme to the Government of India for their favorable 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 Pudukkottai 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 Earth-work 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 laboring classes and cultivators. Moreover the enterprise will keep in full activity the run of commodities from the more favored tracts to the less favored localities during the construction when the large amount available by labor will draw in food from other parts without difficulty.

I have the honor to be,

Sir,

Your most obedient and humble servant,

R. VEDANTACHARLU,

Dewan.

Memorandum by the Dewan of Pudukkottai on the proposal for the opening of a branch Line of Railway from Trichinopoly to Thondi through the Pudukkottai 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 Pudukkottai 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 Pudukkottai would do, but as the richer country lies to the South inhabited by the opulent Nattukkottai Chetties 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 8. $\frac{1}{2}$ miles extending from Trichinopoly on the S. I. R. to Thondi on the Eastern coast and traverses $5\frac{3}{4}$ miles of Trichinopoly District, $40\frac{3}{4}$ miles of the Pudukkottai State and 39 miles of Madura District. The total length over British Territory will thus be $44\frac{3}{4}$ miles and the length over the Pudukkottai State Territory $40\frac{3}{4}$ miles.

3. The proposed branch Railway will act as an effective, useful and paying feeder to the Main S. I. 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 15,00,000 souls. It bifurcates from the S. I. R. at Trichinopoly and in running South to Thondi on the East seacoast passes through Keeranoor, Pudukkottai, 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 Chetties are remarkable for their commercial activity throughout British India and the Straits Settlements, Burmah & 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 labor 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 Godavery, Krishna and Cauvery Deltas besides those from Bengal, Orissa & Burmah. Large quantities of building timber, such as teak, etc. from Burmah, Moulmein & 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 Adirampatam, *via* Thondi and other Railway Stations between Thondi and Pudukkottai. 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 State and in the neighbouring Districts are built with granite obtained here, notably the famous temple of archeological 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 and the State and the Railway authorities in building houses, temples and in the

construction of the Line, for strongly rebutting the slopes of enbankments 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 & 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 Periyar 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 Burmah 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 & Madura Districts. Moreover it was not an unusual sight then to see what abundant grain lay stored up in the more favored 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 overstated. The proposed line will be a short cut so far as it will go and, when continued later on up to Pamben, 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 pilgrimage 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 Sivagunga 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. Sreerengum on the North terminus, Avadiarkovil to the East, in the British Districts of Trichinopoly and Tanjore, Narthamalai, Konnayur, Kunnakkudi, Piranmalai in the Pudukkottai State & 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 & 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 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 17 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 Pamben 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-Pamben 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 labor during construction for Earth-work, metal work, granite work and other description of work that may be carried out by local labor. 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 labor 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 ghauts 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 color 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 & 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 forgotton 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 up-keep 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 & 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 favorable 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 & 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 10 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 out-turn, 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 favored seasons where the emporia of Nattukkottai Chetties are and where trade routes such as they are, metalled, fair weather, rugged or otherwise converge East from the sea-coast line from Adirampatam to Pamben to Madura and westwards and from South from the big tracts of Sivagunga and Ramnad to Trichinopoly and Tanjore northwards through this flourishing and rising Native State of Pudukkottai.

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.

9 S.P

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 lead 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 S. I. R. 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 S. I. R. Line. It may, therefore, if the Government of India would kindly so arrange, be possible for the self-same sub-company 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 S. I. R. as in the case of the Mayavaram–Muttupet 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 para. 2, vi (a), of P. W. D. 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 underwriting that gurantee 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 S. I. R. Administration, any surplus profits in excess of guaranteed 3 per cent out of net earnings being divided between the British Government and the Pudukkottai 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 21 years, the Pudukkottai 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 S. I. R. 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.

DEWAN'S OFFICE,
Pudukkottai,
19th November 1896.

R. VEDANTACHARLU,
Dewan.

1057

APPLICATION for leave to construct a Branch or Feeder Railway to S. I. R. through the Pudukkottai State and the adjoining British Districts of Trichinopoly and Madura, Trichinopoly to Thondi, Pudukkottai State Railway.

No.	Nature of particulars specified in the next column.	Particulars.	Remarks.
1	(a) Name of the Company. (b) Person or persons by whom the application is preferred. (c) The proposed capital. (d) Shares (e) each share.	(a) The Company has to be formed on the approval of the scheme by the Government of India. (b) By the Pudukkottai State. (c) 37½ lakhs of Rupees—2½ lakhs Trichy District portion, 17½ lakhs Pudukkottai State portion and 17½ lakhs for the Madura District, chiefly the Sivaganga and Ramnad Zemindaries. (d) & (e) To be determined after 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.
2	The terminus, the principal Towns through and near.	Trichinopoly on the North and Thondi sea-port on the South-East; passing through Pudukkottai, Trimiem, Kanadikathan, Devakottai.	For fuller particulars vide detailed statements appended.
3	The length of the proposed Line.	85½ miles, of which 40¾ lie within Pudukkottai State and the rest 44¾ in British Districts of Trichy on the North and Madura (Sivaganga & Ramnad Zemindaries) on the South.	
4	The gauge proposed, weight of Rails.	3 feet. 3⅜ inches. metre gauge—40 to 50 lbs. rail for a linear yard.	Same as S. I. R.
5	The motive power to be employed.	Steam power—Locomotive.	Same as S. I. R.
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.	

No.	Nature of particulars specified in the next column.	Particulars.	Remarks.
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 Pudukkottai State and Sivaganga & Ramnad big Zemindaries 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, Krishna, Godavary, by Railway, *via*, Trichinopoly and from Bengal, Burmah, and Aracan, *via*, Thondi port. (f) The line will further improve the trade of the interior with Burmah, 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 Burmah, Ceylon and other commercial places. (g) When connected with the proposed Madura-Pamben line or itself produced South to Pamben through Ramnad *via* Tiruvadanai, it will be a short route to Ceylon and will greatly facilitate the pilgrimage to Rameswaram and will confer the benefits of the Peryar Project on the famine-stricken ryots of the big Zemindaries both in ordinary and famine times.	The line traverses through the flourishing Native State of Pudukkottai and the well populated rich habitat of the opulent Nattukottai Chetties, South of the Vellar in the State and in the Southern Zemindaries. 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 Chetties and others trading in all parts of India, Burmah, Ceylon, and the Straits Settlements. For further fuller particulars, vide separate memorandum on the utility of the line proposed.

Dewan's Office,
Pudukkottai,
19th November 1896.

R. VEDANTACHARLU,
Dewan.

11. S.P

Financial Results of the proposed Feeder Railway Line from Trichinopoly to Thondi—Pudukkottai State Railway.

Length of the Line is	85½ Miles.
Capital outlay for construction	Rs. 37¼ Lakhs.
For British Portion, Rs. 19¾ Lakhs For State Portion, Rs. 17½ Lakhs	Rs. 37¼ Lakhs
Average rate for construction per mile.	Rs. 43,567
Gross receipts per annum for the first ten years	Rs. 4,92,750
Gross receipts per mile per week for the first ten years	Rs. 110·52
Working expenses at Rs. 4,000 per mile for the first ten years ...	Rs. 3,42,000
Net earnings per annum for the first ten years.	Rs. 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	Rs. 6,44,225
Gross receipts per mile per week when the Line is in full working order after ten years	Rs. 144·50.
Working expenses at Rs. 4,000 per mile when the Line is in full working order after ten years	Rs. 3,42,000
Net earnings per annum when the Line is in full working order after ten years	Rs. 3,02,225
Percentage of net earnings on capital outlay when the Line is in full working order after ten years	8·11

12 S.P

Statement showing the Financial Results, etc., of the proposed Feeder Railway Line—(from Trichinopoly to Thondi)—Pudukkottai State Railway.

