Public Works (1899) Department.

RAILWAY BRANCH.

G.O., No. 331. Rly.

DATED 23rd March 1899

100/3

[Despatch Abstract.]

Extension of the Mayavaram-Tiruturaipundi Railway to Avadaiyarkoil

Comng. to the Agent, S.R.Ry. for info. & guidance, letter from the President Dist. Board, Tanjore, regarding the change of route of the — & stating that the route chosen by the Dist. Bd. should be adopted in the project now under preparation.

Indexed

RAILWAY.

Government {1899} of Madras.

PUBLIC WORKS.

Recd.	} 1899.	*Enclosures*
Regd.		*Spare copies*

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

MARCH.

Extension of the Mayavarm-Mutupet Railway to Avadaiyarkoil

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

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read again the following papers :—

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

Read also the following paper :—

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

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

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

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

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

Enclosures.

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

* * * * *

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

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

* * * * *

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

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

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

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

some importance is held. There is also a police station there. Close to this line also is Keeramangalam (population 2,333). On the other hand, on the Peraurni route at 7 miles from Pattukkottai is Ottangadu (1,401), at 9½ miles is Kalagam (1,362), from which point the direct road to Avadaiyarkovil branches. At 14 miles is Peraurni where a considerable fair is held. There is also a police station and a post office there; and not far from it is Arasarkoilam (2,404), where a fair is held; at 29 miles is Arantanghi itself.

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

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

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

Arantanghi is important—

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

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

(3) A large fair is held there.

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

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

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

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

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

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

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

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

Endt. by the Local and Municipal Department, dated 7th March 1899, No. 269.

Transferred to the Public Works Department (Railway Branch).

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

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

(True Extract.)

Francis J. E. Spring,
Joint Secretary.

To the Local and Municipal Department.
„ Agent, South Indian Railway.
„ Consulting Engineer.

Exd. T. K. Narayana Aiyangar.

Tanjore Collector's Office
Camp. Negapatam.
Dated. 28th February 1899

From

J. Twigg Esquire,

President District Board

Tanjore.

LOCAL & MUNICIPAL DEPT.
667L

To

The Secretary to Government

Local and Municipal Dept.

Madras.

Sir,

I have the honor to submit herewith a copy of the Resolution of the District Board, dated 25th February 1899, making a change in the route originally proposed for extending the Mayavaram — Mutupet Railway to Avadayar Koil and request that the alteration now made may be approved. The original proposal was to make the line pass through

through Adirampatnam, Pattukottai and to Avadayan-Koil direct, passing Kalagam, Sithathikadu, Arasankulam and Perungadu — vide proposals — submitted by the Dt Board with its resolution dated 25th July 1896, embodied in G.O., no 537 Rg. dated 5th april 1898, Communicated with Endt no. 823-L, dated 2nd may 1898. In his letter no 1252 D.B, dated 26th november 1897 Mr. Andrews suggested that, when the Survey of the Mayaravaram-Mutupet Railway extension is taken on hand, it would be well to Consider if the line ought not to take a slight detour and run to Avadayarkoil via Arantanghi. As Collector, he has recorded the same observation, when his opinion was invited on

the merits of the Trichinopoly-Dondi Railway line — vide his letter no 4650 Rev. A dated 29th September 1897, embodied in Board's Proceedings no. 691 (Settlement) dated 29th october 1897. The modification seemed desirable for several reasons but, before placing the matter before the Board, I requested the Assistant Collector in charge of the Pattukotta Division to go over the ground with an officer deputed by the Railway Company and report on the subject. The result of his enquiries is embodied in his report no 200-A. dated 20th February 1898, (copy enclosed), and after Considering the question in the light of that report, the Board decided on the route to Avadayarkoil via Arantanghi.

2. Arantangli is a Considerably more important place than Avadaiyarkoil, being the Head quarters of the Deputy Tahsildar and Submagistrate. There is besides a sub Treasury and a Sub Registrar's office in the place, and-a most important consideration — road material is pro-curable close by — which the Railway will render available for use in im-proving the roads of the Taluk.

