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Marine (1896) Department.

G.O., No. 687 Mar

DATED 3^d October 1896.

[Despatch Abstract.]

Port of Negapatam: Spaking with Nainakko Kab
H.E. the Governor in Council is satisfied that the require-
ments of the -- have received constant attention
and are awaiting the further proposals for the im-
provement of the port promised by the Prasy. Port
officer.

W. H. W.

<i>Recd.</i>	} 1896.	<i>Enclosures.</i>
<i>Regd.</i>		<i>Spare copies.</i>

G.O., No. 687, 3rd October 1896.

OCTOBER.

Port of Negapatam

Stating, with remarks, that His Excellency the Governor in Council is satisfied that the requirements of the — have received constant attention, and awaiting the further proposals for the improvement of the port promised by the Presidency Port Officer.

الحمد لله

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—the following papers :—

From G. STOKES, Esq., Collector of Tanjore, to the Secretary to Government, Marine Department, dated Vallam, 10th August 1896, No. 2758/Rev.

I have the honour to submit, herewith, a copy of a letter from the Head Assistant Collector to the President of the Landing and Shipping Dues Committee, Negapatam, in which he brings to the notice of the committee the necessity for improving the port. The improvements suggested by him are—

- (1) That the port should be provided with a dredger ;
- (2) That there should be an adequate provision of cranes on the wharf for loading and unloading boats ; and
- (3) That the landing place should be properly fenced in and gates provided.

In regard to (1), I found on my last visit that a dredger had been purchased, but it would appear that it was so only after a long delay.

In regard to (2), I think that in the bar lies the greatest difficulty and obstruction to the working of the port and that if the port is to hold its own, it must be provided with a pier which will enable the loading and unloading of vessels to go on at any state of the tide in all but very rough weather.

In regard to (3), it would appear that the attention of the committee was drawn in February 1896, in connection with the hardship and inconvenience felt by emigrants at the hands of the coolies, to the necessity of fencing a portion round the lighthouse and the examination shed and to put an iron railing across the examination shed, so that only licensed coolies under a responsible head and officials might enter the enclosure. In reply, the committee stated that they are of opinion that while quite willing to sanction the railing suggested by the Collector, as it is entirely for the convenience of the customs authorities, any expenses incurred should be borne by the Revenue Department. Mr. Moberly, however, has requested the Head Assistant Collector to point out to the committee that the above work is a legitimate charge on it and to ask it to reconsider its resolution. But the result thereof is not known.

2. Mr. Moberly has already in his letter to the Board of Revenue (Separate Revenue), Ref. on G. & B. No. 657 of 1896, dated 20th June 1896 (copy enclosed), called attention to the decreasing trade of Negapatam ; and this is attributed to the bad management of the port as will be seen from a copy of the Head Assistant Collector's letter, dated 19th June 1896, No. 170/Cus. of 1896, herewith forwarded. There is of course much outcry that Karikal will cut out Negapatam. It will do so of course, unless Negapatam exerts itself to see that value is given for the fees levied in it.

3. The balance of landing and shipping dues to the credit of the committee on the 31st March 1895, as given in the statement printed in G.O., No. 425, dated 13th June 1896, was Rs. 48,058-8-4. Adding to this the probable net income in 1895-96, or Rs. 7,000, the balance on the 31st March 1896 may be taken in round figures to be Rs. 55,000. The main object of the collection of landing and shipping dues is to improve the arrangements for the shipping and landing of goods and passengers, but nothing appears to have been done for a long time in this direction.

4. I beg to invite the attention of Government to the above facts and to request that pressure may be put on the Port authorities, who are apparently very slow in effecting improvements, to make them improve the port without delay.

ENCLOSURES.

COPY of a communication from the Head Assistant Collector of Tanjore, to the President of the Landing and Shipping Dues Committee, Negapatam, dated 16th July 1896, No. 1175/Rev.

I have the honour to forward, herewith, a copy of G.O., No. 425, dated 13th June 1896, for your information.

2. It will be seen that the committee has a sum (in round figures) of Rs. 48,000 to its credit.

3. I would earnestly urge on the committee the advisability of devoting the sum without further delay to the improvement of the port of Negapatam.