Miles. From Station to Station.	Miles. From Madras.	District or Province.	Names of Stations.	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. Average for the first ten years. Gross Receipts. Per diem.	Per annum.	Working expenses at Rs. 4,000 per mile per annum.	Net earnings per annum.	Average when in full working order after 10 years. Gross Receipts. Per diem.	Per annum.	Working expenses at Rs. 4,000 per mile per annum.	Net earnings per annum.	Remarks.
				Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	
0	248½	Trichy District.	Trichinopoly	.. .. ..	... ...	... ...	160 0 0	58,400 0 0	... ...	... ...	220 0 0	80,300 0 0	... ...	... ...	
5¾	254¼		Guntoor.	40,000 0 0	2,30,000 0 0	... ...	40 0 0	14,600 0 0	... ...	... ...	55 0 0	20,075 0 0	... ...	... ...	
5¾	...		Total ...	... .	2,30,000 0 0	2,30,000 0 0	200 0 0	73,000 0 0	23,000 0 0	50,000 0 0	275 0 0	1,00,375 0 0	23,000 0 0	77,375 0 0	
11¾	266	Pudukkottai State.	Keeranoor	40,000 0 0	4,70,000 0 0	... ...	80 0 0	29,200 0 0	... ...	... ...	110 0 0	40,150 0 0	... ...	... ...	
6½	272½		Satyamangalam.. ...	40,000 0 0	2,60,000 0 0	... ...	40 0 0	14,600 0 0	... ...	... ...	55 0 0	20,075 0 0	... ...	... ...	
7½	279⅝		Pudukkottai	40,000 0 0	2,85,000 0 0	... ...	220 0 0	80,300 0 0	... ...	... ...	270 0 0	98,550 0 0	... ...	... ...	
5	284⅝		Kammanchetti Chatram	60,000 0 0	3,00,000 0 0	... ...	30 0 0	10,950 0 0	... ...	... ...	40 0 0	14,600 0 0	... ...	... ...	
6	290⅝		Trimiem...	45,000 0 0	2,70,000 0 0	... ...	70 0 0	25,550 0 0	... ...	... ...	80 0 0	29,200 0 0	... ...	... ...	
4⅛	295		Kanadikathan	40,000 0 0	1,75,000 0 0	... ...	110 0 0	40,150 0 0	... ...	... ...	140 0 0	51,100 0 0	... ...	... ...	
40¾	...		Total ...	... ...	17,60,000 0 0	17,60,000 0 0	550 0 0	2,00,750 0 0	1,63,000 0 0	37,750 0 0	695 0 0	2,53,675 0 0	1,63,000 0 0	90,675 0 0	
9	304	Madura District.	Karaikkudi	40,000 0 0	3,60,000 0 0	... ...	160 0 0	58,400 0 0	... ...	... ...	205 0 0	74,825 0 0	... ...	... ...	
3½	307½		Amaravadi	40,000 0 0	1,40,000 0 0	... ...	40 0 0	14,600 0 0	... ...	... ...	55 0 0	20,075 0 0	... ...	... ...	
9	316½		Davakottai	40,000 0 0	3,60,000 0 0	... ...	160 0 0	58,400 0 0	... ...	... ...	205 0 0	74,825 0 0	... ...	... ...	
10	326½		Tiruvadanai	50,000 0 0	5,00,000 0 0	... ...	80 0 0	29,200 0 0	... ...	... ...	110 0 0	40,150 0 0	... ...	... ...	
7½	334		Thondi	50,000 0 0	3,75,000 0 0	... ...	160 0 0	58,400 0 0	... ...	... ...	220 0 0	80,300 0 0	... ...	... ...	
39	...		Total ...	... ...	17,35,000 0 0	17,35,000 0 0	600 0 0	2,19,000 0 0	1,56,000 0 0	63,000 0 0	795 0 0	2,90,175 0 0	1,56,000 0 0	1,34,175 0 0	
85½	...		Grand total ...	43,567 0 0	37,25,000 0 0	37,25,000 0 0	1,350 0 0	4,92,750 0 0	3,42,000 0 0	1,50,750 0 0	1,765 0 0	6,44,225 0 0	3,42,000 0 0	3,02,225 0 0	

44¾ miles, British Portion—Total cost of construction ... ... Rs. 19,65,000.

40¾ miles, Pudukkottai State Portion—Total cost of construction Rs. 17,60,000.

Grand Total ... Rs. 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 10 years ... ... Rs. 144·50.

Percentage of net earnings on capital outlay when the line is in full working order after 10 years ... ... 8·11

Dewan's Office,
Pudukkottai,
19th November 1896.

R. VEDANTACHARLU,
Dewan.

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 S. I. R. late Chief Engineer, Mr. Logan's trial Survey and Estimate of 1887 of the bit from Trichinopoly to Pudukkottai.

Final head of account.	Description of work.	Amount. Rs.	A.	P.	Total. Rs.	A.	P.	Remarks.
I	*Preliminary expenses.*	...	...	...	1,25,000	...	...	Cost of Survey, etc.
III	*Construction of Line*	...	...	...	9,60,000	...	...	
	1. Earth-work ...	4,50,000	...	...	...	...	...	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 earth-work.
	2. Culverts & 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	...	...	
	1. Ballasting ...	1,00,000	...	...	...	...	...	Granite chips, metal and gravel are abundantly available at sides throughout.
	2. Permanent way ...	16,50,000	...	...	...	...	...	Estimate can cover, even 50 lbs. Rails.
V	*Stations & Buildings.*	...	...	...	2,70,000	...	...	
	1. Stations & offices.	1,00,000	...	...	...	...	...	4 second class stations at Pudukkottai, Kanadikathan, Davakottai, and Thondi; the rest third class and minor stations.
	3. Staff quarters ...	50,000	...	...	...	...	...	Local materials and local labor 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 Pudukkottai and its Taluqs.
	4. Station machinary.	1,20,000	...	...	...	...	...	
VII	*Plant at 5 per cent on I, III, IV, V.*	...	...	...	1,55,250	...	...	
IX	*Maintenance Rs. 1200 per mile for 2 years.*	...	...	...	1,02,600	...	...	
X	*Establishment at 10 per cent on I, III, IV, V, VII & IX.*	...	...	...	3,36,285	...	...	
XI	*Contingencies at 7½ per cent on X only.*	...	...	...	25,865	...	...	
	TOTAL ...				37,25,000	...	...	

Dewan's Office,
PUDUKKOTTAI,
19th November 1896.

R. VEDANTACHARLU,
Dewan.

13 S.R

Comparative statement of probable capital and Revenue accounts of the proposed Pudukkottai State Railway from Trichinopoly to Thondi, as compared with the main S. I. R. and Mayavaram—Muttupet Railway.

No.	Description.	Based on the capital and Revenue accounts of *S. I. R.* embodied in G. O., No. 662-R., dated 8th October 1895.	Based on the capital and Revenue accounut of *Mayavaram—Muttupet Railway* embodied in G. O., No. 637-R., dated 3rd October 1895.	For the proposed *Pudukkottai State Railway* from Trichinopoly to Thondi		Remarks.
				First ten years.	When in full working order after ten years.	
1	Capital outlay including suspense accounts. Rs.	7,62,16,584	24,17,081	37,25,000	37,25,000	
2	No. of miles. No.	1041·59	53·99	85·50	85·50	
3	Average cost per mile. Rs.	70,901	44,752	43,567	43,567	
4	Gross earnings. Rs.	88,61,716	2,34,960	4,92,750	6,44,225	
5	Working expenses. Rs.	47,64,254	1,38,228	3,42,000	3,42,000	
6	Working expenses per mile per annum. Rs.	4,574	2,560	4,000	4,000	
7	Net earnings. Rs.	40,97,462	96,732	1,50,750	3,02,225	
8	Percentage of working Expenses to gross Earnings.	53·76	58·83	69·40	53·08	
9	Gross earnings per mile per week. Rs.	163·61	83·69	110·52	144·50	
10	Percentage of net earnings on capital outlay including suspense accounts.	5·38	4·00	4·04	8·11	

Dewan's Office,
PUDUKKOTTAI,
19th November 1896.

R. VEDANTACHARLU,
Dewan.

The Proposed Pudukkottai State Railway.

Table showing the amount of equal annual allotment to be deposited as sinking fund out of Pudukkottai 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	Debt 7 lakhs.
3	1899—1900...	1,93,640	1,00,000	2,93,640	36,000	2,57,640	Debt 5½ lakhs.
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...	11,53,305	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	

Dewan's Office, Pudukkottai,
19th November 1896.

R. VEDANTACHARLU,
Dewan.

The Proposed Pudukkottai State Railway.

Table showing the amount of equal annual allotment to be deposited as sinking fund out of British Local Fund and Pudukkottai 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	Debt 14 lakhs.
3	1899—1900...	3,87,280	2,00,000	5,87,280	72,000	5,15,280	Debt 13¼ lakhs
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	14,21,691	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	16,80,614	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	2,42,802	38,36,750	1,11,750	37,25,000	

Dewan's Office, Pudukkottai,
19th November 1896.

R. VEDANTACHARLU,
Dewan.

Rough Estimate of Traffic in the proposed Trichinopoly to Thondi—Pudukkottai State Railway compared with the results of the S. I. R. and Mayavaram—Muttupet Line.

No.	Description.	Based on the capital and Revenue accounts of S. I. R. embodied in G. O. No. 662-R., dated 8th Oct. 1895.		Based on the capital and Revenue accounts of Mayaveram—Muttupet Railway, embodied in G, O., No. 637-R., dated 3rd Oct. 1895.		For proposed *Pudukkottai State Railway* from Trichinopoly to Thondi.				Remarks.
						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.									
1	Coaching. (persons)...	1,24,06,006	46,85,990	9,62,608	1,65,120	12,00,000	3,30,000	15,00,000	4,50,000	
2	Goods. (tons) ...	13,59,234	40,89,604	1,59,554	68,692	1,10,000	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	

Dewan's Office, Pudukkottai,
19th November 1896.

R. VEDANTACHARLU,
Dewan.

The proposed Pudukkottai 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 Pudukkottai State and the adjoining British Districts of Trichinopoly, Madura & Tanjore.