3. I trust that Government will approve of the change in route. There is, of course, the objection that every detour makes the line more unsuitable for ultimately becoming the main-through route from the South, but the line is being constructed purely for the benifit of the District as a substitute for road — vide para 1 of the "Statement under Head 8 of the application" printed at page 3 of G.O., no. 537 Ry. dated 5th april 1913, and from the District point of view, I submit the balance of advantage is immensely in favour of the route now proposed.

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

I have the honor to be,

Sir,

Your most obedient Servant.

V. Surya

President District Board.

Proceedings of the District Board Tanjore
dated 25th February 1899.

Present:-

J. Twigg Esqr. President

Members.

1. M.Rhy T.N. Sivagnanam Pillai Avargal Additional Head Quarter Deputy Collector Vice President.
2. ---- C. Murugesam Pillai Avargal Deputy Collector Tanjore.
3. Muhammad Zadir Nawaz Khan Sahib Bahadur Deputy Collector Mannargudi.
4. Lieut Col. H. H. J. Nailer District Medical and Sanitary Officer Tanjore.
5. M.Rhy S.A. Saminada Aiyar Avargal Government Pleader Tanjore.
6. ---- A. Pakialanadan Pillai Avargal Treasury Deputy Collector Tanjore.
7. ---- K. Jaganada Chattiyaroo Tahsildar Kumbakonam.
8. ---- T. Ramaswami Aiyangar Avargal Tahsildar Namilam.
9. Chinna Marakayar Maleyar Sahib Nagapatam.
10. M.Rhy R. Balakrishna Naidu Avargal Nagapatam.
11. ---- Rajagopala Chattiar Avargal Kumbakonam.
12. ---- R. Govindasami Aiyar Avargal Namilam.
13. ---- Sadagopa Mudaliar Avargal Mannargudi.
14. ---- T.K. Ramalingam Pillai Avargal Pattukkottai.

15. Syed Gulam Ghaus sha Kadari Sahib
Tanjore.

16 Mkky A. Arnasami Dëvar Avargal
Tanjore.

17 — " — V. Appasami Vandayar Avargal
Tanjore.

18 — " — M. G. Ramaswami Pillai Avargal
Nagapatam.

⁜ ⁜ ⁜

17. Read letter from the Agent South Indian Railway Trichinopoly No. 1657 $\frac{23}{118}$ dated 10th January 1899, request-ing to inform him which places in the Tanjore District should be served by the Muttupet-Avadiarkoil extension in order to start the survey work referred to in G.O. No. 1518 Railway dated 9th December 1898; this office reference thereon to the Assistant Collector No. 88 dated 18th January 1899, and his reply thereto.

The Board considers that the line should run from Muttupet to Adirampatnam: thence to Pattukkottai: thence to Arantangi following more or less the course of the main road passing Perauruni: thence to Avadiar Koil.

⁜ ⁜

(Signed) J. Twigg
President

⁜ ⁜

(True Extract)
[illegible]
For President

Assistant Collector's office
Pattukkottai Division
Camp Arantangi
Dated 20th February 1899.

From,

The Assistant Collector
in charge of Pattukkottai Division.

To,

The President District Board,
Tanjore.

Sir,

I have the honour, with reference to your Ref on Cur No 88/DB of 1899, dated 15th January 1899, directing me to report after inspection the best route for the proposed extension of the Railway from Pattukkottai to Avadayarkovil, to report as follows:—

2. In company with Mr. Clifford, who was deputed to accompany me by the South Indian Railway Company, I marched from Pattukkottai to Avadayar-

