

FRENCH POSSESSIONS
IN INDIA



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FRENCH POSSESSIONS IN INDIA

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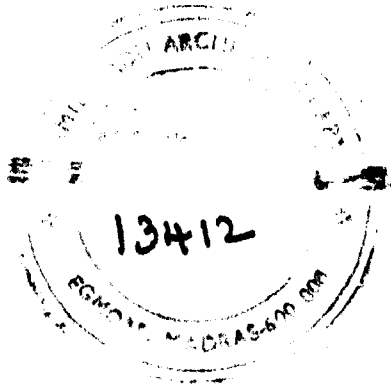
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EDITORIAL NOTE

IN the spring of 1917 the Foreign Office, in connexion with the preparation which they were making for the work of the Peace Conference, established a special section whose duty it should be to provide the British Delegates to the Peace Conference with information in the most convenient form—geographical, economic, historical, social, religious, and political—respecting the different countries, districts, islands, &c., with which they might have to deal. In addition, volumes were prepared on certain general subjects, mostly of an historical nature, concerning which it appeared that a special study would be useful.

The historical information was compiled by trained writers on historical subjects, who (in most cases) gave their services without any remuneration. For the geographical sections valuable assistance was given by the Intelligence Division (Naval Staff) of the Admiralty; and for the economic sections, by the War Trade Intelligence Department, which had been established by the Foreign Office. Of the maps accompanying the series, some were prepared by the above-mentioned department of the Admiralty, but the bulk of them were the work of the Geographical Section of the General Staff (Military Intelligence Division) of the War Office.

Now that the Conference has nearly completed its task, the Foreign Office, in response to numerous inquiries and requests, has decided to issue the books for public use, believing that they will be useful to students of history, politics, economics, and foreign affairs, to publicists generally and to business men and travellers. It is hardly necessary to say that some of the subjects dealt with in the series have not in fact come under discussion at the Peace Conference; but, as the books treating of them contain valuable information, it has been thought advisable to include them.



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It must be understood that, although the series ~~of volumes~~ was prepared under the authority, and is now issued with the sanction, of the Foreign Office, that Office is not to be regarded as guaranteeing the accuracy of every statement which they contain or as identifying itself with all the opinions expressed in the several volumes ; the books were not prepared in the Foreign Office itself, but are in the nature of information provided for the Foreign Office and the British Delegation.

The books are now published, with a few exceptions, substantially as they were issued for the use of the Delegates. No attempt has been made to bring them up to date, for, in the first place, such a process would have entailed a great loss of time and a prohibitive expense; and, in the second, the political and other conditions of a great part of Europe and of the Nearer and Middle East are still unsettled and in such a state of flux that any attempt to describe them would have been incorrect or misleading. The books are therefore to be taken as describing, in general, *ante-bellum* conditions though in a few cases, where it seemed specially desirable, the account has been brought down to a later date.

G. W. PROTHERO,

*General Editor and formerly
Director of the Historical Section.*

January 1920.

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I. GEOGRAPHY PHYSICAL AND POLITICAL

POSITION AND FRONTIERS (GENERAL)

THE French Possessions in India (*Établissements français de l'Inde*) consist of five small detached territories, namely, Pondicherry, Karikal, Yanaon, Mahé, and Chandernagor, with a total population, in 1915 (according to the French census), of 266,828.¹

Pondicherry is the chief settlement (area 115 square miles), the capital of which, Pondicherry Town, is the seat of the governor of all the Possessions. It is situated on the east (Coromandel) coast, 122 miles by rail, and 105 miles by road, south-south-west of Madras. It comprises one main tract of land containing Pondicherry, Oulgaret, and Villenour, two other fairly important enclaves, one (Bahour) on the River Ponnaiyar, and one on the Pambear and Gingee, and besides these four to the north, one to the west, and five to the south. All these lie along the coast and extend to a distance of some 18 miles inland. They are surrounded by the British district of South Arcot.

Karikal (area 53 square miles) is also on the Coromandel coast, about 90 miles south of Pondicherry. It consists of a single tract stretching along the east coast between Tranquebar and Nagore (both outside French territory) for a distance of some 10½ miles direct, and inland to an extreme distance of 9 miles. It is bordered by the British district of Tanjore.

¹ Another estimate gives the following figures: Pondicherry, 173,000; Karikal, 60,000; Yanaon, 5,116; Mahé, 10,689; Chandernagor, 28,016; total, 276,821.

*Yanaon*¹ (area 5 square miles) is near the east coast in the delta of the Godavari, and about 370 miles a direct line north-east of Pondicherry. It lies 5½ miles south of Coringa, a closed port.

Mahé (area 26 square miles) is on the west (Malabar) coast, nearly due west of Pondicherry. It consists of the town of Mahé on the left bank of the river of the same name, and a detached portion of territory called Nalutara, on the right bank, containing the five *aldées* (big villages) of Chambara, Chalakara, Palo and Pandaquel.

Chandernagor (area 4 square miles) is on the Hooghly river, 22 miles by rail above Calcutta.

The area of the whole of these possessions is equivalent to the department of the Seine.

There are also certain small plots (*loges*) elsewhere than in French territory over which the French Government claim to exercise certain rights of jurisdiction. Thus at Masulipatam two tracts of about 1,300 square yards and a village known as Francepett (i. e. 'French village') are owned by the French Government. At Calicut there is a similar tract of six acres. At Balasore in the district of that name in Bengal, there is a lot of thirty-eight acres; at Ghoorpuda of two roods. There are other *loges* at Cossimbazar (Kasimbazar), at Dacca at Patna, and at Jugdea (Yougdea) in Tippera, and a factory at Surat. French jurisdiction is practically non-existent in these places.

POPULATION (GENERAL)

The census of 1911 showed that of 395 Europeans resident at Pondicherry 373 were French, and of 1 Europeans at Karikal 81 were French, and that 1,136 Eurasians at Pondicherry 1,021 were French Eurasians. Of 46,070 Indian natives at Pondicherry

¹ Spelt 'Yanam' in the *Imperial Gazetteer*.

36,688 were French subjects, and of 19,546 Indian natives at Karikal 16,908 were French subjects. Chandernagor is so closely connected with Calcutta that it is natural to find that of 610 Europeans only 102 were French, and that of 24,593 natives only 9,900 were French subjects. At the date of the 1911 census the whole number of Europeans other than French in the 'Establishments' was 542. There were only three Germans—two men and one woman.

PONDICHERRY

SURFACE AND RIVER SYSTEM

The whole region is low, sandy, and alluvial, intersected by deltaic channels of the Gingee, Ponnaiyar, and other streams, and interspersed with 57 lagoons, the largest of which, the Lake of Oussoudou, 5½ miles from Pondicherry Town, has a surface of nearly 20,000 acres. All the rivers are navigable for about 16 miles from their mouths, thanks to a series of barrages, but this is only for four months in the year, and for flat-bottomed boats. The chief river is the Gingee, which receives on its right bank the waters of the Pambar and Coudouvar; before receiving the waters of the latter, it breaks into two mouths, the Ariancoum and Chounambar. Farther south is the Malar, whose lower waters are in British territory, and still farther south the Ponnaiyar. These rivers are liable to inundation, especially the Ponnaiyar.

CLIMATE

As elsewhere in India the year may be divided into three seasons—the cold weather (October to February), the hot weather (March to June), and the rains. The rainy season sets in with the south-west monsoon, and the north-east monsoon prevails during the cold-weather

period and early part of the hot season. In the hot season the mean temperature in day-time ranges from 88° F. (31° C.) to 104° F. (40° C.), and at night from 81° F. (27° C.) to 84° F. (29° C.); during the day the hot 'land wind' (*neruppu-kattu*) makes itself felt. In the cool season the day temperature is usually from 77° F. (25° C.) to 90° F. (32° C.) and the night temperature from 55° F. (13° C.) to 68° F. (20° C.). Both monsoons bring rain to the district, and July–August and October–December are rainy months, but the south-west monsoon is weakened and dried by its passage over southern India, and the annual rainfall does not as a rule greatly exceed 50 inches, while severe droughts are not uncommon. Cyclones occur most usually at the changes of the monsoons; but Pondicherry is less frequently visited by them than Madras.

SANITARY CONDITIONS

The chief diseases are cholera (practically this affects only the natives), marsh fevers in certain places, elephantiasis, diabetes, and dysentery.

RACE

The inhabitants of Pondicherry and Karikal are mostly Tamils, belonging to the Dravidian stock. The Tamil language is spoken by about 160,000 people in the French Possessions. Five newspapers in Tamil are printed in Pondicherry.

The progeny of the original European settlers (largely Portuguese) and low-caste women, are called Topas. They often live like Indians, and differ only in their costume. The birth-rate is lower among them than in other sections of the community.

POPULATION

Distribution, &c.—The latest estimate of population was made in 1915. The figures then given were: ¹

Pondicherry	47,185
Oulgaret	24,345
Villenour	18,392
Tiroubouvane	18,382
Bahour	18,048
Nettapacom	13,527
Modeliarpeth	15,740
Ariancoupom	10,868
Total	166,487

This represents a decrease of 6,420 since 1911, and 7,969 since 1901. In Pondicherry the birth-rate per thousand was 34·5 in 1915, and the death-rate 38·8.

The population of mixed descent for the whole of the 'Establishments' in 1911 was 1,198; nearly all in Pondicherry. The French population numbered 373 in Pondicherry out of a total of 598 in the whole of French India, of whom 429 were born in India.

Towns and Villages.—Pondicherry Town (lat. 11° 56' N., long. 79° 50' E.) is divided by a canal into two unequal divisions: White Town, occupying 15 acres to the east, and Black Town, occupying 40 acres to the west. The town is well supplied with water, principally from artesian wells at Mudrapalaiyam (3½ miles south-west), and is lighted by electricity. It is without a drainage system. Besides Pondicherry Town there are some 93 larger villages (*aldées*) and 141 lesser villages.

¹ But see note on p. 1.

KARIKAL

SURFACE, COASTS, AND RIVER SYSTEM

The territory of Karikal consists of a single tract stretching along the east coast from the River Nandalar to the River Vettar. It is a low, fertile country, alluvial and deltaic, and particularly rich in 'humus', so that it is very productive, especially of rice. It is watered by eight distributaries of the River Cauveri, as well as certain artificial canals constructed in very remote times. The artesian borings show a greater degree of salt, indicating that the sea has penetrated more than in Pondicherry.