No.	Province or portion of Provinces through which the proposed Feeder Railway line passes.	Area & population commanded by this proposed Feeder Railway line.		Remarks.
		Sq. miles	No.	
1	Part of Trichinopoly (portion).	500	3,00,000	Out of the area of 6,160 square miles and population of 16,25,000 persons, 5,000 square miles & 15,00,000 inhabitants can be taken as will be benefited by this proposed Feeder Railway line.
2	Whole of Pudukkottai State.	1,101	4,00,000	
3	Part of Sivaganga Zemindari (portion of Madura District)	1,551	4,50,000	
4	Part of Ramnad Zemindari (portion of Madura District.)	2,104	1,50,000	Out of every 100 persons, 8 (or 10) persons are taken to travel per annum by this proposed feeder Railway line.
5	Part of Pattukkottai Taluq (portion of Tanjore District.)	904	3,25,000	
	Total.	6,160	16,25,000	

Dewan's Office,
Pudukkottai,
19th November 1896.

R. VEDANTACHARLU,
Dewan.

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

No.	Locality.	Names of Festivals.	The period of the year for Pilgrimage and Festivals.	Name of nearest Railway station.	Total No of people likely to assemble per day.	No. of passengers likely to utilize the Railway per day (both going and returning).	Duration of Festival or Pilgrimage in days.	Total No. of passengers for the whole period.	Average No. 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 & May.	Pudukkottai... ...	2,000	500	8	4,000	20	2,916	10	8	(a) & (b) From all parts of the State.
		(b) Adipuram Festival ..	July & Aug.		3,000	5,000	10	10,000					(c) From all parts of the State and from the neighbouring Dists.
		(c) Dassrah Festival ...	Sept. & Oct.		7,500								(d) From Pudukkottai & Trimiem.
		(d) Pushyam	January ...	Temporary station at Pusathurai (3½ miles from Pudukkottai).	7,500	5,000	1	5,000	4	208	5	4	
2	Trimiem	Yekadasi Festival	December..	Trimiem	3,000	2,000	1	2,000	10	208	5	4	From different parts of the State of Pudukkottai.
3	Konapettu	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 Pudukkottai 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 ...	April ...	Satyamangalam ...	500	250	8	2,000	15	1,093	12	0	From different parts of the Pudukkottai State & from the surrounding country.
9	Avoor	Roman Catholic Festival ..	March ...	Guntoor	5,000	2,500	2	5,000					From Trichinopoly and Tanjore Districts and from different parts of the Pudukkottai State.
10	Tirugoshtiyur ...	Car and Teppam Festival ...	April and February.	Trimiem, Kanadikathan & Karaikudi.	10,000	5,000	2	10,000	10	1,041	10	8	From different parts of Tanjore, Trichinopoly and Madura Districts, and also from the Pudukkottai State.
11	Kunnakkudi... ...	Pushyam, Car and other Festivals.	Chiefly in Jan. & Mar.	Karaikudi & Kanadikathan.	5,000	3,000	5	15,000	15	2,343	12	0	From the Pudukkottai State and the neighbouring British Districts.
12	Avadayarkovil ...	Car Festival and others ...	Chiefly in Dec. & Feb.	Pudukkottai... ...	10,000	5,000	3	15,000	15	2,734	6	0	From the whole of the Tamil country.
13	Ramesvaram ...	Pilgrimage throughout the year especially for the new-moon.	June & July	Thondi	1,000	500	5	2,500					From all parts of India.
14	Sreerangum	Pilgrimage throughout the year and Festival (Yekadasi).	December..	Trichinopoly.. ...	10,000	5,000	1	5,000	20	1,250	0	0	
15	The Cauvery ...	Pilgrimage, chiefly in the month of Arpisi.	Oct. & Nov.	Mayaveram & Ellamanoor.	1,000	250	4	1,000					
16	Chidambaram. ...	Arudra Darisanam.	December & January.	Chidambaram. ...	4,00,000	1,92,000	...	1,92,000	50	1,00,000	0	0	
					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					
					50,000	10,000	30	3,0000	20	6,250	0	0	Do. do.
					30,000	2,500	4	10,000	15	1,562	8	0	Do. do.
								3,35,500		1,24,192	11	4	1,25,000 (in round numbers).

Dewan's Office,
PUDUKKOTTAI,
19th November 1896.

R. VEDANTACHARDU,
Dewan.

19th November 1896.

The proposed Pudukkottai State Railway from Trichinoply to Thondi.

Statement showing the fairs or markets within the limits of the Pudukkottai 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 No. of persons assembled in Market days per annum.	Goods probably available on Markets per annum.		Goods probably available for the proposed feeder Railway.		Remarks.
			Sq. miles.	No.		Quantity in tons.	Value in Rupees.	Quantity in tons.	Value in Rupees.	
1	Kolluppatti	Sunday...	100	30,000	10,000	20,000	50,000	3,500	10,500	Chiefly grains, pulses, and hides.
2	Keeranoor	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.
4	Andakkulam	Saturday..	100	30,000	30,000	10,000	50,000	6,500	19,500	Do
5	Kudumiamalai	Tuesday...	50	10,000	10,000	5,000	25,000	1,500	10,000	Do.
6	Pudukkottai	Friday ...	500	50,000	5,00,000	2,00,000	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	Konnaiyoor	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	Puduppatti	Wednesday.	100	30,000	40,000	20,000	1,00,000	1,000	5,000	Do.
	Total ...		2,500	7,00,000	10,50,000	6,70,000	32,60,000	61,500	2,39,000	

Dewan's Office
PUDUKKOTTAI,
19th November 1896.

R. VEDANTACHARLU,
Dewan.

The proposed Pudukkottai 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 No. per annum.	Passengers available (Festivals etc. included). Probable receipts per annum.	Goods available (Fairs etc. included) Average No. of tons per annum.	Goods available (Fairs etc. included) Probable receipts per annum.	Probable Total receipts per annum.	Probable average earnings per day.	Remarks.
					Rs. A. P.		Rs. A. P.	Rs. A. P.	Rs. A. P.	
1	...	248½	Trichinopoly... ...	1,50,000	47,395 13 4	7,500	11,250 0 0	58,645 13 4	160 0 0	
2	5¾	254¼	Gundoor	70,000	9,479 2 8	3,500	5,250 0 0	14,749 2 8	40 0 0	
3	11¾	266	Keeranoor	80,000	19,531 4 0	6,500	9,750 0 0	29,281 4 0	80 0 0	
4	6½	272½	Satyamangalam ...	70,000	9,583 5 4	3,000	4,500 0 0	14,083 5 4	40 0 0	
5	7⅛	279⅝	Pudukkottai... ...	2,00,000	56,770 13 4	16,000	24,000 0 0	80,770 13 4	220 0 0	
6	5	284⅝	Kammanchetty Chatram.	60,000	8,281 4 0	1,800	2,700 0 0	10,981 4 0	30 0 0	
7	6	290⅝	Trimiem	90,000	14,583 5 4	7,000	10,500 0 0	25,083 5 4	70 0 0	
8	4⅜	295	Kanadikathan ...	90,000	25,520 13 4	10,000	15,000 0 0	40,520 13 4	110 0 0	
9	9	304	Karaikkudi	1,00,000	42,708 5 4	11,000	16,500 0 0	59,108 5 4	160 0 0	
10	3½	307½	Amaravadi	40,000	9,791 10 8	3,000	4,500 0 0	14,291 10 8	40 0 0	
11	9	316½	Davakottai	1,00,000	46,354 2 8	8,000	12,000 0 0	58,354 2 8	160 0 0	
12	10	326½	Tiruvadanai	80,000	15,208 5 4	9,000	13,500 0 0	28,708 5 4	80 0 0	
13	7½	334	Thondi	1,00,000	29,687 8 0	26,000	39,000 0 0	58,687 8 0	160 0 0	
			Total ...	12,30,000	3,34,895 13 4	1,12,300	1,68,450 0 0	... ...	... ...	
			(In round numbers.)	12,00,000	3,30,000 0 0	1,10,000	1,60,000 0 0	... ...	... ...	

Dewan's Office,
PUDUKKOTTAI,
19th November 1896.