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_kovil following what is now the main road through the Taluk. I returned by the western route which goes via Sendangudi (Nagaram), Avanam and Tiruchitrampalam to Pattukkottai and skirts for the most part the boundary of the Pudukota State. This road is shown in the older maps as the main route and probably for that reason it suggested itself to the Railway authorities, as that which the line should follow, for the map with which Mr. Clifford was provided showed no other. It is not however maintained now by the Local Fund authorities and its repair forms, I believe, an item in the Local Fund Engineer's Famine programme. There are in fact three chief roads traversing this Taluk from north to south. The most easterly of these is the coast road passing from Pattukkottai via Rajamadam, Sethubava Chattram, Ammani Chattram, Manamelkudi to Mimissal and so towards Rameswaram. It leaves Avadayarkovil

9 5

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the more central line. As to the relative positions of these routes between Pattukkottai and Arantangi, it will be seen from the map, that they form the sides, so to say of an elongated oval being separated at the farthest point from each other by a distance of from 6 to 7 miles. The distance from Pattukkottai to Arantangi is almost the same by each route that is between 29 and 30 miles. Before however leaving the discussion of this western route, it should be noted that there is a slight advantage in its favour from an Engineering point of view. It crosses the various streams higher up in their course, and the bridging would probably be somewhat easier; there would I think, also be one stream fewer to cross on this line as compared with that via Peraurni. Possibly also, the nature of the soil along this route in which a larger proportion consists of hard earth as opposed to the sandy and clay tracts farther east, would render construction less

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balam about 10 miles from Pattukkottai. At Nagaram
itself a fair of some importance is held. There is
also a Police station there. Close to this line also is
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14 SP

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12 SP

however, to the assemblage for the half yearly festival at Avadayarkovil, it is, I think, fair to expect that the Railway will catch a good deal of it, and will probably contribute to swell the numbers of persons attending. The extensions of the lines to Avadayarkovil will also be likely to attract traffic from Devakottai and other places of importance in the Madura District. It is also desirable to open up the extreme southern part of this Taluk where a good deal of paddy is raised. At present a good deal of this produce is exported to Ceylon from the ports of Ammapatnam and Kottaipatnam, but probably were the means of ready transport available, the greater part would be diverted inland.

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Taluq itself.

Arantangi is important.

(1) as the head quarters of the Deputy Tahsildar and Sub Magistrate. There is also a Sub treasury, a Sub jail and a Sub Registrar's office. To persons having business with any of these offices the Railway will be a great convenience.

(2) It is at the junction of the main roads from Pudukkottai and Madura on the northwest and southwest and from Kattumavadi, Mimisal on the

coast on the east and south east.
With Pudukkotta especially it is
connected by a metalled road.

(3) A large fair is held there.

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

For these reasons, I would recom
-mend that the alignment of the
Railway should run from Pattukkottai
direct to Arantangi following more
or less the line of the existing main road
and that it should thence turn South
easterly direction as far as Avadayar
-koil (8 miles). Whether the line should
cross the Vellar is a question to be
decided mainly on consideration of the

14 P

expense of bridging. The Vellar
is a very considerable stream; but
even were the line to be carried only
to the hither bank of it, the terminus
would be barely a mile from the
temple itself.

I enclose twelve statements com
piled from the records of the Traffic
Registration office at Arantangi,
from August 1897 to the end of December
1898. For the seventeen months the total
quantity of goods registered as having
passed through Arantangi to and fro
in all directions is 473,233 maunds
giving a monthly average of 27,837
maunds. Similarly the returns show
that the traffic of animals (sheep, cattle
&c) come to 49,776 with a monthly
average of 2,928. The returns of
passengers show the total of 61,287 giving
a monthly average of 360·5.

These figures are useful as giving some idea of the traffic which under present circumstances passes through Arantanghi. What part of it would be caught by the Railway, it is difficult to say. There is a brisk trade in rice (chiefly unhusked), in miscellaneous articles of merchandise and in European piece goods from the coast inland.

It is also perhaps worth noting that the greater amount of traffic through Arantanghi passes to and from the Kattumavadi - Pudukkottai line. (Vide statements E and F). In fact the readiest way to get Tanjore from the south of this Taluq is via Pudukkottai. Although therefore it is true that at present the busiest line of traffic passes directly athwart the proposed line of Rail, yet it may be expected

that with the improved direct communication much of this will be diverted.