The coast is low in this neighbourhood, with only a few fishing villages along it. The only port is Karikal on the River Arasalar, one of the branches of the Cauveri. The rivers are barred, and can be navigated from the sea only after heavy rains have sufficiently swollen their streams, when cargo may be landed in flat-bottomed boats.

CLIMATE AND SANITARY CONDITIONS

What is said about Pondicherry applies to Karikal.

RACE

The population are Tamils, and have the same characteristics as the inhabitants of Pondicherry (see p. 4).

POPULATION

Distribution, &c.—The estimate of population in 1915 was as follows:

Karikal	.	.	.	.	18,806
Tirnoular	.	.	.	.	10,583
Grande Aldée	.	.	.	.	7,961
Neravy	.	.	.	.	6,184
Nedouncadou	.	.	.	.	7,305
Cotchery	.	.	.	.	6,028
					56,867

This shows a decline of 2,954 since 1911; the census of that year showed a small increase over that of 1901; previously the population had greatly decreased—in 1883 it was 93,055. Nevertheless, with a population of 1,128 per square mile, it is more densely inhabited than almost any part of Tanjore. The French population in 1911 was 81.

Towns and Villages.—The town of Karikal (i.e. Kāraikal, 'fish-pass') is situated (lat. 10° 55' N., long. 79° 51' E.) on the north bank of the Arasalar river, about 1½ miles from its mouth. The commune has a population of 18,806, of whom about half are actually in the town. It is the terminus of a line from Paralām on the Tanjore district railway. It is unfortunate that the line is not continued to the shore, since the facilities of the port would be greatly increased by such an extension, and especial stimulus would be given to the growing trade in ground-nuts. The Standard Oil Company of America has stores and tanks here, and uses Karikal as a distributing centre for this part of India.

The territory is divided into six communes, and contains 110 villages.

YANAON

SURFACE AND RIVER SYSTEM

Yanaon is a town and small tract bounded on the south by the Godavari river, and on the north and east by one of its distributaries, the Coringa. It is an enclave in the British district of Godavari, and lies in a deltaic region.

The mouth of the Godavari is blocked; approach to Yanaon is made by the River Coringa. A canal connecting these two mouths is on the borders of the French territory. Water for irrigation is supplied free of cost from the British canal which passes by Yanaon.

CLIMATE

The dry season is from the beginning of November to the middle of June; the rainy season from the middle of June to the beginning of November. The Godavari overflows its banks between July and September. The south-west monsoon blows from June to September, the north-east monsoon from October to February. Between May and July a west wind often blows. The temperature ranges from 68° F. (20° C.) to 79° F. (26° C.) in November, December, and January; from 80° F. (27° C.) to 97° F. (36° C.) in February, March, and April; from 97° F. (36° C.) to 107.5° F. (42° C.) in May and June; and from 83° F. (28° C.) to 93° F. (34° C.) for the rest of the year. The country is greatly exposed to cyclones.

RACE

The inhabitants are Telugu, and speak the Telugu language, the most widely diffused of any in southern India. They are an enterprising people, good farmers and, when they have the opportunity, skilful seamen. There are five Brahman castes in this district two Kshatriya, one Vaisya, eleven Sudras, besides more than thirty inferior industrial castes, and a great number of mixed castes.

POPULATION

The estimate of 1915 gives the number of the population as 5,011; this is an increase of 544 since 1911, but there had been an almost exactly equal decrease since 1891, when the population was 5,005.

MAHÉ

SURFACE AND RIVER SYSTEM

The territory of Mahé, on the west coast, between Calicut and Tellicherry, and about four miles south-east of the latter town, lies within the British district

Malabar. It is an undulating tract between the coast and the low calcareous hills, outliers of the western Ghats, that rise behind it. The surface is uneven and in parts rocky. It is covered with luxuriant vegetation, mostly coco-nut palm, which is economically the most important tree. The territory consists of two parts—the little town of Mahé, which lies on the left bank of the river of that name and is used by the French Government as a coaling-station; and the isolated district of Nalutara on the other bank, containing the four villages (*aldées*) of Chambara, Chalakara, Palour, and Pandaquel.

The bar of the River Mahé is dangerous, except in very smooth water, and there are rocks off the mouth of the river on both sides. During the dry season the channel leading into the river is only 20 yards wide. Above the bar small craft can navigate the river for about 7½ miles from the mouth.

CLIMATE

The climate is damp, but, on the whole, healthy, Mahé and Chandernagor being superior in this respect to other French colonies in India. The temperature is uniform: the normal range does not exceed 71° F. (22° C.)–86° F. (30° C.), the mean temperature is about 80° F. (27° C.). Rainfall is heavy and unfailing. The south-west monsoon begins in May; the rains break in June and continue, with the monsoon, to the end of September, and three-quarters of the total annual precipitation (which averages probably about 120 inches) occurs during these four months.

RACE

The bulk of the inhabitants are Malayalams, and speak a language closely allied to Tamil. There are a considerable number of rich Mussulmans in Mahé, called Maplais or Maplots. Among the castes there is

one peculiar to Mahé, viz. the Nayas (indigenous aristocracy), a Sudra caste.

POPULATION

The estimate of 1915 gives the population as 10,819. This is an increase on the figures of 1911, which were 10,425, and the figures of 1901, which were 10,298.

CHANDERNAGOR

Chandernagor is a town, with a small surrounding territory, on the right bank of the Hooghly, 22 miles by rail above Calcutta and immediately below Chinsura. It is little more than a 'quiet suburban town', with little trade by river and little external trade of any kind.

The River Hooghly, which at Calcutta has a depth of nearly five fathoms, is never more than 10 ft. deep in front of Chandernagor, and in that quarter is becoming silted up by the alluvial deposits of the Ganges.

CLIMATE

The climate is favourable, the heat being tempered by the trees. The rainy season is from June to the middle of October, and the rains are torrential in August. The average temperature is 88° F. (31° C.); the maximum (in May) is 99° F. (37° C.).

RACE

The inhabitants are chiefly Bengali, and speak Bengali and Hindustani. There are also a certain number of Gaurs.

POPULATION

The estimate of the population was 27,644 in 1915, an increase on the figures of 1911, which were 25,325. The French population numbered 102 in that year, and there were 508 Europeans other than French, nearly all of whom were British.

II. POLITICAL HISTORY

CHRONOLOGICAL TABLE

1664	Establishment of 'La Compagnie des Indes Orientales'.
1673 (?)	First settlement at Chandernagor.
1674	François Martin lands at Pondicherry and obtains permission to build a factory.
1675	A small fortification built at Pondicherry.
1676 (?)	Chandernagor slightly fortified.
1688	Formal grant of site of Chandernagor.
1693	Pondicherry captured by the Dutch.
1697	Treaty of Ryswyck.
1699	Pondicherry restored to France under the treaty.
1721	Factory established at Mahé.
1725-6	Mahé seized and occupied by the French, with certain small dependencies.
1731	Dupleix assumes charge of Chandernagor.
1739	Grant of Karikal by Chanda Sahib.
1742	Dupleix assumes charge of Pondicherry (January).
1748	Successful defence of Pondicherry.
1749	Grant of 81 additional villages near Karikal by Chanda Sahib.
1750-2	Occupation and formal cession of Yanaon.
1754	Recall of Dupleix.
1757	Chandernagor captured by English; French settlers dispersed.
1759	Demolition of Chandernagor.
1760	Karikal and Mahé taken by English; battle of Wandiwash and siege of Pondicherry.
1761	Pondicherry capitulates; subsequent demolition.
1763	Peace of Paris.
1778	The settlements again taken by English.
1783	Treaty of Versailles; settlements restored to French.
1793	The settlements again taken by English.

- 1802 Peace of Amiens; settlements ordered to be restored but retained by Lord Wellesley.
 1803 Renewal of war; restoration of settlements cancelled.
 1814-15 Treaties closing the Napoleonic wars.
 1816-17 Actual restoration for the last time of the settlements to the French, as on January 1, 1792.¹

(1) DOMESTIC

THE first serious step towards acquiring for France a share in the commerce of India was taken in 1664, when Colbert established the 'Compagnie des Indes Orientales'. The institution then founded never attained success as a commercial company. The complicated history of the French East India Company and of French enterprise in India is, on the whole, a story of failure. It may be studied in ample detail in the French works specified in the list of authorities (p. 56).

The two principal French settlements, namely Pondicherry and Chandernagor, originated almost simultaneously. About 1673 (the exact date is uncertain²) some French traders settled at Chandernagor on the Hooghly, twenty-two miles north of Calcutta, which was founded in 1690. The site of the French settlement was acquired permanently in 1688. In January 1674, François Martin, leading a party of refugees expelled by the Dutch from St. Thomé near Madras and from Masulipatam farther north on the same coast, landed at Pondicherry, where he established a trading station with the consent of the local authorities. Slight fortifications were erected both at

¹ But the *loge* at Calicut was not given up until Feb. 1, 1819 (Aitchison, vol. x, 4th ed., no. lxxxii, p. 252). The limits of Mahé were not finally determined until Nov. 14, 1853, when the French withdrew certain claims (Aitchison, *ibid.*, no. lxxxiii, p. 252).

² Weber (p. 171) gives the date positively as 1673. The *Imperial Gazetteer* gives 1672 or 1676.

Pondicherry and at Chandernagor in or about 1675 and 1676. A small foreign town gradually grew up at Pondicherry. About 1685 the French Company suffered acute financial distress, and could not help the Indian settlements.

In 1693 the capture of Pondicherry by the Dutch destroyed French influence for the time being. Holland retained the settlement until 1699, when it was restored to France in accordance with the Treaty of Ryswyck (1697). Chandernagor continued to be an insignificant little place, until Dupleix took charge as Administrator. In the course of ten years (1731-41) he built two thousand houses and largely developed trade. The result was that in 1757 Clive was justified in describing Chandernagor as 'a large, rich, and thriving colony'. In March of that year, three months before the battle of Plassey, Clive and Admiral Watson captured the town. As a matter of policy, the French settlers were exiled; and in 1759 the buildings, public and private, were demolished.