R. VEDANTACHARLU,
Dewan.

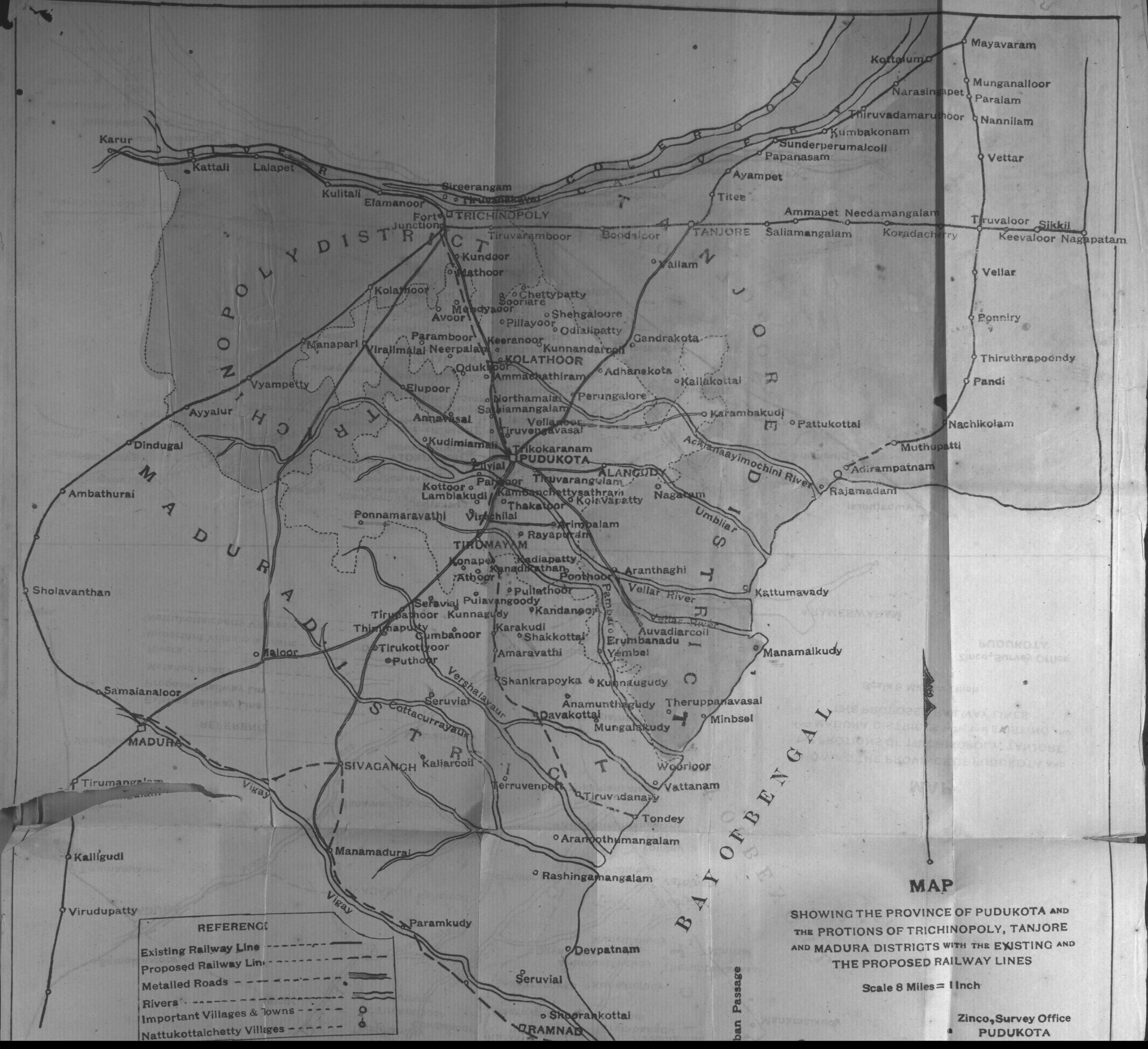
The Proposed Pudukkottai State Railway from Trichinopoly to Thondi.

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. (Tons.)	Export. (Tons.)	Total. (Tons.)	Remarks.
1	Raw cotton and cotton goods etc.	5,000	2,000	7,000	¾ 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, 1,50,000 × ¾ or 1,10,000 Tons).
2	Oils.	1,500	500	2,000	
3	Oilseeds—Gingelly, Castor oil-seeds, Ground-nut seeds, etc.	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, etc.	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	
61	Revenue stores, Railway materials, etc.	25,000	...	25,000	
	Total ...	1,09,000	40,000	1,49,000	

Dewan's Office,
Pudukkottai,
19th November 1896.

R. VEDANTACHARLU,
Dewan.



MAP

SHOWING THE PROVINCE OF PUDUKOTA AND THE PROTIONS OF TRICHINOPOLY, TANJORE AND MADURA DISTRICTS WITH THE EXISTING AND THE PROPOSED RAILWAY LINES

Scale 8 Miles = 1 Inch

Zinco, Survey Office
PUDUKOTA

Office of the
Political Agent for Pudukkottai
Pichinopoly 13th December 1896

Reference: 502:C of 1896.
Rl CURRENT No.

From.

J. K. Batten Esqr.
Political Agent for
Pudukkottai
Pichinopoly

To.

The Chief Secretary
to Government
Political Department
Madras.

Sir,

I have the honor to forward a printed copy of letter No: 310:C dated 19th November 1896 from the Diwan of Pudukkottai x together with the accompanying tracings. It consists of a proposal to construct a line of railway through the Pudukkottai State in communication with the British railway system.

x Sent separately

2. The memorandum appended

The Diwan'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 Pichinoor of the seaport of Tondi in the Madura District. It will start from Pichinoor Junction on the South Indian Railway and pass through the Pichinoor District for a distance of 5 3/4 miles and after a course of 40 3/4 miles in the Pudukkottai State territory and 39 miles in the Madura District will terminate at Tondi which lies between Negapatam and Pamban. 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 1/4 lakhs, of which 17 1/2 lakhs will be borne by the Pudukkottai State. The Diwan says that the state is prepared to deposit the cost of any initial expenses in a British Treasury as proposed + 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 Diwan agrees that the Indian Railway act should be applied as well as any rules or general system in force on Railways in British India. (Act VI of 1882 (amended by Act VI of 1887))

6. The Diwan 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 preference is made by the Diwan to the Imperial post, no doubt he will agree to the Imperial Department using the line on the terms in force in State Railways in British India.

7. The Diwan does not say whether the state is willing to cede

full jurisdiction over the line of Railway, but this consent may be vested, from para 6 of his letter.

With the above remarks I submit the Railway project for the consideration of Government.

I understand that the Agent South Indian Railway is in favor of a feeder line to Thondi.

I have the honor to be,

Sir

Your most obedient servant

Collector & Agent

D. W. Current No: 11646

No 99

8-1-97

SERIAL No. 4

EXAMINER, RAILWAY ACCOUNTS, MADRAS.
16
9 JAN. 97
Enclosures

To CR.

for favour of

note.

for CR

The application should be submitted to the Govt of India for orders if the Madras Govt approve of the projected Branch Line.

The proposals for financing the undertaking contained in the last clause of para 19 of the Remarks Memorandum - that funds should be raised by a Company under the terms offered in para 2. VI (a) of Circular No 514 R.C dt 17th April 1896 for Branch Railways, the Imperial Govt guaranteeing 3 per cent interest on the Capital cost of the State Line & H.M the Royals underwriting that guarantee in proportion to the Capital cost of the portion of the Line within his State are similar to proposals made by the Govt of India Memorandum for the Tinnevelly. Ossur Ry, and would

...no doubt be approved & accepted in this case also, if the Govt of India can satisfy themselves as to the prospects of financial success of the Line.

It appears however that no detailed Survey of the proposed Branch has yet been undertaken, and the estimates of the Capital cost, and of the probable traffic, of the Line are of the roughest & most approximate kind, being based for the most part merely on statistics of the S.I.R. & M. & S.W. Rys.

Under the circumstances it would seem advisable that consideration of the project at present should be limited to the question of undertaking a detailed survey, and of the method of meeting the cost of this.

In para 15 of the Dewan's forwarding letter it is stated that the Pudukottai State will have no objection to provide its portion of the cost, and it remains only to provide for the cost of the portion of the survey within British Territory. If the Govt of India are unable to find funds for this, perhaps the S.I.R. Co, if they are favourably inclined to the project, would agree to meet this portion of the cost of the survey from Reserve in the first instance, on the understanding that the railway so surveyed should subsequently be transferred to Capital Acct of the Branch in the event of its construction being undertaken.

E. Walker Major R.E.
C.R. 13/1
Examiner, Railway Projects

Current No 11646

Proposed railway from Trichinopoly through Pudukottai to Tondi

SERIAL No. 5

(1) His Excellency the Governor * Flag C
(2) The Honble Mr. Bliss, C.I.E
(3) The Honble Mr. Grose, C.I.E

On the map attached to the report is sketched in pencil the Avadyakoil - Muttupet line proposed by the Tanjore Dist. Board, and the general direction of the proposed Erode - Nanjanpet and Podanur - Dindigul lines: also the two links (one of 16 and the other of 30 miles) which may some day be required to complete the Madura and Tanjore system. (As already pointed out in another case it would not be advisable to make these links at present as they might injure the prospects of the Madura - Paumben line)

The line proposed by the Dewan of Pudukottai fits in well with the general scheme Muttupet - Avadyakoil, already recommended and with the general scheme.

As far as can be judged from the map it should not be an expensive line to construct, for the bridging required is small.