4. It has been said that Karikal is competing successfully with Negapatam as a port. Although the statistics of trade do not justify this assertion as yet, there may be good grounds for apprehension in the future when the Karikal-Peralam Railway is completed.

5. I am confident that if the port of Negapatam is as well equipped as natural facilities will allow, there need be no fear that its trade will pass into French hands. At all events it behoves the committee, I venture to think, as having the interests of the port at heart to do all that lies in their power towards affording every facility possible to the traffic, both of goods and passengers. I would venture here to enumerate briefly a few improvements that have been urged on my notice by individual merchants, and to remark that the committee is best qualified to criticise or to add to the list.

6. First, it has been suggested that there should be a dredger at the port to keep the bar clear. I believe some sort of dredger has been sanctioned by Government, but the matter has apparently been lost sight of.

7. Second, it is said that there should be an adequate provision of cranes on the wharf for loading and unloading the boats.

8. Third, to correct the crowding and absence of order that prevails whenever any large number of passengers is landed, it has been suggested that the landing place should be properly fenced in and gates provided.

9. To sum up: The port can be improved and, I think, ought to be improved. The committee have a large sum at their credit for such improvement and I would press on them the necessity and desirability of taking steps towards utilizing this sum without further delay.

Forwarded to the Collector of Tanjore for information.

(Signed) N. E. MARJORIBANKS,
16th July 1896. Ag. Head Assistant Collector.

From H. MOBERLY, Esq., Acting Collector of Tanjore, to the Secretary to the Commissioner of Salt, Abkari and Separate Revenue, dated Tanjore, 20th June 1896, Ref. on No. 657 G. & B.

In reply to Board's Proceedings, Mis. No. 2280, dated 2nd instant, I have the honour to state that the Superintendent of Sea Customs, Negapatam, reports as follows: The work has not yet been commenced, but there are about 100 or 120 bandy-loads of stone and brick-jellies on the spot.

2. As regards paragraph 2 of the Proceedings, I beg to invite attention to the figures in the Trade Volumes. The exports in 1890-91 were valued at Rs. 46,03,246, whilst in 1895-96 they were worth only Rs. 33,50,620. The following table shows the exports of paddy and rice during the last six years, in cwts. :—

1890-91.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.
540,768	460,984	423,333	353,156	624,885	404,350

The increase in the exports of paddy and rice was, I understand, due to a bad season in Bengal, that prevented Calcutta from meeting the demand from Burma and other foreign ports.

3. I do not think that Karikal will be able to compete with Negapatam as a port of import for some little time to come ; but unless the wharf at Negapatam is supplied with a crane and

other facilities for landing heavy goods, I am afraid that Karikal may be able to compete with it as a port of import. I respectfully submit that we should not allow a French port to compete with a British port. Mr. Mactaggart of Adamson, Mactaggart & Co. assured me that the export trade of Negapatam was being affected by Karikal. A glance at the map will show that the surplus produce of North Tanjore must naturally go to Karikal, the nearest port connected with the South Indian Railway system, as it will be in a year, rather than to Negapatam; and if the export trade connected with the surplus produce of North Tanjore is not to fall into the hands of the French and to be conducted at a French port, a railway to Tranquebar seems to be absolutely necessary.

4. I enclose statements prepared by the Superintendent of Sea Customs showing the export and import trade of Negapatam during the last six years. These statements show that imports decreased from 1890-91 to 1892-93 and have been decreasing since, whilst exports have decreased and increased in alternate years.

I have asked some of the merchants at Negapatam to explain these fluctuations, and on receipt of their replies will again address the Board. I will also collect statistics of the imports into Karikal by land from this district during the last six years, and will endeavour to obtain particulars of exports from Karikal during the same period.

From N. E. MARJORIBANKS, Esq., Acting Head Assistant Collector of Tanjore, to the Collector of Tanjore, dated Negapatam, 19th June 1896, No. 170-Cus.

With reference to your Ref. on Cur. No. 2317/Ver. of 1896, dated 11th June 1896, received 17th instant, I have the honour to report as follows.