On January 13, 1742, Dupleix assumed office as Governor of Pondicherry and the French Possessions in India. The energy which had transformed Chandernagor was transferred to the new field and effected extensive improvements. Dupleix successfully defended the town in 1748 against an English fleet. His story belongs to general history. Here it is sufficient to say that his ambitious policy was disapproved and reversed by the French Government, and that he was recalled in 1754. In 1761 Eyre Coote took Pondicherry after a prolonged siege. A little later the town was deliberately destroyed, so that, as Orme remarks, 'not a roof was left standing in this once fair and flourishing city'.

It is needless to follow the fortunes of the minor settlements, namely Mahé, acquired in 1725-6; Karikal, acquired in 1739; and Yanaon, acquired in 1750-2.

Their fate followed that of Pondicherry, but they never suffered much material injury in warfare.

The modern history of the Possessions dates from the Peace of Paris in 1763, which restored them to France. Various accessions of territory which had been annexed from time to time were then cut off; and the Possessions were given back to France with boundaries substantially the same as those existing to-day. Restrictions on fortification were imposed, which remain in force.

In course of time both Chandernagor and Pondicherry were rebuilt. Chandernagor never recovered from the disaster of 1757, and has continued to be merely 'a quiet suburban town with little external trade'. Pondicherry has prospered. At the beginning of the nineteenth century Lord Valentia considered it to be second only to Calcutta.

The Possessions frequently changed hands during the Anglo-French wars. They were occupied by the British in 1778, 1793, and 1803, but were not injured.¹ They were restored to France by the treaties of 1783, 1814 and 1815, and finally handed over in 1816 and 1817.

Since the close of the Napoleonic wars the Possessions can hardly be said to have a history. Pondicherry became a well-planned, handsome town with good buildings, and has attained considerable prosperity in a quiet way. In 1880 it was made a municipality, with a mayor and a town council of eighteen members. Mahé is described as 'a decaying place'. In 1837 Yanaon was laid waste by a hurricane and inundation

¹ Lord Wellesley declined to hand over the French Possessions in accordance with the Peace of Amiens in 1802, which he did not expect to last. From 1803 they were legally British, but occupation by the Indian Government had been continuous from 1793.

from the sea. In 1884 serious floods in the Pondicherry territory rendered 30,000 people homeless. The boundaries of Chandernagor were rectified in 1853.

(2) FOREIGN RELATIONS

Communications with foreign Powers are ordinarily conducted through the French Ministry of Foreign Affairs. But, portions of Pondicherry territory being mixed up in a most inconvenient way with the British district of South Arcot, the Magistrate-Collector or District Officer of that jurisdiction is necessarily invested with powers, as Special Agent, to deal directly with the French authorities for the settlement of questions concerning crime and extradition, land customs, excise, and kindred matters, which are often extremely troublesome. A British Consular Agent, usually an officer of the Indian army, is accredited to the French authorities and stationed at Pondicherry, his appointment being arranged by communication between the Foreign Office in London and the French Foreign Office.¹

¹ Mutual extradition under judicial proceedings of all kinds is regulated by Article IX of the Convention dated March 7, 1815 (Aitchison, vol. i, 4th ed., no. lxxxiii, p. 259). Even fugitive debtors may be claimed.

CONVENTIONS AND AGREEMENTS

The Conventions and Agreements still operative in whole or in part as to June 1, 1906, are printed in Aitchison, *Treaties, &c.*, ed. 4 (1909), vol. i, nos. lxxxiii-xc, pp. 255-86. Nos. lxxxvii, lxxxviii, and lxxxix are reprinted *ibid.*, vol. x, pp. 257-68. The essential points are exhibited in tabular form on the following page.

TABLE OF CONVENTIONS AND AGREEMENTS

Serial No.	Atchison, vol. I.	Date.	Parties.	Subject.
1. Convention . .	lxxxiii, p. 255 .	March 7, 1815	Great Britain, France	Chiefly salt and opium; the arrangements made concerning both being superseded by Serial Nos. 2, 3, 4. Article 7, which secures the French the right of exporting 18,000 <i>maunds</i> of saltpetre yearly, seems to be still in force. (N.B. 1 <i>maund</i> = 82 lb.) Art. 8 forbids fortification and the maintenance of troops except so far as may be 'necessary for purposes of police'. It also secures safe residence in India for French subjects. Art. 9 deals with extradition; see note to section on Foreign Relations (p. 15). Stops French manufacture of salt, giving yearly compensation of 4,000 star pagodas (= 14,000 rupees). Art. 8 provides for necessary supply of salt to the French. Renews No. 2 indefinitely, subject to twelve months' notice. Modifies No. 1, and stops official direct supply of salt to Chandernagor, the inhabitants being left free to buy taxed salt; gives yearly compensation of 20,000 rupees for loss of salt revenue. Revision of boundaries of Chandernagor.
2. Convention . .	lxxxiv, p. 261 .	May 13, 1818.	Governments of Madras and Pondicherry	
3. Convention . .	lxxxv, p. 263 .	June 1, 1837 .	Ditto	
4. Convention . .	lxxxvi, p. 265 .	July 12, 1839.	Govt. of India and Administrator of Chandernagor on behalf of France	
5. Agreement (<i>arrangement</i>) . .	lxxxvii, p. 268 .	March 31, 1863	Great Britain, France, Govt. of India and <i>Chef de Service</i> of Chandernagor on behalf of France	
6. Convention . .	lxxxviii, p. 278	July 16, 1884.	Ditto	
7. Opium Convention . .	lxxxix, p. 279.	December 27, 1893	Govt. of India and Principal Administrator of Chandernagor on behalf of France	Rescinds Art. VI of No. 1 permitting French to buy yearly 300 <i>maunds</i> of opium, and gives 3,000 rupees yearly as compensation. Renews No. 6 for 5 years from January 1, 1894 and gives 2,000 rupees yearly as extra compensation for confiscated opium.
8. Opium Convention . .	xc, p. 283 .	March 12 1905	Govt. of India and Administrator of Chandernagor	

III. SOCIAL AND POLITICAL CONDITIONS

(1) RELIGIOUS

THE Indian population of all the settlements, which is almost wholly Hindu, enjoys the free exercise of its religion. The Europeans and Eurasians, or persons of mixed descent, are almost without exception Roman Catholics. Pondicherry is the seat of a *Préfet apostolique* or vicar-general for the French Possessions, and of an archbishop, who has suffragan bishops at Mysore, Coimbatore, Kumbakonam in the Tanjore district, and Malacca. The town also is the head-quarters of the French foreign missions. The bulk of the inhabitants are Sivaists in religion.

The caste system is the determining feature of native life in Pondicherry, as elsewhere in India. There are five Brahmanic castes in Pondicherry and Karikal, but the bulk of the population are Sudras. Of these there are enumerated eleven castes, twelve secondary castes, and eighteen low castes. But with a large number of these castes the name merely shows professional occupation and often includes people who have no connexion with one another and who are of different social status. Women of high caste do not show themselves in the street; those that appear there are either pariahs or belong to low castes. Under French rule caste distinctions tend to become ignored to some extent. The franchise is given to all irrespective of colour, caste, or creed.

The Christians are, as a rule, drawn from the lowest castes. They keep up the caste system to a considerable

extent, and in their churches a special part is assigned to the pariahs.

The Mohammedans number about one-twentieth of the whole population of the 'Establishments'. They are either *pattanis*, i. e. descendants of the original invaders, or (more frequently) *choulis* whose ancestors were forcibly converted to Islamism.

(2) POLITICAL

The Governor of Pondicherry is, and always has been, except during the brief period of Lally's tenure of office as Commissary of the King (1758-61), the civil and military head of the French Possessions in India. The central administration at Pondicherry is constructed on lines suitable for a much more extensive territory.

Many departmental chiefs exist, severally supervising the Departments of Marine, Justice, Treasury, &c. In accordance with French usage, the officials are numerous and modestly paid. In 1845 the salary of the Governor was Rs. 1,400 a month, but no other official drew more than 400. The present rates of pay do not differ widely, but exact details are not available in England. Republican institutions have been transplanted from the West.

The Governor is assisted by a *Conseil Général*, dating in its present form from 1879, and composed of 28 members, representing all the Possessions, and elected by universal suffrage. Pondicherry is represented by 12 members, Chandernagor by 4, Karikal by 8, and Mahé and Yanaon by 2 each. The combined Possessions elect a Deputy and a Senator to represent them in the Chambers at Paris.

The Pondicherry territory is divided into eight communes (as in 1916), each managed by a communal or municipal board, on which native Indians are entitled to occupy a certain number of seats. The

communal council for the capital, the only town in the territory, is composed of a mayor and 18 members.

The judicial establishment comprises civil and criminal courts of first instance and a court of appeal. The Government at Pondicherry is controlled to a considerable extent by the Chambers in Paris.

The local affairs of Chandernagor are conducted by an Administrator or a *Chef de Service* subordinate to the Governor at Pondicherry. The Administrator is responsible for the Farasdanga *loge* at Balasor.

The Karikal territory, which includes 110 villages, is divided into three communes, each of which has a mayor and elected council. In the town of Karikal half of the seats are reserved for Europeans or their descendants. The settlement is in charge of an Administrator. Mahé is managed by a departmental head called *Chef de Service*. Yanaon is in charge of an Administrator. Although the population but slightly exceeds 5,000, the Administrator, who is head of the magistracy, the criminal court, and the police, has a council of 6 members to assist him in his work, besides a communal council of 12 members.

(3) MILITARY ORGANIZATION

The military force is insignificant, and is kept up for police purposes only.

(4) PUBLIC EDUCATION

Public instruction is controlled by a departmental head (*Chef de Service*) at Pondicherry. The college of the *Missions Étrangères* at Pondicherry provides secondary, English, upper primary, and 'cours normal' teaching in the *Collège Colonial*. The Calvé College, an undenominational establishment open alike to Europeans and natives, which is affiliated to Madras University, offers primary and upper primary instruc-

tion up to the standard for matriculation in that University. Facilities for studying law and medicine exist; and in 1908 a course in arts and industry was instituted. The *Collège Colonial* has a staff consisting of a sub-director, four professors, five assistant professors, five assistant masters, four *instituteurs*, and a professor of English; and the *Collège Calvé* (for superior primary and primary teaching) a sub-director, six *maîtres d'anglais*, and seventeen *instituteurs*. There are also three primary schools in the town; and for primary instruction in all the settlements there are ninety-six male and female teachers of French and one hundred and four of native languages, under an *inspecteur primaire*. There are also a large number of private schools. The total number of pupils is estimated at about 16,000.