The figures in statement F, also include a good deal of traffic which in fact comes from Mimisal, Avadayarkoil and places to the South. An attempt has been made to pick out from the more general register the items of traffic which would probably be conveyed by Rail from Arantanghi to Avadayar-koil and vice versa ie to arrive at some estimate of the traffic on this particular section.

The result is shown in special statements I and II which have been prepared under the supervision of the late Deputy Tahsildar of Arantanghi.

Statement I	Goods.	Animals.	Passengers.
Total	64506	13763	7545
Average	4300	918	503

The result is shown in the margin. Figures are available for 15 months only. It should be

Statement II	Govrds.	Animals.	Passengers.
Total	32838	190	10536
Average	2189	13	702

remarked that the traffic of better class pil-grims to Avada-yarkoil from the north of the Taluq ie those attending the half yearly festivals now turns off at Kalagam and does not pass through Arantanghi. It is to be expected therefore that the passenger figures with the rail communications will be greater than that now recorded. It must however be admitted that the volume of traffic due to the festival is not in itself extraordinary. It is rather with a view to the general utility of the line and the possible extension further south that its construction to Avadayarkoil is desirable.

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

I beg to return the papers delivered to me.

I have the honor to be
Sir,
your most obedient Servant
(Signed) H. G. Stokes
Assistant Collector

/True Copy/
[illegible]
for President

P. W

Local & Munl. (189) Department.

Railway

CURRENT No. ~~667 L~~ 345

JOINT SECRETARY TO GOVT. OF M... RECEIVED 8 MAR. 1899

2 MAR 1899

17 P

From, The President Dt Board, Tanjore

~~Order~~ No 269 7-3-99

Tour Disposal **No.** 1/D.B of 99

Transferred to the Public Works Department (Railway Branch).

A Edgington
Ag Assistant Secretary

Dated 28th February 1899

Received 2nd March 99

Registered ~~Recd~~ 8. 3. 99

Enclosures 2

Spare copies sent

Despatched 28th February 1899

RC
6/3/99

Draft a G.O. reading previous G.O. and reading this, and get into print and submit for orders. Sharp

FHS
10/3/99

SUBJECT.

Submitting for favor of early orders change in the route of the Mayavaram-Muttupet Railway extension.

21/Porkyero 345/99

1/667/L/99

3/3/22

BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.

Papers to be read in Proceedings.

Read again

G.O. No. 537 Rev dated 5-4-98] Quote
" 1518 Rev dated 9.12.98]

Read also

P.W.R. C No. 345 dated 8.3.99] Print

Order thereon 168

Pres. Please send fresh early.

10/10/99

2 proof Recd 18.3.99.

RAILWAY.

Government {1899} of Madras.

PUBLIC WORKS.

H.E.

Proof of a G.O. for approval.

The route selected by the District Board and approved after full enquiry by the Collector should be adopted.

Recd. } 1899. *Enclosures*

Regd. *Spare copies*

7 Rs 18/3/99

22.3.99

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

issue the G.O.

7 Rs 23/3

MARCH.

H.E. 18.3.99

Rw 23.3.99

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read again the following papers:—

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

Read also the following paper:—

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

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

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

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

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

INCLOSURE.

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

* * * * *

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

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

* * * * *

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

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

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

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

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

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

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

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

Arantanghi is important—

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

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

(3) A large fair is held there.

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

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

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

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

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

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

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

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

—

Endt. by the Local and Municipal Department, dated 7th March 1899, No. 269.

Transferred to the Public Works Department (Railway Branch).

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

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

(True Extract.)

Under Secretary.

To the Local and Municipal Department.
" Agent, South Indian Railway.
" Consulting Engineer.

Exd. T. K. Narayana Aiyangar.

Despatched on 29/3/99