The Agent S.I.R approves this and I understood Mr. Kinder, one of the directors, today that the Board would be prepared to

H.L. 19.1.97 R/26.1.97 H.L. 26.1.97 R/28.1.97

assist in financing & carrying forits construction.

The financial aspects discussed by the Examiner of Port Accts Rs. in the note below.

It seems probable that the Govt. of India would have no objection to the line being constructed & financed in a similar manner to the Tuticorin-Ceylon (case quoted for reference) and no doubt the S.I.R would be prepared to work it on a 50% basis (its prospects being decidedly better than the Tuticorin-Ceylon) nor would they be likely to object to the proposal to meet the cost of the survey from Rev. in the first instance.

Before sending out the papers to Govt. of India the following action seems necessary

(1) forward papers to Agent S.I.R. and ask for his views as regards cost of construction & traffic prospects. Also enquire whether his Board 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 from Revenue with ancillary portion of Examiner's note

Flag E

Draft to K Madura Tanjore

Draft to Board of Revenue

CSM. 24/1

I think this action should be taken.

A.SH 24.1.97

26/1/97

25/1/97

(2.) forward papers to Collector of Madura and Tanjore for opinion as to the merits of the line.

(3) Ask Board of Rev for return of exports & imports from the ports of Tondi for last three years.

(4) Ask Board of Rev. to establish stations for meter at such points as may appear suitable to register the traffic which may be expected.

19/1/97

Telephone

SERIAL No. 6

From

Joint Secy: to Govt: P. & D. Dept.

To

Chief Secretary to Govt.

Please obtain for me from Political Agent Pudukottai, Six copies of printed application for construction of a branch railway from Trichinopoly to Thondi received with that officer's Reference on Current 502 C/Pol: dated 13th December 1896 which was transferred to this Office with Political Endorsement No. 2677 dated 19th Decr: 96.

Dpd 4/15 Dpr.

C/M 29/1

D.P.

62. We have received one copy only of the above-mentioned Co. A. Kuhn Esqr. & Tanjore Mar 30.

31/1/97

SERIAL
No. 7

Polit Dept.

Endt No. 393 d/15th February 1897

Six copies of the "Application for the Construction of a Branch Railway from Trichinopoly to Mundi" are herewith furnished the Public Works Department with reference to this telephonic message of the 29th ultimo

A. R. Knapp
Ag Asst Secy

C.S.
13/3/97

(R.) Form No. 3.

No. 113. Rdated 20. 2. 97

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

Typed B/F

SERIAL No. 8

PROCEEDINGS OF THE MADRAS GOVERNMENT.

READ the following

Pencil 198

Endorsement from the Political Depto:— } No. 2677 of 19th Decr 1896

Pencil

The printed appli
tion received from the Dew
of Pudukkottai, together with
a large scale ~~mat~~ plan
of the proposed route, f
the construction of a ra
from Trichinopoly to
will be forwarded to the
S. I. Railway for
of his views as
cost of construct
traffic prospect
also be requested
whether his Boar
could be prepared
in forming a compar

on the General Lines pro-
-hoard and whether they
approve of the proposal to
meet the cost of Survey tem-
-porarily 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.

The application is forwd
herewith also be forwarded
the Revenue Department
transmission to the Collectors
Madura and Tanjore for
report of their opinion as
to the merits of the line and
the probability of Revenue for
the remission of a return
and import from
Mandi for the last
two years. The Board
should be further
requested to establish stations
one year at such points
as may appear suitable to exhibit
the traffic may be expected.

B/-
No. 113. R dated 20.2.97

To
Agent S. I. Railway
—c— Revenue Department
—c— Political Dept.

COLLECTOR AND DISTRICT MAGISTRATE
8 FEB 97
TRICHINOPOLY

APPLICATION

FOR THE

CONSTRUCTION

OF

A BRANCH RAILWAY

FROM

TRICHINOPOLY

TO

THONDI,

THROUGH THE

PUDUKKOTTAI STATE.

PUDUKKOTTAI,

PRINTED AT THE SREE BRAHADAMBAH STATE PRESS.

1896

No. 310—O.

DEWAN'S OFFICE,

Pudukkottai, 19th November 1896.

To

JOHN KAYE BATTEN, ESQUIRE,

POLITICAL AGENT FOR PUDUKKOTTAI.

SIR,

I HAVE the honor 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.

Subject.

Proposal to construct a Feeder Railway to S. I. R. from Trichinopoly to Thondi, *via* Pudukkottai State.

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 85½ 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 5¾ miles on its branching off the Main S. I. R. line and, after traversing 40¾ miles of the territory of this State and 39 miles of the Sivagunga and Ramnad Zemindaries of the British District of Madura, terminate at Thondi, a rising port on the East coast, between Negapatam and Pamben. The total cost of the line under Capital outlay, excluding telegraph, rolling stock and land, will amount to 37¼ lakhs, which, divided between the British Districts and the State as per mileage run through, will be 2¼ lakhs Trichinopoly District, 17½ lakhs Pudukkottai State and 17½ 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 S. I. R. 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 S. I. R. 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 Pudukkottai 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, Sivagunga and Ramnad, headed by very opulent influential Nattukkottai Chetties 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 S. I. R. 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 Pudukkottai on the distances of the line lying within the respective territories.

14. I have the honor to request, therefore, the favor of your submitting the papers to the Government of Madras and moving them to recommend the scheme to the Government of India for their favorable 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 Pudukkottai 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 Earth-work 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 laboring classes and cultivators. Moreover the enterprise will keep in full activity the run of commodities from the more favored tracts to the less favored localities during the construction when the large amount available by labor will draw in food from other parts without difficulty.

I have the honor to be,

Sir,

Your most obedient and humble servant,

R. VEDANTACHARLU,

Dewan.

Memorandum by the Dewan of Pudukkottai on the proposal for the opening of a branch Line of Railway from Trichinopoly to Thondi through the Pudukkottai 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 Pudukkottai 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 Pudukkottai would do, but as the richer country lies to the South inhabited by the opulent Nattukkottai Chetties 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 S. I. R. to Thondi on the Eastern coast and traverses 5¾ miles of Trichinopoly District, 40¾ miles of the Pudukkottai State and 39 miles of Madura District. The total length over British Territory will thus be 44¾ miles and the length over the Pudukkottai State Territory 40¾ miles.

3. The proposed branch Railway will act as an effective, useful and paying feeder to the Main S. I. 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 15,00,000 souls. It bifurcates from the S. I. R. at Trichinopoly and in running South to Thondi on the East seacoast passes through Keeranoor, Pudukkottai, 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 Chetties are remarkable for their commercial activity throughout British India and the Straits Settlements, Burmah & 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 labor 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 Godavery, Krishna and Cauvery Deltas besides those from Bengal, Orissa & Burmah. Large quantities of building timber, such as teak, etc. from Burmah, Moulmein & 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 Adirampatam, *via* Thondi and other Railway Stations between Thondi and Pudukkottai. 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 State and in the neighbouring Districts are built with granite obtained here, notably the famous temple of archeological 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 and the State and the Railway authorities in building houses, temples and in the

construction of the Line, for strongly rebutting the slopes of enbankments 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 & 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 Periyar 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 Burmah 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 & Madura Districts. Moreover it was not an unusual sight then to see what abundant grain lay stored up in the more favored 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 overstated. The proposed line will be a short cut so far as it will go and, when continued later on up to Pamben, 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 pilgrimage 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 Sivagunga 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. Sreerengum on the North terminus, Avadiarkovil to the East, in the British Districts of Trichinopoly and Tanjore, Narthamalai, Konnayur, Kunnakkudi, Piranmalai in the Pudukkottai State & 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 & 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 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 17 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 Pamben 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-Pamben 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 labor during construction for Earth-work, metal work, granite work and other description of work that may be carried out by local labor. 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 labor 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 ghauts 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 color 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 & 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 forgotton 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 up-keep 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 & 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 favorable 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 & 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 10 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 out-turn, 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 favored seasons where the emporia of Nattukkottai Chetties are and where trade routes such as they are, metalled, fair weather, rugged or otherwise converge East from the sea-coast line from Adirampatam to Pamben to Madura and westwards and from South from the big tracts of Sivagunga and Ramnad to Trichinopoly and Tanjore northwards through this flourishing and rising Native State of Pudukkottai.

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 lead 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 S. I. R. 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 S. I. R. Line. It may, therefore, if the Government of India would kindly so arrange, be possible for the same sub-company 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 S. I. R. as in the case of the Mayavaram–Muttupet 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 para. 2, vi (a), of P. W. D. 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 85⅓ miles, His Highness' Government underwriting that gurantee in proportion.

20. I have herewith submitted an application accompanied by the statements of particulars required by the Gevernment 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 S. I. R. Administration, any surplus profits in excess of guaranteed 3 per cent out of net earnings being divided between the British Government and the Pudukkottai 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 21 years, the Pudukkottai 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 S. I. R. 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.