The chief institution in Chandernagor is the *Collège Duplex*, formerly called St. Mary's Institution, founded in 1882, and under the direct control of the French administration. In 1914 it had six *instituteurs*, fourteen *maîtres d'anglais*, and one teacher of Sanskrit. The minor settlements possess good churches and school buildings and provide primary instruction. Karika offers secondary and 'complementary' courses. There are two free schools in Yanaon, one for boys and one for girls, and three boys' schools and one girls' school in Mahé. A considerable public library exists at Pondicherry.

Two botanic gardens, the *Parc Colonial*, dating from 1827, and the *Jardin d'Acclimatation*, dating from 1861, have been established at Pondicherry for scientific experiments in agriculture and horticulture.

IV. ECONOMIC CONDITIONS

(A) MEANS OF COMMUNICATION

(1) INTERNAL

(a) Roads

THE French Possessions in India are so widely scattered in British territory that the means of communication are not capable of separate treatment. Pondicherry is on the main road from Cuddalore to Madras, and is 12 miles north of Cuddalore. The road from Cuddalore to Pondicherry and two roads from Pondicherry to Tindivanam, on the way to Madras, are metalled and bridged, and are practicable for wheeled traffic at all seasons of the year. Roads, chiefly (if not entirely) unmetalled, traverse the French territory in all directions. The best of them is the road by Villenour to Valudavour. Karikal, Yanaon, and Chandernagor are also served by British roads. Mahé is on the coast road running north from Beypore to Tellicherry; and a long wooden bridge, maintained by the Malabar District Board, gives access to British territory on the right bank of the River Mahé.

(b) Rivers and Canals

Pondicherry.—The river system is complicated by the circumstance that the 69,000 acres of superficial area in the Pondicherry district are scattered over a total superficial area of about 173,000 acres, and that the 92 French villages are not contiguous. The French territory consists of a series of enclaves, of

which the most important, comprising Pondicherry Oulgaret, and Villenour, stretches along the upper bank of the River Pambar. Two others of the large enclaves border on the rivers Ponnaiyar and Pambar, and the main stream of the Gingee. A canal from the Gingee traverses nearly the whole of the territory of Villenour, and is continued to the lagoon of Souttoukeny, twice crossing British territory and connecting with the Gingee at Moutiampett. The Villenour canal was made in 1828-9. It is 5.76 kilometres in length, and the bottom width is 2 metres. It passes under a weir of the large tank of Oussoudou by a 3-metre arch. The Souttoukeny canal was constructed in 1833. The bottom width is 4 metres, and the side slopes 1 to 1½ metres.

Karikal.—The Arasalar, and the canals which connect its various mouths, are navigable for small boats.

Chandernagor.—The Hooghly is navigable for boats and river steamers up to and beyond Chandernagor, but not for sea-going ships, even of small tonnage.

(c) Railways

Pondicherry Railway.—A railway runs from Pondicherry to Villupuram, a junction on the South Indian Railway. The length of the line in French territory is 12.633 kilometres (7.85 miles) out of a total length of 24 miles. The gauge is 1 metre. For the construction of these 7.85 miles of railway, a concession was granted in 1878 to the Pondicherry Railway Company, with facilities for sub-concessions. The French Government gave a subsidy of 1,264,375 francs, in return for which the company pays one-half of the net profits to Government. On the expiry of the concession (June 18, 1978), the railway will become the property of the State.

Statistics of traffic are not available until 1903. In that year the number of whole-distance passengers

was 291,780; and the figures show a steady increase until 1909, when the number was 415,673. The figures for 1910 were slightly lower (409,826). The figures for passenger-kilometres increased from 2,865,369 in 1903 to 3,982,567 in 1910. The goods traffic has been much more variable. In 1903 the railway carried 91,317 tons of merchandise over the whole length of its line; in 1904, 1905, and 1906 there was a rapid decline, and the figures for 1906 are 54,535 tons. The years 1907-10 show a still more rapid recovery, and the railway carried 96,398 tons over its whole length in 1910. The figures in ton-kilometres vary from 954,302 in 1903 to 591,627 in 1906, and 1,223,080 in 1910.

Capital and Income.—Besides the issue of bonds to the amount of 1,264,375 francs for the Government subsidy, the Pondicherry Railway Company has a capital of £10,000 in £5 shares (£3 10s. paid up). The expenses of construction were 955,495 francs. The receipts, expenditure, and profits show considerable variations from year to year. From 1898 to 1902 the annual profits gradually increased from 11,115 francs to 24,412 francs, and rose to 73,910 francs in 1903. The decrease in goods traffic then brought about a reduction in the profits, which fell to 40,976 francs in 1906. The recovery was complete by 1910, when the total receipts were 162,733 francs, the total expenses 89,906 francs, and the profits 72,827 francs. In 1912, after the payment of one-half of the net profits to the Government, the company paid a dividend of 30 per cent. for the year, and carried over a balance of £825.

Karikal.—A railway, which is the property of the French Government but is worked by the South Indian Railway, runs from Karikal to Paralam, a distance of 23 kilometres (about 14½ miles). The agreement with the South Indian Railway Company is terminable at a year's notice. The expenses of con-

struction were 1,201,840 francs. The line was opened for traffic in 1898. The traffic returns show extraordinary variations:

	<i>Tons carried the whole distance.</i>	<i>Ton-kilometres.</i>
1903	56,464	617,899
1904	8,779	197,902
1905	11,603	185,789
1906	56,282	360,690
1907	12,439	243,545
1908	11,068	266,024
1909	13,551	411,767
1910	11,253	267,480

Chandernagor is served by the East Indian Railway which has a station just outside the French territory. Similarly, *Mahé* is served by the line from Calicut to Cannanore, which passes close to it. *Yanaon* suffers from a lack of railway facilities.

Proposals to develop the railway system in French India have frequently been made. The favourite project has been a coast line from Pondicherry to Cuddalore, *via* Bahour. It has been under the consideration of the French Government for the last quarter of a century. The scheme was abandoned in 1897, but revived in 1904; in 1905 it was sanctioned by the Senate, and funds were voted. The railway has, however, not been built. The cost of construction would be very considerable, and it seems to be generally agreed that there would be very little goods traffic on a line from Pondicherry to Cuddalore. There are difficulties of loading at Cuddalore, and there has been a tendency to transfer traffic from Cuddalore to Negapatam.

(d) *Posts and Telegraphs*

The postal service is organized in accordance with a convention between the French and British Govern-

ments. The telegraphic service is entirely in the control of the Government of British India, and is part of the Indian telegraphic system. Until 1906, telegrams from Pondicherry to Cuddalore were sent *via* Madras, but there is now a direct connexion. No wireless installation is known to exist.

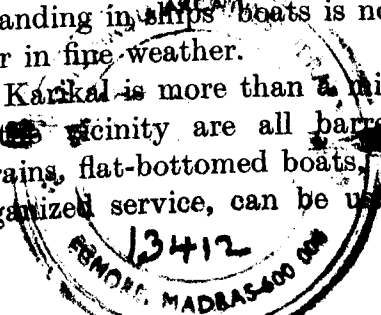
(2) EXTERNAL

(a) *Ports*

(i) *Accommodation, &c.*

Pondicherry has no real harbour. In the dry season the Gingee is cut off from the sea, and becomes an unhealthy marsh. An iron screw-pile pier for landing and discharging cargo extends about 1,090 ft. seawards from near the lighthouse. Ships' boats can land at it during the fine season, and it is connected by rail with the Pondicherry railway station, so that wagons can be loaded and unloaded on the pier and the adjacent foreshore. The pier has been extended and improved in the last few years. The open roadstead is described as being one of the best on the coast, and as being superior to that of Madras in lying to windward for the larger portion of the year, in having less surf, and in possessing a river. The general anchorage is in from six to seven fathoms of water; but from October to December, when bad weather may be expected, it is desirable to anchor about half a mile farther out in eight to nine fathoms. The two roadsteads are known as 'la petite rade' and 'la grande rade'. Landing in ships' boats is not possible except at the pier in fine weather.

Karikal.—The town of *Karikal* is more than a mile inland. The rivers in the vicinity are all barred streams; but, after the rains, flat-bottomed boats, of which there is a well-organized service, can be used



to land cargo. Lading and unlading is carried on with little difficulty in the Arasalar river, but the bar is very dangerous in October, November, and December. A proposal for improving the bar of the Tiroumalajaranar, one of the numerous branches of the Cauveri, by building a bridge with regulating sluices at Manamutti, has recently been approved by the French and British Governments. There is a good anchorage at Karikal, in from five to six fathoms of water.

Yanaon.—There is no port or anchorage at Yanaon. The territory lies at the bifurcation of the rivers Godavari and Coringa, and extends along their banks, but the mouths of both rivers are obstructed by sandbanks. The Coringa, however, has a deep bed which, at spring tides, admits vessels of 200 tons.

Mahé.—The town is on the south side of the Mahé river mouth; and the French territory extends along the beach in a southerly direction for a little over half a mile, and in a northerly direction to the middle of the river. Rocks extend out from both sides of the river entrance as far as the two-fathoms contour line. During the dry season, the channel leading into the river is near the south bank, and does not exceed 20 yds. in width. The bar is dangerous except in smooth water. There is a harbour available for small native craft familiar with the locality. The anchorage is in five fathoms, about $2\frac{1}{4}$ miles from the shore.

Chandernagor.—Direct communication with the sea is forbidden by the treaty which regulates the relations of the French establishments to British India.