2. I shall examine in detail the variations in each of the principal articles of export and import. The causes which effect the trade of the port may be divided under two heads: (1) those of general application and affecting the trade, irrespective of any particular port; (2) those arising from any disadvantages or advantages the trade may encounter at the port of Negapatam.

3. It is of course not possible to do this accurately, but the relative effects of these two sets of causes may be approximately estimated by comparing the trade of the port of Negapatam (1) with the sea-borne trade of the whole district, (2) with the import and export trade by land with Karikal, the only important port competing with Negapatam. With regard to (1) I may observe that the sum total of the trade of the ports of the district, excluding Negapatam, is relatively to that of Negapatam insignificant. With regard to the land trade with Karikal, its variations fairly represent the effect the port of Karikal has on that of Negapatam, for the consumption and produce of the French Settlement may be taken as a fixed quantity.

4. Particulars of the import and export trade by land and of the duty collected on rice and paddy exported from Karikal by sea are given in statements A, B and C enclosed.

IMPORTS.

5. (1) *Cotton twist*.—There is no import of this article from Karikal. The fluctuations of the trade at Negapatam coincide with those of the district. It would be seen that the trade remained fairly steady in 1890-91, 1891-92 and 1892-93. It then fell considerably in 1893-94. It rose to its former dimensions in 1894-95. It fell again during 1895-96.

Its fluctuations during the past three years are to be ascribed chiefly to the operations of one large firm. This firm stopped business on account of certain disputes in 1893-94, resumed operations on a large scale in 1894-95, but lost heavily and consequently are in difficulties again. That such variations are possible is due to the economic conditions of this country where competition is dull and new business slow to start.

(2) *Cotton piece-goods*.—The imports from Karikal have steadily declined. As to the imports by sea, the fluctuations are the same throughout the district. The piece-goods are imported chiefly to be dyed and exported. The trade fell in 1892-93 owing to fluctuations in exchange and to the introduction of the Merchandise Marks Act. It rose the next year owing chiefly to the opening of the port at Acheen in the middle of the year. This cause contributed to a still larger increase in the following year, viz., 1894-95. In 1895-96, the port of Acheen closed and the trade fell.

(3) *Betel-nuts*.—The value of import trade at Negapatam has slightly increased. That inland from Karikal has done likewise, but is insignificant in comparison.

(4) *Tin-blocks*.—The trade is insignificant and increasing. No imports from Karikal.

(5) *Camphor*.—The trade has been steadily recovering from its fall in 1892-93. No imports from Karikal.

(6) *Benjamin*.—The trade is slight and increasing. No imports from Karikal.

(7) *Kopra*.—The trade has been steadily recovering from the blow it received in 1893-94 by the establishment of a manufactory in Batti Cola and Jaffna. There are no imports from Karikal.

(8) *Paddy and rice*.—The imports of Negapatam have varied with the imports of the district and with those from Karikal. But the latter, up to year before last, were relatively insignificant. The great fall of imports at Negapatam in 1894-95 was due to the abundant harvest in the district and surrounding tracts and the consequent unprecedentedly low prices that have prevailed. The imports from Karikal have, of late, slightly risen owing to the British Indian steamers having called there less frequently on their southward journeys which induced the Karikal brokers to avail themselves of the concessions in freight granted by the South Indian Railway and to send their local produce by rail to Tuticorin and there to ship it.

(9) *Castor-oil*.—The trade is concentrated at Negapatam, the chief consumer being the South Indian Railway. The article is obtained from Masulipatam, Cocanada and other northern ports. In 1893-94, the crop failed in the north and the railway got its wants from the districts nearer and more inland by rail, viz., from North Arcot, South Arcot and Salem. No imports from Karikal.

(10) *Gingelly*.—The variations are due to the same causes as those of castor-oil.

(11) *Teak timber*.—The trade has lately greatly increased at Negapatam owing to the increased demand of the South Indian Railway on account of their new carriages.

(12) *Railway materials*.—The Mâyavaram-Mutupet Railway having been finished, the South Indian Railway have only their normal requirements to supply. This is done through Tuticorin or Madras. The more bulky articles are imported through Madras to save transhipment at Colombo and the rest are imported at Tuticorin as the nearest port to Colombo. Such of the materials as come to Negapatam from Tuticorin and Madras come, of course, in the Company's own trucks.