DEWAN'S OFFICE,
Pudukkottai,
19th November 1896.

R. VEDANTACHARLU,
Dewan.

APPLICATION for leave to construct a Branch or Feeder Railway to S. I. R. through the Pudukkottai State and the adjoining British Districts of Trichinopoly and Madura, Trichinopoly to Thondi, Pudukkottai State Railway.

No.	Nature of particulars specified in the next column.	Particulars.	Remarks.
1	(a) Name of the Company. (b) Person or persons by whom the application is preferred. (c) The proposed capital. (d) Shares (e) each share.	(a) The Company has to be formed on the approval of the scheme by the Government of India. (b) By the Pudukkottai State. (c) 37¼ lakhs of Rupees—2¼ lakhs Trichy District portion, 17½ lakhs Pudukkottai State portion and 17½ lakhs for the Madura District, chiefly the Sivaganga and Ramnad Zemindaries. (d) & (e) To be determined after 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.
2	The terminus, the principal Towns through and near.	Trichinopoly on the North and Thondi sea-port on the South-East; passing through Pudukkottai, Trimiem, Kanadikathan, Devakottai.	For fuller particulars vide detailed statements appended.
3	The length of the proposed Line.	85½ miles, of which 40¾ lie within Pudukkottai State and the rest 44¾ in British Districts of Trichy on the North and Madura (Sivaganga & Ramnad Zemindaries) on the South.	
4	The gauge proposed, weight of Rails.	3 feet 3⅜ inches. metre gauge—40 to 50 lbs. rail for a linear yard.	Same as S. I. R.
5	The motive power to be employed.	Steam power—Locomotive.	Same as S. I. R.
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.	

No.	Nature of particulars specified in the next column.	Particulars.	Remarks.
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 Pudukkottai State and Sivaganga & Ramnad big Zemindaries 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, Krishna, Godavary, by Railway, *via*, Trichinopoly and from Bengal, Burmah, and Aracan, *via*, Thondi port. (f) The line will further improve the trade of the interior with Burmah, 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 Burmah, Ceylon and other commercial places. (g) When connected with the proposed Madura–Pamben line or itself produced South to Pamben through Ramnad *via* Tiruvadanai, it will be a short route to Ceylon and will greatly facilitate the pilgrimage to Rameswaram and will confer the benefits of the Peryar Project on the famine-stricken ryots of the big Zemindaries both in ordinary and famine times.	The line traverses through the flourishing Native State of Pudukkottai and the well populated rich habitat of the opulent Nattukottai Chetties, South of the Vellar in the State and in the Southern Zemindaries. 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 Chetties and others trading in all parts of India, Burmah, Ceylon, and the Straits Settlements. For further fuller particulars, vide separate memorandum on the utility of the line proposed.

Dewan's Office,
Pudukkottai,
19th November 1896.

R. VEDANTACHARLU,
Dewan.

Financial Results of the proposed Feeder Railway Line from Trichinopoly to Thondi—Pudukkottai State Railway.

Length of the Line is	85½ Miles.
Capital outlay for construction	Rs. 37¼ Lakhs.
For British Portion, Rs. 19¾ Lakhs For State Portion, Rs. 17½ Lakhs	Rs. 37¼ Lakhs
Average rate for construction per mile.	Rs. 43,567
Gross receipts per annum for the first ten years	Rs. 4,92,750
Gross receipts per mile per week for the first ten years	Rs. 110·52
Working expenses at Rs. 4,000 per mile for the first ten years ...	Rs. 3,42,000
Net earnings per annum for the first ten years.	Rs. 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	Rs. 6,44,225
Gross receipts per mile per week when the Line is in full working order after ten years	Rs. 144·50.
Working expenses at Rs. 4,000 per mile when the Line is in full working order after ten years	Rs. 3,42,000
Net earnings per annum when the Line is in full working order after ten years	Rs. 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, etc., of the proposed Feeder Railway Line—(from Trichinopoly to Thondi)—Pudukkottai State Railway.

Miles. From Station to Station.	Miles. From Madras.	District or Province.	Names of Stations.	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 Average for Gross Per diem.	Receipts, working expenses, etc. and net profits. the first ten years. Receipts. Per annum.	Working expenses at Rs. 4,000 per mile per annum.	Net earnings per annum.	Average when in full working order after 10 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. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	
0	248½	Trichy District.	Trichinopoly	.. ..	... ...	... ...	160 0 0	58,400 0 0	... ...	... ...	220 0 0	80,300 0 0	... ...	... ...	
5¾	254¼		Guntoor.	40,000 0 0	2,30,000 0 0	... ...	40 0 0	14,600 0 0	... ...	... ...	55 0 0	20,075 0 0	... ...	... ...	
5¾	...		Total ...	... .	2,30,000 0 0	2,30,000 0 0	200 0 0	73,000 0 0	23,000 0 0	50,000 0 0	275 0 0	1,00,375 0 0	23,000 0 0	77,375 0 0	
11¾	266	Pudukkottai State.	Keeranoor	40,000 0 0	4,70,000 0 0	... ...	80 0 0	29,200 0 0	... ...	... ...	110 0 0	40,150 0 0	... ...	... ...	
6½	272½		Satyamangalam.. ...	40,000 0 0	2,60,000 0 0	... ...	40 0 0	14,600 0 0	... ...	... ...	55 0 0	20,075 0 0	... ...	... ...	
7⅛	279⅝		Pudukkottai	40,000 0 0	2,85,000 0 0	... ...	220 0 0	80,300 0 0	... ...	... ...	270 0 0	98,550 0 0	... ...	... ...	
5	284⅝		Kammanchetti Chatram	60,000 0 0	3,00,000 0 0	... ...	30 0 0	10,950 0 0	... ...	... ...	40 0 0	14,600 0 0	... ...	... ...	
6	290⅜		Trimiem...	45,000 0 0	2,70,000 0 0	... ...	70 0 0	25,550 0 0	... ...	... ...	80 0 0	29,200 0 0	... ...	... ...	
4⅛	295		Kanadikathan	40,000 0 0	1,75,000 0 0	... ...	110 0 0	40,150 0 0	... ...	... ...	140 0 0	51,100 0 0	... ...	... ...	
40¾	...		Total ...	... ...	17,60,000 0 0	17,60,000 0 0	550 0 0	2,00,750 0 0	1,63,000 0 0	37,750 0 0	695 0 0	2,53,675 0 0	1,63,000 0 0	90,675 0 0	
9	304	Madura District.	Karaikkudi	40,000 0 0	3,60,000 0 0	... ...	160 0 0	58,400 0 0	... ...	... ...	205 0 0	74,825 0 0	... ...	... ...	
3½	307½		Amaravadi	40,000 0 0	1,40,000 0 0	... ...	40 0 0	14,600 0 0	... ...	... ...	55 0 0	20,075 0 0	... ...	... ...	
9	316½		Davakottai	40,000 0 0	3,60,000 0 0	... ...	160 0 0	58,400 0 0	... ...	... ...	205 0 0	74,825 0 0	... ...	... ...	
10	326½		Tiruvadanai	50,000 0 0	5,00,000 0 0	... ...	80 0 0	29,200 0 0	... ...	... ...	110 0 0	40,150 0 0	... ...	... ...	
7½	334		Thondi	50,000 0 0	3,75,000 0 0	... ...	160 0 0	58,400 0 0	... ...	... ...	220 0 0	80,300 0 0	... ...	... ...	
39	...		Total ...	... .	17,35,000 0 0	17,35,000 0 0	600 0 0	2,19,000 0 0	1,56,000 0 0	63,000 0 0	795 0 0	2,90,175 0 0	1,56,000 0 0	1,34,175 0 0	
85½	...		Grand total ...	43,567 0 0	37,25,000 0 0	37,25,000 0 0	1,350 0 0	4,92,750 0 0	3,42,000 0 0	1,50,750 0 0	1,765 0 0	6,44,225 0 0	3,42,000 0 0	3,02,225 0 0	

44¾ miles, British Portion—Total cost of construction ... ... Rs. 19,65,000.

40¾ miles, Pudukkottai State Portion—Total cost of construction Rs. 17,60,000.

Grand Total ... Rs. 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 10 years ... ... Rs. 144·50.

Percentage of net earnings on capital outlay when the line is in full working order after 10 years ... ... 8·11

Dewan's Office,
PUDUKKOTTAI,
19th November 1896.

R. VEDANTACHARLU,
Dewan.

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 S. I. R. late Chief Engineer, Mr. Logan's trial Survey and Estimate of 1887 of the bit from Trichinopoly to Pudukkottai.