(ii) Adequacy to economic needs

There can be no question about the inadequacy of the shipping facilities of the French settlements in India. The absence of a satisfactory port for French India has frequently been deplored by French writers;

and proposals have been made for improvements at Mahé, Karikal, and Pondicherry. The most important suggestion is the construction of a new port at Pondicherry, at the mouth of the Ariancoupom, where it is protected by the Île des Cocotiers. M. Henri Deloncle, writing in M. Rambaud's *La France Coloniale* (1893), asserts that the construction of this harbour would make Pondicherry one of the greatest commercial centres in India, and that the technical difficulties are not serious, being only of a kind which has not prevented the success of similar enterprises at Colombo and Madras. He says:

From the rice of the [Coromandel] coast to the cotton of Tinnevely in the south of the peninsula, all products for exportation would converge to the one point in [the bay of] Bengal where the goods could be embarked from a quay at any season of the year. Madras and Calcutta would compete in conditions of insurmountable inferiority. It has been calculated that in ten years the cost would be covered by the dues; and the dues would not be burdensome, because the construction of quays would reduce the expenses of carriage and of boat-hire, and would diminish the waste that is unavoidable in connexion with the chelingues [small flat-bottomed boats]. Further, the rapidity of loading at a quay would lessen, by half or two-thirds, the time spent in loading and unloading; and freights would consequently fall about 10 to 15 per cent.

No ambitious scheme of this character has got beyond the stage of general discussion; the improvements made in recent years have been very slight, and the whole system is still dependent upon the primitive device of surf-boats. The British Consular Report for 1903 referred to the need of steam-tugs and lighters, but these have not been supplied.

(b) Shipping Lines.

The British India Steam Navigation Co.'s steamers sailing between Madras and Negapatam provide a weekly service to Pondicherry, and their steamers sailing between Bombay and Calcutta a fortnightly

service. The Asiatic Steam Navigation Co. and Messageries Maritimes also have a regular service to Pondicherry, and the British India Steam Navigation Co. and the Asiatic Steam Navigation Co. to Karikal. The Clan, City, and other lines send steamers as required, for the ground-nut trade. These lines provide communication with the French colonies of Réunion, Mayotte, Madagascar, and Indo-China, and also with the Straits Settlements (Penang and Singapore), British India, Ceylon, and European ports. The coasting trade from Pondicherry, which was almost entirely controlled by the British India Steam Navigation Co., has become nearly extinct, owing to the competition of the railways, which provide better and cheaper facilities, and tap all the coasting ports.

Tonnage.—In 1911, 1912, and 1913, the numbers of steam vessels of all nationalities engaged in foreign trade which entered the port of Pondicherry were, respectively, 212, 219, and 195. The effect of the war is seen in the reduction of the number in 1914 to 147. The tonnage figures for the four years are, respectively, 542,192, 574,615, 429,815, and 394,794. The average tonnage of vessels entering and clearing Pondicherry has not varied greatly in the last twenty-five years. An overwhelming proportion of these vessels were of British nationality—169 in 1911, 175 in 1912, 154 in 1913, and 111 in 1914, with tonnages 456,377, 484,818, 350,677, and 320,695 respectively. The figures for French vessels for the four years are: 1911, 28 vessels (43,309 tons); 1912, 26 vessels (37,544 tons); 1913, 26 vessels (39,110 tons); 1914, 25 vessels (45,480 tons). Two German vessels entered Pondicherry in each of the years 1911–13 and one in 1914 (tonnage 6,940, 6,435, 6,245, and 2,121 respectively). The numbers for Austro-Hungarian vessels were: 1911, 2 (tonnage 5,579); 1912, 4 (tonnage, 10,915); 1913, 5 (tonnage

3,116); and 1914, 2 (tonnage, 5,586). Other nationalities, represented in the list of steamers entering are Greece, Italy, Holland, Denmark, Russia, and Norway.

The foreign trade of Karikal is dependent upon British lines. In 1912, 102 British vessels (tonnage, 200,398) entered and cleared; in 1913, 107 (tonnage, 196,051); in 1914, 98 (tonnage, 154,160).

(B) INDUSTRY

(1) LABOUR

The inhabitants are as a rule frugal, polite, patient, and hard-working. Their manners are simple; they work assiduously in the fields, and have taken readily to the new industries introduced into the country. They have good memories; their leading faults are lust and mendacity, and their reputation for cleanliness is not great.

The principal emigration is that of coolies from the colony going to the French colonies of Réunion and the Antilles. The regulation of this is organized under a convention concluded with England in 1861. Official agents of the French Government superintend the recruiting and dispatch of the coolies to their destination and their eventual repatriation at the termination of their contracts.

(2) AGRICULTURE

(a) *Products of commercial value*

Pondicherry.—The flora is extremely varied, and the land, being alluvial, is very fertile and suited to bearing a great number of crops. The chief authorities have not differentiated the products of the separate territories, so that the list given here may be taken as that of the French Indian establishments generally rather than of Pondicherry in particular.

The timber-trees include teak, sandal-wood, a wood or calambac, and iron-wood. There is a large variety of fruit-trees, including coco-nut, bananas, pomegranates, mangoes, guavas, tamarind, dates, oranges, and citrons. These trees are only partially included in statistics of land under cultivation (about 4,250 acres in the Pondicherry district). The most important is the coco-nut tree, which is often grown on the margins of cultivated lands and on the borders of roads and canals. The roads leading out of Pondicherry, and especially the road to Villenour, are richly lined with coco-nut trees, tamarind trees, tulip trees, and acacias. The areca or betel-nut palm, which yields the betel or areca nut of commerce, is also grown in the Pondicherry and Karikal districts. The nut, mixed with lime and the leaf of the piper betel, is in very wide use as a masticatory. It is also employed for medicinal purposes; and a strong decoction of the nut is used in dyeing.

Infinitely more valuable than all the trees of the district is the *Arachis hypogæa*, a shrub somewhat similar in appearance to the dwarf garden pea, but more bushy. It produces the ground-nuts, which, when pressed, yield an oil which is used for the same purposes as olive and almond oil. The nuts are exported in large quantities to France, where the product is sold and exported as olive oil. The French are successful in treating ground-nut oil so as to make it indistinguishable from olive oil. In India, it is also used for lamps, and yields a more brilliant and more durable light than an equal quantity of olive oil. The leaf is used as food for cattle. The growth of the ground-nut industry, which developed about 1877, has brought into use large tracts of sandy desert. On average land the yield of ground-nuts is from 1,500 to 1,600 kilos (about $1\frac{1}{2}$ tons) of unshelled nuts per acre, producing

800 to 1,000 kilos (16 cwt. to 1 ton) of clean kernels.

The chief products of the soil are rice, peas, lentils, vetches, onions, and other vegetables, betel, indigo, sugar-cane, bananas, and other fruits, coco-nuts, ground-nuts, and oleaginous grains. There is also a small cultivation of tobacco and cotton. Gums are obtained from the *Acacia arabica*, spices from the white pepper, cinnamon, and cloves. Spirits are derived from sago; and arrack and *callou* are distilled from the coco-nut. Rice furnishes the fundamental food of the inhabitants; there are thirty varieties, of which the most esteemed is *samba*. Among other crops are castor-oil plant, sesame, *bajra* millet, and the opium poppy. Bamboo is found generally through the territories. European vegetables grow as well as tropical.

Agricultural conditions are influenced by the circumstance that the territory of Pondicherry is as a rule only slightly above sea-level; the territory of Karikal and Yanaon never rises beyond 33 ft.; the territory of Mahé rises to 165 ft. The area under cultivation is between a half and two-thirds of the whole; it varies from year to year with climatic conditions and with the demand for individual products. When the rains are favourable, there is a small increase in the total cultivated acreage; and rice and vegetables (and, since the outbreak of war, indigo) are grown on lands which in bad years are used for less important products. Land which is completely irrigated (i. e. about three-fifths of the total land under cultivation) is largely used for rice. Twenty years ago, nearly half (in the Karikal district, nine-tenths) of the cultivated land was devoted to rice, but this proportion has greatly decreased. In the four communes of Pondicherry, between 1909 and 1913, about a quarter of the land under cultivation was used for rice, and over a third for peas, lentils,

and other vegetables. The most productive crops (weight of produce per acre) are indigo, vegetables, rice (nelly), small grains, and tobacco; the least productive are cotton, sugar-cane, and betel.

The fauna is not extensive and has no very special characteristics. The white ant does great destruction among the crops, especially in Mahé. Of domestic animals horses are rare; oxen are used for nearly all purposes of transport.

Karikal.—For the general description, see under Pondicherry (pp. 29–32). Rice is grown extensively, and coco-nuts on the higher ground. Cotton grows wild, but is not cultivated. Indigo and ground-nuts could be developed. No sugar, coffee, cocoa, tea, or tobacco is grown; they would demand too much care and expense. In the seventy years between 1824 and 1894 the ground under cultivation increased from 22,540 acres to 24,827 acres.

There is practically no pasture in the territory. Oxen for work are imported from British India. In 1897 the census of the chief domestic animals was as follows:

Oxen	14,460
Buffaloes	10,035
Sheep	6,500
Goats	9,840

The skins and horns of animals slaughtered are sold to be worked in the province of Mazavaram.

Yanaon.—The principal crop is rice, but the land is cultivated much less than it was. The number of acres cultivated in 1850 was 3,582, in 1860 3,891, in 1870 4,312, but in 1900 only 1,537.

About 2,370 acres are devoted to stock-raising. There are in the country about 1,500 head (oxen, buffaloes, cows, and sheep).

Mahé.—About 3,630 acres are devoted to rice, but not enough is produced for the inhabitants, who have to import for their needs. About 9,850 acres are devoted

to fruit-trees, of which the coco-nut is most important, others cultivated being the areca, banana, and latania. Cotton, sago, vanilla, and cocoa are planted to some extent. The soil of the four *aldées* is extremely fertile. Pepper is planted at the foot of the fruit-trees. There are magnificent specimens of the *Caryota urens* (sago-palm), which furnishes an inferior kind of sago. No ground is specially set apart for pasturage.

Chandernagor.—The land is full of trees, the chief being coco-nut palm, date-palm, areca, and various fruit-trees. There is a large quantity of bamboo.

(b) Irrigation

The plains in the Pondicherry district are covered with an immense number of tanks, which are filled as the streams come down from the hills in flood. The superfluous water is thus utilized before it can reach the coast; and, except for a flood which invariably occurs at the end of October, flooding is rare. The tanks are not placed on any marked drainage line, but on ordinary sloping ground. They are made in V shape, the point of the V being down the line of the slope and the arms inclining up the slope. The water in the tanks is sufficient not only for purposes of irrigation but also for maintaining the level of wells, so that they are available when the rivers are dry. The Ponnaiyar and the Gingee rivers are the principal drainage lines of the Pondicherry district. The Ponnaiyar is 400–500 metres wide, and the discharge varies from zero to 3,655 cubic metres in flood. The land between the Ponnaiyar and the Maltar is irrigated by water-courses from the Ponnaiyar. There is an elaborate system of artesian wells in the alluvial deposits near the coast. Boring was begun in 1877, and has been continued successfully ever since. The water is drinkable, and is excellent for industrial and

agricultural purposes. For many years it was supplied only to the European town; but a new waterworks scheme, completed about 1913, now ensures a water-supply to all parts of Pondicherry.