5-A. Reviewing the import trade of the port, therefore, we see that its fluctuations have been due to causes that apply generally and not to anything local or peculiar to the port.

EXPORTS.

6. (1) *Animals, living*.—The trade at Negapatam was increasing up to 1894-95. It fell in 1895-96 owing, to a certain extent, to the successful competition of the Penang Trading Company. The land exports to Karikal have steadily decreased.

(2) *Cotton piece-goods*.—The fluctuations are explained in the remarks under imports. The Karikal trade, so far as the produce of British Territory is concerned, is relatively insignificant and has not been increasing.

(3) *Tobacco*.—There is no Karikal trade as far as British produce is concerned. The Negapatam trade has, on the whole, steadily increased.

(4) *Ground-nuts*.—The trade of Negapatam has been recovering from its fall in 1893-94. That by land to Karikal has been declining.

(5) *Ghee*.—From 1892-93, the trade has been fairly steady. That to Karikal is insignificant in comparison and has also remained steady.

(6) *Cotton-twist, oils, gingelly-seeds and betel-nuts*.—The exports of these by land to Karikal are consumed locally and not exported from Karikal by sea.

(7) *Kopra*.—The fall under exports is explained above under imports.

(8) *Paddy and rice*.—The exports of Negapatam have fluctuated with those of the district and with those by land to Karikal. In 1892-93 and 1893-94, there was considerable speculation in this trade. Stock appears to have been accumulated owing to the successful competition of Calcutta and Burma in Ceylon trade. The good harvest of 1894-95 appears to have proved too much for the merchants. Prices fell and exports doubled. Hence the enormous increase in 1894-95. The effect of this was felt, to a certain extent, in 1895-96; but the low prices compelled the chetties to enter into a ring for the purpose of forcing down the rates in the British India Steam Navigation Company's steamers. The consequence was that in two months, viz., August and September, there were no exports at all. The Karikal trade, however, in 1895-96 did not fall in the same proportion.

7. Reviewing the export trade as a whole, therefore, it would be difficult to say that any fluctuations are due to any particular disadvantages of the port of Negapatam or to any relative disadvantages as compared with that of Karikal, its only serious competitor.

8. As soon as the Peralam-Karikal Railway is completed, Karikal will no doubt become a very much more formidable competitor and if we do not wish to risk the trade of the British port, it behoves us to see if there are any possible means of improving it. As far as I have been able to gather, there are two chief complaints against the port of Negapatam. First, there is the universal disadvantage of an East Coast port, i.e., the bar is silting up at the mouth of the river. A dredger or a pier is urgently needed. The Landing and Shipping Dues Committee have, I believe, over Rs. 60,000 to their credit which may be utilized for this purpose. Second, complaints are frequent concerning the boat service of the port. Competition enables the boatmen to hold out for and to obtain extortionate rates of hire and the boat rules give no remedy. At Karikal, boats and boatmen are regulated like hackney carriages and their drivers, and no deviation from the recognised rate is permitted. It would be worth considering if some such system could not be introduced at British ports.

No. 425 E.

Referred to the Presidency Port Officer for report.

(Signed) D. McNEIL CAMPBELL, Col., R.E.,
Secretary to Government.

27th August 1896.

From Commander H. A. STREET, R.I.M., Presidency Port Officer, Madras, to the Secretary to Government, Marine Department, dated 7th September 1896, No. 500/294 G.

With respect to endorsement No. 425 E., dated 27th August 1896, on Marine Department Current No. 895 (herewith returned), I have the honour to acquaint you, for the information of Government, that proposals connected with improvements to the port of Negapatam have, from time to time, during the last nine years, been placed by this office before Government. The orders passed on these proposals will be found