Final head of account.	Description of work.	Amount. Rs.	A.	P.	Total. Rs.	A.	P.	Remarks.
I	*Preliminary expenses.*	...	...	...	1,25,000	...	...	Cost of Survey, etc.
III	*Construction of Line*	...	...	...	9,60,000	...	...	
	1. Earth-work ...	4,50,000	...	...	...	...	...	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 earth-work.
	2. Culverts & 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	...	...	
	1. Ballasting ...	1,00,000	...	...	...	...	...	Granite chips, metal and gravel are abundantly available at sides throughout.
	2. Permanent way ...	16,50,000	...	...	...	...	...	Estimate can cover, even 50 lbs. Rails.
V	*Stations & Buildings.*	...	...	...	2,70,000	...	...	
	1. Stations & offices.	1,00,000	...	...	...	...	...	4 second class stations at Pudukkottai, Kanadikathan, Davakottai, and Thondi; the rest third class and minor stations.
	3. Staff quarters ...	50,000	...	...	...	...	...	Local materials and local labor 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 Pudukkottai and its Taluqs.
	4. Station machinary.	1,20,000	...	...	...	...	...	
VII	*Plant at 5 per cent on I, III, IV, V.*	...	...	...	1,55,250	...	...	
IX	*Maintenance Rs. 1200 per mile for 2 years.*	...	...	...	1,02,600	...	...	
X	*Establishment at 10 per cent on I, III, IV, V, VII & IX.*	...	...	...	3,36,285	...	...	
XI	*Contingencies at 7½ per cent on X only.*	...	...	...	25,865	...	...	
	TOTAL ...				37,25,000	...	...	

Dewan's Office,
PUDUKKOTTAI,
19th November 1896.

R. VEDANTACHARLU,
Dewan.

Comparative statement of probable capital and Revenue accounts of the proposed Pudukkottai State Railway from Trichinopoly to Thondi, as compared with the main S. I. R. and Mayavaram—Muttupet Railway.

No.	Description.	Based on the capital and Revenue accounts of S. I. R. embodied in G. O., No. 662-R., dated 8th October 1895.	Based on the capital and Revenue account of *Mayavaram—Muttupet Railway* embodied in G. O., No. 637-R., dated 3rd October 1895.	For the proposed *Pudukkottai State Railway* from Trichinopoly to Thondi		Remarks.
				First ten years.	When in full working order after ten years.	
1	Capital outlay including suspense accounts. Rs.	7,62,16,584	24,17,081	37,25,000	37,25,000	
2	No. of miles. No.	1041·59	53·99	85·50	85·50	
3	Average cost per mile. Rs.	70,901	44,752	43,567	43,567	
4	Gross earnings. Rs.	88,61,716	2,34,960	4,92,750	6,44,225	
5	Working expenses. Rs.	47,64,254	1,38,228	3,42,000	3,42,000	
6	Working expenses per mile per annum. Rs.	4,574	2,560	4,000	4,000	
7	Net earnings. Rs.	40,97,462	96,732	1,50,750	3,02,225	
8	Percentage of working Expenses to gross Earnings.	53·76	58·83	69·40	53·08	
9	Gross earnings per mile per week. Rs.	163·61	83·69	110·52	144·50	
10	Percentage of net earnings on capital outlay including suspense accounts.	5·38	4·00	4·04	8·11	

Dewan's Office,
PUDUKKOTTAI,
19th November 1896.

R. VEDANTACHARLU,
Dewan.

The Proposed Pudukkottai State Railway.

Table showing the amount of equal annual allotment to be deposited as sinking fund out of Pudukkottai 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	Debt 7 lakhs.
3	1899—1900...	1,93,640	1,00,000	2,93,640	36,000	2,57,640	Debt 5½ lakhs.
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	

Dewan's Office, Pudukkottai,
19th November 1896.

R. VEDANTACHARLU,
Dewan.

The Proposed Pudukkottai State Railway.

Table showing the amount of equal annual allotment to be deposited as sinking fund out of British Local Fund and Pudukkottai 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	Debt 14 lakhs.
3	1899—1900...	3,87,280	2,00,000	5,87,280	72,000	5,15,280	Debt 13¼ lakhs
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	14,21,691	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	16,80,614	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	2,42,802	38,36,750	1,11,750	37,25,000	

Dewan's Office, Pudukkottai,
19th November 1896.

R. VEDANTACHARLU,
Dewan.

Rough Estimate of Traffic in the proposed Trichinopoly to Thondi—Pudukkottai State Railway compared with the results of the S. I. R. and Mayavaram—Muttupet Line.

No.	Description.	Based on the capital and Revenue accounts of S. I. R. embodied in G. O. No. 662-R., dated 8th Oct. 1895.		Based on the capital and Revenue accounts of Mayaveram—Muttupet Railway, embodied in G. O., No. 637-R., dated 3rd Oct. 1895.		For proposed *Pudukkottai State Railway* from Trichinopoly to Thondi.				Remarks.
						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.									
1	Coaching. (persons)...	1,24,06,006	46,85,990	9,62,608	1,65,120	12,00,000	3,30,000	15,00,000	4,50,000	
2	Goods. (tons) ...	13,59,234	40,89,604	1,59,554	68,692	1,10,000	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	

Dewan's Office, Pudukkottai,
19th November 1896.

R. VEDANTACHARLU,
Dewan.

The proposed Pudukkottai 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 Pudukkottai State and the adjoining British Districts of Trichinopoly, Madura & Tanjore.

No.	Province or portion of Provinces through which the proposed Feeder Railway line passes.	Area & population commanded by this proposed Feeder Railway line.		Remarks.
		Sq. miles	No.	
1	Part of Trichinopoly (portion).	500	3,00,000	Out of the area of 6,160 square miles and population of 16,25,000 persons, 5,000 square miles & 15,00,000 inhabitants can be taken as will be benefited by this proposed Feeder Railway line.
2	Whole of Pudukkottai State.	1,101	4,00,000	
3	Part of Sivaganga Zemindari (portion of Madura District)	1,551	4,50,000	
4	Part of Ramnad Zemindari (portion of Madura District.)	2,104	1,50,000	Out of every 100 persons, 8 (or 10) persons are taken to travel per annum by this proposed feeder Railway line.
5	Part of Pattukkottai Taluq (portion of Tanjore District.)	904	3,25,000	
	Total.	6,160	16,25,000	

Dewan's Office,
Pudukkottai,
19th November 1896.

R. VEDANTACHARLU,
Dewan.

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

No.	Locality.	Names of Festivals.	The period of the year for Pilgrmiage and Festivals.	Name of nearest Railway station.	Total No. of people likely to assemble per day.	No. of passengers likely to utilize the Railway per day (both going and returning).	Duration of Festival or Pilgrimage in days.	Total No. of passengers for the whole period.	Average No. 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 ... (b) Adipuram Festival .. (c) Dassrah Festival ..	April & May. July & Aug. Sept. & Oct.	Pudukkottai... ...	2,000 3,000 7,500	500 5,000	8 10	4,000 10,000	20	2,916	10	8	(a) & (b) From all parts of the State. (c) From all parts of the State and from the neighbouring Dists.
		(d) Pushyam	January ...	Temporary station at Pusathurai (3½ miles from Pudukkottai).	7,500	5,000	1	5,000	4	208	5	4	(d) From Pudukkottai & 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 Pudukkottai.
3	Konapettu	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 Pudukkottai 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 ...	April ...	Satyamangalam ...	500 5,000	250 2,500	8 2	2,000 5,000	15	1,093	12	0	From different parts of the Pudukkottai State & from the surrounding country.
9	Avoor	Roman Catholic Festival ..	March ...	Guntoor	10,000	5,000	2	10,000	10	1,041	10	8	From Trichinopoly and Tanjore Districts and from different parts of the Pudukkottai State.
10	Tirugoshtiyur ...	Car and Teppam Festival ...	April and February.	Trimiem, Kanadikathan & 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 Pudukkottai State.
11	Kunnakkudi... ...	Pushyam, Car and other Festivals.	Chiefly in Jan. & Mar.	Karaikudi & Kanadikathan.	10,000 1,000	5,000 500	3 5	15,000 2,500	15	2,734	6	0	From the Pudukkottai State and the neighbouring British Districts.
12	Avadayarkovil ...	Car Festival and others ...	Chiefly in Dec. & Feb.	Pudukkottai... ...	10,000 1,000	5,000 250	1 4	5,000 1,000	20	1,250	0	0	From the whole of the Tamil country.
13	Rameśvaram ...	Pilgrimage throughout the year especially for the new-moon.	June & July	Thondi	4,00,000	1,92,000	...	1,92,000	50	1,00,000	0	0	From all parts of India.
14	Sreerangum	Pilgrimage throughout the year and Festival (Yekadasi).	December..	Trichinopoly.. ...	50,000	500 5,000	10 2	5,000 10,000	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.
15	The Cauvery ...	Pilgrimage, chiefly in the month of Arpisi.	Oct. & Nov.	Mayaveram & Ellamanoor.	50,000	10,000	30	3,0000	20	6,250	0	0	Do. do.
16	Chidambaram. ...	Arudra Darisanam.	December & January.	Chidambaram. ...	30,000	2,500	4	10,000	15	1,562	8	0	Do. do.
								3,35,500		1,24,192	11	4	1,25,000 (in round numbers).