Karikal has an inadequate system of irrigation from the deltaic streams of the Cauveri; and there are also artesian wells in the district which supply drinking water. A new water-supply is being provided for the town by the construction of a reservoir and hydraulic pumping station on the River Arasalar, at a village about seven miles from Karikal.

Yanaon receives a gratuitous supply of water for purposes of irrigation from a British canal.

The whole system of irrigation in French India is antiquated and inadequate. The complexity of the geographical situation of these enclaves no doubt adds to the difficulties of the situation. The French Governor, in a public speech in 1898, insisted on the necessity of new irrigation works; and the British Consular Report for 1904 mentions that in the drought of that year the tanks in the Pondicherry district were almost all dry. Sir George Forrest, in his *Cities of India*, calls attention to the fact that the water buckets are still raised by men working with their feet—the system described in the Pentateuch as existing in Egypt, ‘where thou wateredst it with thy foot’.

(c) Forestry

No figures are available for the area devoted to the bushes and trees which yield some of the most valuable products of the French colonies in India.

(d) Land-tenure

The French Government originally considered that it had succeeded to the proprietary rights of the indigenous sovereigns in the land, and that the domain of the State covered the whole area of French territory in India. It did not admit the existence of individual property, but only of individual possession, enjoyed by privilege, and subject, under penalty of eviction, to certain obligations. A second series of possessory rights was admitted in the case of what are known as *aldées de concession*—lands, the dues payable from which had been granted to individuals by concessions made between 1785 and 1788. In 1854 the French Government renounced its proprietary rights in lands rented and cultivated by natives, and acknowledged the ownership of the actual occupiers, whatever their title, provided that they continued to pay the regulation taxes. Failure to meet this obligation may involve the forfeiture both of the products and of the land itself, but, apart from this condition, the definite ownership of the land by the cultivator has been admitted since 1854, and the change has been beneficial to the agricultural development of the colonies. An attempt made in 1893 to commute the privileges held by individuals in the *aldées de concession* was unsuccessful, and the imposts on these lands are still payable to the holders of the concessions.

Transfers of property are made in accordance with French law, and sales of land are invalid without an official registration.

Public Works.—The State retains the ownership of all military works and buildings, and has the right of taking, without the payment of an indemnity, land necessary for irrigation, the construction of canals, or other works of public utility.

(3) FISHERIES

There are fisheries at Pondicherry, Kārikal, Chander-nagor, and Mahé. No figures are available with regard to them except those which are given under Exports (p. 44).

(4) MINERALS

A large deposit of lignite which was discovered at Bahour in 1882 extends to Arranganour (3 kilometre east of Bahour) and Javalacoupom (8 kilometres north east of Bahour), and consists of a compact mass occupying about 4,000 hectares (roughly 10,000 acres) and estimated to contain some 250,000,000 tons. The calorific power is only 0.66 of that of Cardiff coal, and it is therefore of little value for export, but it is 1.5 of that of *filas* wood, the best local combustible. A company was formed to work the deposit, the products of which find a market at Pondicherry.

The regulations with regard to mines were made by a decree of November 7, 1884, following the lines of the regulations made in 1883 for New Caledonia. By that decree, the Council of Mines can authorize borings without the consent of the proprietor of the land. A proprietor can prospect on notifying the authorities. In either case, there is a tax of 40 centimes per hectare. Concessions on Government land are granted by the Governor in Council after consultation with the Council of Mines. The tax is 50 centimes per hectare. The regulations are of little importance, as the only mines are the lignite deposits above-mentioned.

(5) MANUFACTURES

Textile and Chemical.—The principal industries at Pondicherry are cotton-spinning and mechanical weaving. The establishment of mills for cotton-spinning

the result of suggestions made by the Governor of Pondicherry between 1826 and 1828. The manufacture was successful for many years, but the competition of British and Belgian cloths in the market of Senegal dealt a very serious blow to it, and for some years after 1873 the three spinning mills were all closed. The French Government then offered bounties for the export of the cotton fabrics dyed blue with indigo, known as *guinées*, which are the principal products of the mills; and there has been a remarkable development in recent years. In 1893 there were three mills, with some 20,000 spindles, under the management of the *Société Savana*; in 1906 a fourth mill had been established; and in 1913 there were five mills with 71,233 spindles and 1,622 weaving frames, employing 6,190 inside workers and 1,189 outside workers. There are several indigo manufactories and dyeworks, chiefly connected with the trade in *guinées*; the water supplied to the town is believed to be specially suitable for the blue dye used for these fabrics. A quarter of a century ago there were about 100 indigo factories and some 50 dyeworks, but the demand for indigo has been greatly diminished by the introduction of aniline dyes, which have not only destroyed the export trade, but were, before the war, imported for local use. Since 1914 there has been a temporary revival in the production of dyes from natural indigo. Pondicherry also possesses two well-equipped ironworks and foundries, some oil-works, tanneries, and brickworks, and a distillery. The distillery makes very cheap liquor, and the Government of Madras has, in consequence, found it necessary to create a low-duty area for arrack all round the French settlements; the liquor made in this area is slightly coloured as a check upon its introduction beyond the bounds prescribed for the lower duty. In this way it has been possible to arrest a decline of

ECONOMIC CONDITIONS

British revenue which was noticeable about 1897. The oil industry has decayed in the last forty years owing to competition with the Malabar coast and Ceylon; but, until about 1877, the commerce of Pondicherry was chiefly in indigo and coco-nut oil.

Among other industrial establishments are a bone mill, an ice-factory, and a factory for the manufacture of cocotine, a substitute for *ghi*.

Native Industries.—The native population engaged in a large number of industries, including the manufacture of palm juice and its products, crude wax mats, baskets, ropes, glass, nautical fittings, sailcloth, children's toys, soaps, jute cloth, *guinées*, &c., and articles made from tortoise-shell, the horns of the zebu and buffalo, and mother-of-pearl. Hand-weaving has largely died out, but the Patnulkarans, a Gujarati caste of weavers, still make a zephyr fabric, which is used locally, and is also exported to Singapore.

Indian families in Pondicherry make pottery, which is exported by little vessels (called *dhonys*) to Singapore, Colombo, and the Straits. In the villages of Moutalpet and Nellitope Indians make good loin-cloths of silk and cotton. They are clever also at goldsmith's work, iron work, jewels, and embroidery. Lace and embroidery are made by Hindu and Creole girls under the superintendence of the Sisters of St. Joseph of Cluny.

The principal manufactures of Karikal are bricks and pottery, both on a small scale. Since 1907 Karikal has been a petroleum depot of the Standard Oil Co., which obtained a concession for the construction of oil tanks in that year.

The industries of Mahé, which is a decaying town, are of no economic importance. Chandernagor is a pleasant residential town. The *loges* (see above, p. 2) are of political rather than commercial value.

(C) COMMERCE

(1) DOMESTIC

The area is so small that the domestic commerce is very insignificant; and no figures are available. A large proportion of the products of the soil is consumed in the district. The only markets are the towns of Pondicherry, Karikal, Yanaon, Mahé, and Chandernagor. A Chamber of Commerce was established in 1879 at Pondicherry, which is the only market of any importance in French India. The Chamber is elected by the leading merchants. The commerce is very largely in the hands of French houses, many of them of old standing. The bank is the French Bank of Indo-China. The most important foreign companies are the British India Steam Navigation Co. and the Standard Oil Co.

(2) FOREIGN

Two sets of figures are available for the foreign trade of the French colonies in India—the French official returns and the British official statistics of Indian sea-borne trade. The French figures are in francs, and relate to calendar years; the British figures are given, at different periods, in francs, in rupees, and in pounds sterling, and are for the Indian financial year (April 1–March 31). When allowances are made for these differences, a comparison shows that in some years the two sets of figures are approximately the same, but that in others there are large variations. The totals of the two sets of figures for nineteen years—British from 1895–96 to 1913–14, and French from 1895 to 1913—differ by, in round numbers, £753,000 out of £23,500,000. The discrepancy is very largely traceable to the years when the British figures are given

in rupees. It must be remembered that three months of 1895 are included in the French figures and not in the British, and that three months of 1914 are included in the British figures and not in the French. The returns may be taken as approximately correct, but their significance is diminished by the absence of any figures for imports or exports by land. These have greatly increased in recent years, but no statistics are available except the returns of goods traffic on the Pondicherry railway.

The sea-borne trade of the French colonies in India has varied very considerably in the last sixty years :

<i>Year.</i>	<i>Total sea-borne trade of French India. Francs.</i>
1857	48,033,060
1860	32,313,940
1870	19,085,332
1880	33,411,714
1890	21,737,002
1895	18,406,163
1900	14,743,370
1903	37,378,613
1905	33,542,204
1909	39,874,352
1910	45,842,544
1911	46,156,588
1912	46,249,989
1913	54,557,240
1914	41,849,140
1915	27,342,548

The French colonies in India had a very prosperous period about 1857-8. The years from 1860 to 1871 witnessed a decrease in trade, owing to the competition of Ceylon and the Malabar coast; this ruined the export of coco-nut oil, which had represented a large proportion of the trade of Pondicherry. From 1872 the prosperity of the colonies began to revive, and the

Development of the trade in ground-nuts led to a recovery. Another period of bad trade began about 1890, and continued, with some variations, until 1900. The years 1901-4 were prosperous; there was a slight decline in 1905, 1906, and 1907, and from 1908 to 1914 the colonies participated in the general expansion of Indian sea-borne trade and had a larger foreign trade than at any other time in their history. The increase was very marked in the year before the outbreak of war, and is attributable to prices obtained, for it is not reflected either in the quantities exported or in the tonnage figures. The value of sea-borne trade in 1913 exceeded that of 1912 by 8,307,251 francs, but the total of tonnage entering and clearing in 1913 was less than that of 1912 by 297,039 tons. The price of ground-nuts, the most important export, was very high in 1913.