G.O., Marine,	No. 350 of 1st August 1887.	quoted, and, I submit, sufficiently disprove
" "	" 425 of 22nd Sept. "	the assertion of the Collector of Tanjore
" "	" 72 of 6th March 1888.	that the decreasing trade of the port is
" "	" 359 of 27th July "	attributable to the bad management of
" "	" 142 of 3rd April 1890.	the port, and shows that the Port autho-
" "	" 259 of 11th July "	rities concerned have been fully alive to
" "	" 333 of 9th Sept. "	the necessity of making improvements to
" "	" 5 of 8th Jan. 1891.	the port and have done all in their power to
" "	" 74 of 25th Feb. "	effect such improvements as were possible
" "	" 131 of 6th April "	with the means at their disposal. As an
" "	" 175 of 2nd May "	instance of what has been attempted in this
" "	" 139 of 25th "	direction since 1887, I would point out
" "	" 99 of 24th March 1892.	that dredging was continued from 1885
" "	" 799 of 5th August "	till 1889, when the apparatus broke down
" Financial,	" 1194 of 5th Nov. "	and was found unfit for further use, and
" Marine,	" 153 of 10th May 1893.	that removal of silt by hand-labour has
" "	" 263 of 25th July "	since been constantly carried out and
" "	" 334 of 13th Sept. "	groynes constructed to train the direction
" "	" 401 of 16th Nov. "	of the current and to fix, as far as prac-
" "	" 447 of 15th " 1894.	ticable, the mouth of the harbour. The
" "	" 78 of 13th March 1895.	
" "	" 278 of 20th Sept. "	

difficulties connected with the landing and shipping arrangements of the port have been represented to Government from time to time, and though a pier was represented by Colonel Pennycuik, then Secretary to Government, and myself as the only means by which these arrangements could be carried out, the proposal was negated on account of the expense connected with the undertaking, and at last, after considerable correspondence on the subject had passed, a small bucket dredger was sanctioned for the purpose of clearing the silt away in the vicinity of the petty wall inside the river. The dredger was accepted by the Landing and Shipping Dues Committee, because they found the Government were not disposed to sanction the pier, and not on account of any change of views in regard to the necessity of a pier. This dredger was constructed at the Government Dockyard, Calcutta, and having been sent to Negapatam in sections, is now being rapidly put together at that port. The Collector of Tanjore refers to the delay in the obtaining of the apparatus, but the delay has not been the fault of the Port authorities, and, no doubt, if necessary, the Director, Royal Indian Marine, could satisfactorily explain the cause.

2. The Collector in paragraph 3 of his letter refers to the balance of landing and shipping dues to the credit of the committee, and states that nothing appears to have been done for a long time by the committee in effecting port improvements with this balance. Apparently, he is unaware that the cost of the dredger has to be met from this sum, and that the removal of silt which has been constantly going on for the last six years has been met from the Landing and Shipping Dues fund. I submit that it is a pity that he had not obtained reliable information on the matter before making this statement.

3. With regard to the improvements recommended by the Collector, I have to state as follows:—

(a) A dredger is now under construction.

(b) The cranes now in use appear to be sufficient for the needs of the port. At all events the mercantile community as represented by the Landing and Shipping Dues Committee have made no representation to me to the contrary. Even should extra cranes be required, the balance available of Port fund and Landing and Shipping dues is insufficient to meet the cost at present.

(c) The fencing in of the landing place is a matter which has never been lost sight of either by the Presidency Port Officer or the local authorities, but the difficulty has been in regard to meeting the cost of carrying out the work.

4. In conclusion I would point out that in May last I proceeded to Negapatam and discussed, on the spot, port improvements with Mr. Moberly, the then Acting Collector. The fencing in of the landing place and the construction of cargo sheds, as well as the removal of the custom-house to a spot within port grounds, were points which were fully discussed, and it is intended to submit proposals to Government on the subject as soon as practicable. One cause of the delay has been due to difficulties connected with the removal of the Observatory shed, which is on the ground on which it is proposed to place the sheds, and another to no funds being available. I submit that, had the Collector communicated with me on the subject of Negapatam port improvements, it is probable he would not have deemed it necessary to address Government on the subject.

ORDER—No. 687, Marine, dated 3rd October 1896.

His Excellency the Governor in Council is satisfied on consideration of the previous correspondence, as indicated in the Presidency Port Officer's letter No. 500/294 G., dated 7th September 1896, that the requirements of the port of Negapatam have received constant attention, and that they have been supplied so far as funds admitted. His Excellency in Council also agrees with Commander Street that the statement made in paragraph 3 of the Collector's letter to the effect that nothing appears to have been done for a long time by the Landing and Shipping Dues Committee in effecting port improvements from the balance of funds in their hands is unfounded, and that a statement of this kind should not have been made to Government without prior verification and correspondence with the head of the Marine Department.