Dewan's Office,
PUDUKKOTTAI,
19th November 1896.

R. VEDANTACHARDU,
Dewan.

The proposed Pudukkottai State Railway from Trichinoply to Thondi.

Statement showing the fairs or markets within the limits of the Pudukkottai 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 No. of persons assembled in Market days per annum.	Goods probably available on Markets per annum.		Goods probably available for the proposed feeder Railway.		Remarks.
			Sq. miles.	No.		Quantity in tons.	Value in Rupees.	Quantity in tons.	Value in Rupees.	
1	Kolluppatti	Sunday...	100	30,000	10,000	20,000	50,000	3,500	10,500	Chiefly grains, pulses, and hides.
2	Keeranoor	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.
4	Andakkulam	Saturday..	100	30,000	30,000	10,000	50,000	6,500	19,500	Do
5	Kudumiamalai	Tuesday...	50	10,000	10,000	5,000	25,000	1,500	10,000	Do.
6	Pudukkottai	Friday ...	500	1,50,000	5,00,000	2,00,000	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	Konnaiyoor	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	Puduppatti	Wednesday.	100	30,000	40,000	20,000	1,00,000	1,000	5,000	Do.
	Total ...		2,500	7,00,000	10,50,000	6,70,000	32,60,000	61,500	2,39,000	

Dewan's Office
PUDUKKOTTAI,
19th November 1896.

R. VEDANTACHARLU,
Dewan.

The proposed Pudukkottai 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 No. per annum.	Passengers available (Festivals etc. included). Probable receipts per annum.	Goods available (Fairs etc. included) Average No. of tons per annum.	Goods available (Fairs etc. included) Probable receipts per annum.	Probable Total receipts per annum.	Probable average earnings per day.	Remarks.
					Rs. A. P.		Rs. A. P.	Rs. A. P.	Rs. A. P.	
1	...	248½	Trichinopoly... ...	1,50,000	47,395 13 4	7,500	11,250 0 0	58,645 13 4	160 0 0	
2	5¾	254¼	Gundoor	70,000	9,479 2 8	3,500	5,250 0 0	14,749 2 8	40 0 0	
3	11¾	266	Keeranoor	80,000	19,531 4 0	6,500	9,750 0 0	29,281 4 0	80 0 0	
4	6½	272½	Satyamangalam ...	70,000	9,583 5 4	3,000	4,500 0 0	14,083 5 4	40 0 0	
5	7⅛	279⅝	Pudukkottai... ...	2,00,000	56,770 13 4	16,000	24,000 0 0	80,770 13 4	220 0 0	
6	5	284⅝	Kammanchetty Chatram.	60,000	8,281 4 0	1,800	2,700 0 0	10,981 4 0	30 0 0	
7	6	290⅝	Trimiem	90,000	14,583 5 4	7,000	10,500 0 0	25,083 5 4	70 0 0	
8	4⅜	295	Kanadikathan ...	90,000	25,520 13 4	10,000	15,000 0 0	40,520 13 4	110 0 0	
9	9	304	Karaikkudi	1,00,000	42,708 5 4	11,000	16,500 0 0	59,108 5 4	160 0 0	
10	3½	307½	Amaravadi	40,000	9,791 10 8	3,000	4,500 0 0	14,291 10 8	40 0 0	
11	9	316½	Davakottai	1,00,000	46,354 2 8	8,000	12,000 0 0	58,354 2 8	160 0 0	
12	10	326½	Tiruvadanai	80,000	15,208 5 4	9,000	13,500 0 0	28,708 5 4	80 0 0	
13	7½	334	Thondi	1,00,000	29,687 8 0	26,000	39,000 0 0	58,687 8 0	160 0 0	
			Total ...	12,30,000	3,34,895 13 4	1,12,300	1,68,450 0 0	... ...	... ...	
			(In round numbers.)	12,00,000	3,30,000 0 0	1,10,000	1,60,000 0 0	... ...	... ...	

Dewan's Office,
PUDUKKOTTAI,
19th November 1896.

R. VEDANTACHARLU,
Dewan.

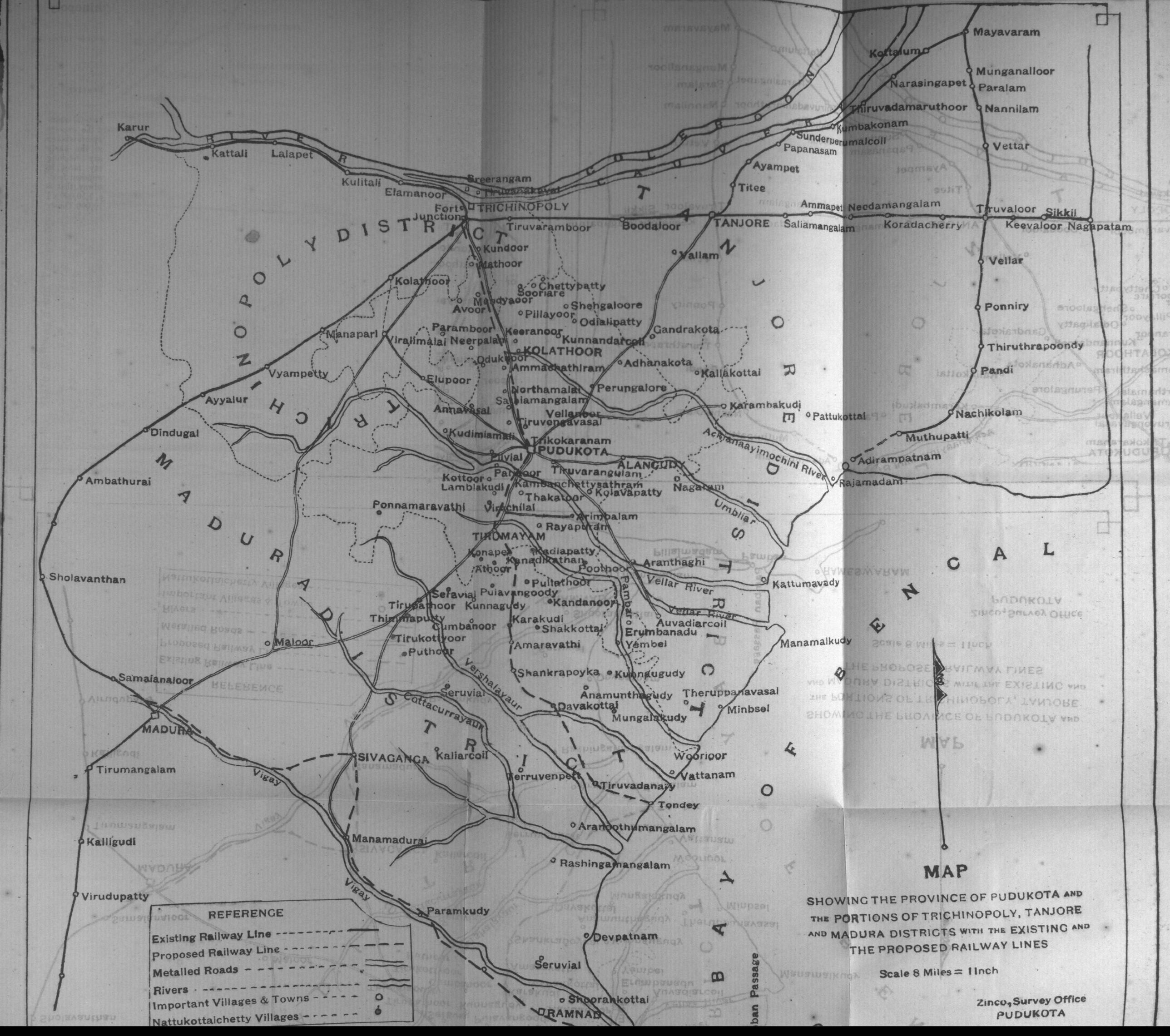
The Proposed Pudukkottai State Railway from Trichinopoly to Thondi.

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. (Tons.)	Export. (Tons.)	Total. (Tons.)	Remarks.
1	Raw cotton and cotton goods etc.	5,000	2,000	7,000	¾ 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, 1,50,000 × ¾ or 1,10,000 Tons).
2	Oils-	1,500	500	2,000	
3	Oilseeds—Gingelly, Castor oil-seeds, Ground-nut seeds, etc.	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, etc.	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	
61	Revenue stores, Railway materials, etc.	25,000	...	25,000	
	Total ...	1,09,000	40,000	1,49,000	

Dewan's Office,
Pudukkottai,
19th November 1896.

R. VEDANTACHARLU,
Dewan.



MAP

SHOWING THE PROVINCE OF PUDUKOTA AND THE PORTIONS OF TRICHINOPOLY, TANJORE AND MADURA DISTRICTS WITH THE EXISTING AND THE PROPOSED RAILWAY LINES

Scale 8 Miles = 1 Inch

Zinco, Survey Office
PUDUKOTA