The sea-borne trade of the French establishments in India shows a very large excess of exports over imports :

	<i>Imports. (Value in francs.)</i>	<i>Exports. (Value in francs.)</i>
1860	6,318,235	25,995,705
1870	5,253,409	13,831,923
1880	7,970,068	25,441,646
1890	4,637,956	17,099,046
1900	4,029,536	10,713,834
1905	6,356,207	27,185,997
1910	8,376,531	37,446,013
1911	8,618,302	37,988,286
1912	9,031,780	37,218,209
1913	10,837,115	43,720,095
1914	7,545,629	34,403,511

Average for the five years 1909-13: imports, 9,281,358 francs; exports, 37,344,778 francs.

This excess has always been characteristic of French India; so long ago as 1716 the imports of the French

colonies in India were valued at 3,780,000 livres, the exports at 6,868,000 livres. It is, in proportion, much greater than the excess of exports over imports in the foreign sea-borne trade of British India. The average for British India for the five years 1909-10 to 1913-14 shows an import value of £101,113,000, and an export value of £149,487,000 for merchandise (excluding treasure and gold). The proportion of imports to exports in French India for 1909-13 is, therefore, roughly 1 to 4, and in British India for 1909-10-1913-14 is, roughly, 2 to 3. The difference is, at all events in part, attributable to the modest standard of living which prevails among the French officials and merchants. The overplus of exports arises from foreign trade; in the rapidly decreasing coasting trade, the balance is sometimes the other way, e.g. in 1904-5, when the statistics of the coasting trade showed an import value of 3,374,436 francs, against exports of 1,349,480 francs. The figures of imports and exports for the coasting trade are very variable.

The figures of re-exports are insignificant. In 1914, of a total export valued at 34,303,511 francs, goods to the value of 48,025 francs were re-exported from the French colonies in India.

(a) Exports

Quantities and Values.—The most valuable export is that of *ground-nuts*. Between 1879, when the trade began to develop, and 1885, the export of ground-nuts increased from under 3,000,000 francs in value to about 14,000,000 francs. The value in 1913 was 29,269,170 francs, and the total quantity exported was 107,238 tons. The value in 1914 was 23,909,514 francs. The export is made in two forms, (a) stripped nuts and (b) nuts in husks. The price per ton of stripped

Ground-nuts is about 25 per cent. higher than is obtained for unshelled nuts, but the latter, owing to their bulk, have generally to pay almost double freight. The proportion of nuts exported in shells depends largely upon the supply of decorticating machines, which has sometimes been quite insufficient to keep pace with the expansion of the trade. The average number of tons of ground-nuts in husks exported from Pondicherry in the five years 1909-13 was 9,667·5, but the numbers in individual years varied from 8·21 tons in 1909 to 18,890·72 tons in 1911. In 1913 the export value of ground-nuts in husks was 2·5 per cent. of the total, but a supply of decorticating machines, manufactured locally, reduced the proportion in 1914 to 0·9 per cent. of the total. The price of ground-nuts varies very considerably from year to year. In the years 1909-13 the price of stripped ground-nuts varied from 30 to 40 rupees per French candy of 240 kilogrammes (i.e. from 8s. 4d. to 11s. 1½d. per cwt.). In the beginning of 1914 it was 52s. per candy, and in the end of the year fell rapidly,¹ after the outbreak of war, to 26s. 8d. per candy (about 5s. 7d. per cwt.). Pondicherry is now a great emporium for ground-nuts, grown not only in French but also in British India, and especially in Tanjore. Special facilities in connexion with ground-nuts are given for the Pondicherry market by the Bank of Indo-China; and commercial houses in French Indo-China prefer Pondicherry to British ports.

Next in importance to ground-nuts is the export of *cotton fabrics*, the value of which was 7,165,720 francs in 1906, 7,341,367 francs in 1913, and 6,365,182 francs

¹ This remarkable fall in the price of ground-nuts after the outbreak of war was peculiar to Pondicherry, which relies mainly on the French market. The price in British India fell only from 11s. 8½d. per cwt. in 1913-14 to 11s. 0½d. in 1914-15.

in 1914. The quantity exported in 1913 amounted to 2,412,915 kilogrammes (over 2,412 tons). The average number of bales exported from Pondicherry in the five years 1909-13 was 8,175 bales of *guinées* (dyed fabrics) and 5,164 bales of other cotton fabrics. The export of cotton fabrics has remained approximately constant in the last decade. The figures for the export of *cotton thread* have been more variable, falling, for example, from a value of 2,685,360 francs in 1906 to 617,507 francs in 1907, owing partly to Japanese competition in the East, and partly to the growth of transit by land. But more recent years have shown a recovery; the value was 2,318,860 francs in 1913, 1,654,560 francs in 1914, and in 1915 cotton thread was an exception to the general decline, and increased in value to 2,549,250 francs. The quantity exported in 1913 was 1,017 tons.

The exports of ground-nuts and cotton fabrics are made almost entirely from Pondicherry, those from Karikal being insignificant. Two other important exports—*rice* and *fish*—are made from both ports, and there is a small export of fish from Mahé and Chandernagore. The export of rice has increased in value from 7,619 francs in 1906 and 10,266 francs in 1907 to 1,848,053 francs in 1913, and 1,232,266 francs in 1914; it is made chiefly from Karikal, which exported an average of 7,132 bags in the years 1909-13, against an average of 63 from Pondicherry. The quantity of rice exported from French India in 1913 was 6,981 tons. The export of salt fish rose in value from 24,018 francs in 1906 to 104,208 francs in 1907, owing to a large demand from Colombo and the Straits Settlements. The value in 1913 was 80,149 francs, and the quantity 356 tons. The average number of bags of dried fish exported from Pondicherry in 1909-13 was 959, and from Karikal 144. The figures for

the export of fish vary considerably from year to year.

Bone-powder, for chemical manure, rose in value from 34,935 francs in 1906 to 78,672 francs in 1907, owing to the establishment of a new bone-works factory, and had a value of 101,926 francs in 1913 and 180,117 francs in 1914. The quantity exported in 1913 was 721 tons. A larger demand for *cocotine* (a substitute for *ghi*) in Indian markets increased the value of this export from 12,024 francs in 1906 to 37,241 francs in 1913. In 1913, 41 tons of *cocotine* were exported. The Karikal export of *pottery* increased from 2,872 francs in 1906 to 11,733 francs in 1907, owing to a demand in Ceylon, and reached a value of 19,542 francs in 1913. The average number of articles of earthenware exported from Karikal in 1909-13 was 230,864.

Ground-nut oil, which in 1907 had a value of 285,703 francs, had fallen by 1913 to 25,814 francs; and ground-nut oilcakes, which had a value of 980,956 francs in 1906 and 600,922 francs in 1907, had decreased to 125,226 francs in 1913. The explanation of the decline is stated by the French Colonial Office to be the difficulty of transport to Pondicherry from the localities of production. There is a similar decline in *oil of sesame*, the export of which increased from 54,998 francs in 1906 to 97,059 francs in 1907, owing to a demand in the Straits Settlements, and had fallen to 23,324 francs in 1913, and in sesame oilcake (52,370 francs in 1907 and 5,102 francs in 1913). The export of *indigo*, the value of which was 25,008 francs in 1906, rose, owing to a sudden demand in European markets, to 53,732 francs in 1907 (when an opportunity occurred for getting rid of old stocks), but fell to 2,834 francs in 1913. The export of *skins and hides*, the value of which fell in

1907 to about half of the figures (2,313,937 francs) for 1906, owing to financial crises in Europe and America, has not recovered. The value for 1913 was 976,201 francs. The average number of bales of hides exported from Pondicherry in 1909-13 was 494.

There are small exports of coco-nuts (the transit of which is largely effected by land), tamarinds, onions, tannin, and dyes, castor oil, coco-nut oil, chillies, coffee, coriander, *gingili*, and metal work. The last mentioned is a developing industry, and the export in 1915 reached a value of 170,832 francs.

Countries of Destination.—In 1887, of a total export value of 21,416,214 francs, goods to the value of 10,427,760 francs were destined for France, and to the value of 664,476 francs for the French colonies; in 1904, of a total export value of £1,102,000, goods to the value of £435,000 were destined for France and the French colonies. The figures for 1913 and 1914 are as follows :

	Total value of exports.	To France.	To French colonies.	To other destinations.
	Francs.	Francs.	Francs.	Francs.
1913	43,720,095	27,487,768	2,818,372	13,413,955
1914	34,303,511	22,953,256	2,575,893	8,774,362

The exports to French destinations were, therefore, over one-half in 1887, considerably under one-half in 1904, over two-thirds in 1913, and over three-quarters in 1914. This large proportion of French trade depends upon the tendency of French ports to absorb the two staple products of the French colonies in India. In 1913, of a total export of 107,238 tons of ground-nuts, 88,792 tons were destined for France; and, in the same year, of 2,412,915 kilogrammes of cotton fabrics exported, 1,590,915 kilogrammes were destined for France and French possessions. The value of these quantities of ground-nuts (24,304,130 francs) and of

cotton fabrics (4,018,704 francs) amounts to 28,322,834 francs out of the total export value of 30,306,140 francs to French destinations. The most important items in the remaining 1,983,306 francs of goods exported to France and French colonies in 1913 are 465 tons of bone powder (value 60,384 francs) and skins and hides (value 881,021 francs) to France, and the whole export of cocotine (value 37,241 francs) and liquors (value 36,721 francs) to the French colonies. The liquors were imported from France and re-exported to other French colonies.

Apart from French destinations, the export trade of French India is almost entirely with Great Britain and the British colonies. Of the non-French exports, valued at 13,413,955 francs in 1913 and 8,774,362 francs in 1914, over 10,750,000 francs in 1913 and the whole amount (with the trivial exception of 712,038 francs) in 1914 represent trade with the British Empire. The exports to Great Britain are small; in 1913 they amounted to 62,970 francs, of which 43,272 francs represent 17 tons of cotton. There has hitherto been no market for French ground-nuts in Great Britain, but just before the outbreak of war efforts were made in this direction, and trial shipments were made to Liverpool and Hull. British colonies in 1913 imported from French India 8,634 tons of ground-nuts (value 2,380,568 francs); 803 tons of cotton fabrics (value 3,273,379 francs); the whole export of rice (6,981 tons, value 1,848,053 francs); the whole export of dried fish (356 tons, value 80,149 francs); 607 tons of cotton thread (value 1,356,331 francs); 269 cattle (value 72,626 francs), and other smaller imports.

Germany in 1913 imported from French India 2,515 tons of ground-nuts (value 676,184 francs), and manufactured goods to the value of 7,665 francs; Italy, 6,274 tons of ground-nuts (value 1,636,776 francs);

and Belgium, 1,023 tons of ground-nuts (value 271,334 francs), and manufactured goods to the value of 4,750 francs.

(b) Imports

Quantities and Values.—The imports, as has been said, are of much less importance than the exports; the average value of imports in 1909–13 was about one-quarter of the exports. The largest branches of import trade are in cotton, areca nuts, and petroleum, which in 1914 accounted for 4,869,196 francs out of a total import value of 7,545,629 francs. The value of the import of cotton in 1914 was 2,116,472 francs; the import is practically confined to Pondicherry, which received in the years 1909–13 an average number of 10,480 bales of cotton per annum. Areca nuts to the value of 1,741,809 francs were imported in 1914; the average number of tons imported into Pondicherry in 1909–13 was 479.8, and into Karikal 1,986. The import of petroleum is confined to Karikal, which is a depot for the surrounding districts. The Standard Oil Company stores large quantities of petrol at Karikal. The value of the petrol imported at Karikal in 1914 was 1,010,915 francs, and the average number of gallons imported in 1909–13 was 1,280,175. Smaller imports include wines, spirits, and other liquors (value in 1913, 352,470 francs); coal (value in 1914, 112,500 francs); cotton thread (value in 1914, 333,283 francs); jute bags (value in 1914, 489,114 francs), and grain (value in 1914, 189,685 francs).

Countries of Origin.—Unlike the export trade, a very large proportion of the import trade is with the British Empire, and a small proportion with France and French possessions. In 1887, of a total import value of 5,945,459 francs, goods to the value of 577,681

francs were imported from France, and to the value of 440,391 francs from French colonies. In 1913, of a total import value of 10,837,115 francs, goods to the value of 8,903,611 francs were imported from the British Empire; in 1914 the figures were, respectively, 7,545,629 francs (total) and 6,095,552 francs (goods from the British Empire). In 1913 goods were imported from France to the value of 414,772 francs (largely in articles of food and clothing); from the French colonies to the value of 71,451 francs (almost entirely vegetable products); from Germany to the value of 46,075 francs; from America to the value of 1,394,526 francs (chiefly oil); and from Belgium to the value of 6,680 francs (manufactured goods). The imports from the British Isles amounted to only 55,654 francs. The large imports from the British colonies consisted chiefly in vegetable products to the value of 6,821,477 francs (including 1,547,599 francs for areca nuts and 874,867 francs for grain), and in manufactured goods to the value of 1,491,589 francs.

The imports from Germany in 1913 were cheese, synthetic indigo, wine, brandy, rum, gin, hollands, beer, whisky, salt of magnesia, and pack-thread. Two-thirds of the total consists of synthetic indigo (the value being 30,627 francs). These figures do not, of course, include German goods which reach the French colonies by land from British India; for these no statistics are available, but a statement of German and Austrian imports in French colonies (*Bulletin de l'Office Colonial*, February 1915) states that they consist of small quantities of glass, crockery, cutlery, and rubber.

The foreign trade is almost entirely at Pondicherry, which, as has been said, is the only real market. The trade at Karikal is about one-ninth of the total sea-borne trade, and the trade at Yanaon and at Mahé is insignificant.

Customs and Tariffs.—Pondicherry is, with certain exceptions, a free port. Port dues are very low, and are not payable by ships trading with India and Ceylon. There have been, for many years, customs duties on arrack, tobacco, and snuff, on rum manufactured to the east of the Cape of Good Hope or in the Antilles, and on liquors distilled from coco-nuts, palms, sugar-cane, and rice. In 1904 a small duty was levied on all wines and spirits entering Pondicherry, but it has not affected the quantities imported. The customs and tariffs at Karikal, Yanaon, and Mahé are similar to those in force at Pondicherry. All articles of export and import trade passing by land from British India to French India are liable to duties on the scale of the province in which the French establishments lie; but, by a convention of 1817, all live stock and provisions actually required for consumption by the French inhabitants are allowed to pass the frontier duty free. Grain grown in British India for export to the British Empire is free of duty at Pondicherry, and considerable amounts of such grain are exported. Goods originating in the French establishments in India are given a preference by the import tariff in France. In 1901 the Government of British India consented, on certain conditions, that postal packages for Pondicherry, forwarded by steamer from the French colonies *via* Cuddalore, might pass through British territory without being inspected or paying customs duties.

(c) *Commercial Treaties*

In 1815 a convention between Great Britain and France regulated the supply of salt, opium, and saltpetre to the French establishments in India. The right to purchase salt manufactured in French India was farmed to the British Government, the French retaining a quantity sufficient for domestic purposes,

In 1818 this convention was modified by an agreement by which the manufacture of salt in the French establishments ceased, and an annual sum of 4,000 star pagodas (Rs. 14,000) became payable to the French Government as an indemnification to the proprietors of salt pans. The British Government undertook to sell, at prime cost, to the French Government sufficient salt for domestic purposes in the French establishments, and the French Government agreed to re-sell this salt at the prices prevailing in the adjoining British territory. This convention is still in existence, but in 1839 the French settlement at Chandernagor renounced its right to a supply of salt in consideration of an annual payment of Rs. 20,000, and agreed to give every facility for the sale of British salt at Chandernagor and to assist the British Government in obtaining the proper revenue from salt. There is no duty payable on the import of salt into Chandernagor.

The convention of 1815 reserved to the French settlements a right of purchasing a quantity of opium at an average price. This right has been commuted for an annual payment of Rs. 3,000 and of an additional Rs. 2,000 for help in the suppression of smuggling. The production of opium and trade in opium are now forbidden in French India.

By the Treaty of 1815, French subjects are allowed to trade in British India, and arrangements were made for the mutual surrender of debtors. (See also Table on p. 16.)

(D) FINANCE

(1) PUBLIC FINANCE

The actual budget figures are not available for any year later than 1907. From 1899 to 1907 there was an annual excess of income over expenditure, varying from 10,103 fr. (£404) in 1899 to 216,788 fr. (£8,671) in 1902, except in 1905, when there was a deficit of 32,337 fr. (£1,293). The budget estimates for 1908 and 1909 were made to balance exactly. The figures for the years 1900-7 are as follows:

	£		£
1900. Receipts	73,052.	1904. Receipts	100,440.
Expenses	72,648.	Expenses	95,869.
1901. Receipts	93,672.	1905. Receipts	99,527.
Expenses	90,518.	Expenses	100,820.
1902. Receipts	88,456.	1906. Receipts	99,848.
Expenses	79,784.	Expenses	98,252.
1903. Receipts	91,270.	1907. Receipts	105,177.
Expenses	83,957.	Expenses	102,264.

The principal items under Income are Indirect and Direct Taxes. The product of Indirect Taxes increased steadily, except for a decrease in 1905, from £38,883 in 1900 to £65,715 in 1907. The estimate for 1909 was £62,966. Direct Taxes produce between £16,000 and £17,000 a year. From 1901 to 1907 the colony received a subvention, varying from £8,171 in 1901 to £1,966 in 1907. The estimated subvention for each of the years 1908 and 1909 was £9,917. On the expenditure side the principal items are the expenses of the administrative offices, the largest single item being for Education (£9,718 in 1901 and £11,491 (estimated) for 1909).

Public Loans.—A Government loan of £46,680 at 3½ per cent. was contracted in 1894 for the Paralam-

Karikal railway, to be repaid in 1919; £23,634 had been repaid by the end of 1909. A further Government loan, of £2,960 at 3½ per cent., for the same purpose, was contracted in 1900, also to be repaid in 1919, and £1,257 had been repaid by the end of 1909. A Government loan of £175,200 was contracted in 1906 at 3½ per cent., repayable in 1932, for the construction of a railway from Tiroupapouliour to Pondicherry, the improvement of the port of Karikal, and the improvement of the water-supply at Pondicherry and Chander-nagor. Of this loan £16,512 had been repaid by the end of 1909. These moneys have all been borrowed from funds belonging to the French Government.

The municipalities of Pondicherry and of La Grande-Aldée (Karikal) have contracted loans of £2,560 and £450 respectively for local improvements; the rates of interest are respectively 5 per cent. and 4 per cent.

(2) CURRENCY

The currency is in rupees. The value of the rupee used to be fixed annually, but in 1893 the Government of British India took steps to restrict the coinage in order to give the rupee a settled value, and from 1899 to 1914 it was, with very slight variations, equivalent to 1s. 4d. The rupee, as in British India, is divided into 16 annas, and each anna into 12 pies, but there is also a division in the French establishments into 8 *fanons* of 24 *caches* each. The value of money, other than the rupee and its subdivisions, is determined by weight.

(3) BANKING

The Bank of Indo-China has the same privileges in French India as in Indo-China. It is authorized to issue bank-notes of small value for circulation in the

colony. The Pondicherry branch of the Bank of India, China is responsible, over the whole area of French India, for all banking operations, including discount and advances on assignment of crops and on the security of merchandise. It is under the supervision of the Colonial Secretary. The Bank of Madras is closely associated with the Bank of Indo-China in loan operations and other commercial business, and drafts are sent to France through the Bank of Madras.

GENERAL OBSERVATIONS

The whole survey of economic and industrial conditions in the French establishments in India illustrates the insuperable difficulties arising from the geographical situation of these scattered territories. French proprietors hold small tongues of land; roads are often British, while the ditches which border on them are French; the irrigation of French soil frequently depends on a British lake; sometimes land is held by French and British owners by an arrangement which allots a number of twelfth parts to each nation; none of the larger lakes lies wholly in French territory; and even the sea-coast is not continuously in French possession, for the mouth of the Maltar River is British.

This condition of things makes the collection of customs and excise very difficult; it facilitates crime; and it puts a great obstacle in the way of proper irrigation. Moreover, the development of means of communication, both internal and external, and of industry and commerce must be hampered and retarded while these conditions remain.

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