2. The dredger now being put together, should, when it gets to work, tend to improve the condition of the port.

3. The further proposals promised by the Presidency Port Officer in paragraph 4 of his letter will be awaited. They should be accompanied by a chart of the port.

(True Extract.)

Under Secretary to Government.

To the Presidency Port Officer.

Revenue Department.

Ed. T. K. Narayana Aiyangar.

The Honourable C. S. E.

The Honourable C. S. E.

Negapatam Port Improvements

Marine

Marine
Public Works Department

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following

Letter from G. Stokes Esq. } (H.C. 2758 of 96, 2/10 Aug 1896)
Collector, Tanjore

Letter from Commander A. A. } (" " 500/294 G. of 7 Sept. 1896)
Street, R. I. Dr. Presidency
Port officer, Madras

N. 687 dated 3rd October 1896

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21/10/96

(The Secretary to Govt Revenue Department for favour of Counterinitialed)

in effecting port improvements from the balance of funds in their hands is unformed, and that a statement of this kind should not have been made to Government without prior consultation and correspondence with the head of the Marine Department.

2. The dredger now being put together should, when it gets to work, tend to improve the condition of the port.

3. The further proposals promised by the Presidency Port Officer in para 4 of his letter will be awaited. They should be accompanied by a chart of the port.

C.S.

28/8/96

Aug. 9. 96.

The Hon. Mr. B. C. S. C.
Negapatam Port Improvements.

Marine
DEPARTMENT.

Letter from G. Stokes Esq., Collector, Tanjore, N. 2758
of 1896, dated Vallam 10 August 1896. Rev.
Letter from Commander H. A. Stuart, R. I. M., Presidency
Port Officer, Madras, N. 500/294 G. of 7 September 1896.

687

FOR ORDERS.

x Flag H.

The Presidency Port Officer's letter N. 500/294 G. dated 7th September 1896 clearly shows that the requirements of the port of Negapatam have received constant attention, and that they have been supplied, so far as funds admitted.

2. The dredger now being put together will, when it gets to work, tend to improve matters.

3. The further proposals promised by the Presidency Port Officer will be awaited.

If there is such a chart of the port I should like to see it.

G.O.	No.	Department.	Date.
	425 E	27.8.95	
	425 man	13.6.95	
	225 "	1.4.96.	
	60 .	1.2.96	
	377 .	13.12.95	
	334 "	14.11.95	
	278 "	20.9.95	
	248.9 .	14.8.95	
	168 "	11.6.95	
	155 "	31.5.95	
	78 "	13.3.95	
	447.48 .	15.11.94	
	31 "	22.1.94	
	407 .	16.11.93	
	334 "	13.9.93	
	263 "	25.7.93	
	153 .	10.5.93	
	1194 mail	5.11.92	
	99 man	24.3.92	
	175 "	2.5.91	
	139 "	11.4.91	
	131 "	6.4.91	
	74 "	25.2.91	
	333 .	9.9.90	
	259 .	11.7.90	
	359 .	27.7.88	
	72 "	6.3.88	
	425 .	22.9.87	
	350 .	1.8.87	

No. 500
294 g

PRESIDENCY PORT OFFICE,
Madras, 7 September 1896

From

Commander H. A. Street, R. I. M.,

PRESIDENCY PORT OFFICER.

Madras.

To

THE SECRETARY TO GOVERNMENT.

~~PUBLIC WORKS~~ (MARINE) DEPARTMENT

~~Медведь~~
Чепак

SIR,

With respect to Endorsement No. 425, E,
dated 27th August 1896 on Marine Department
Circular No. 895 (herewith returned) I have
the honor to acquaint you, for the inform-
-ation of Government, that proposals
connected with improvements to the Port
of Negapatam have, from time to time,
during the last nine years been placed
by this Office before Government. The
orders passed on these proposals will be

G.O. Marine, 350, of	1 st	August 1887
"	425	" 22 nd September 1887
"	72	" 6 th March 1888
"	859	" 24 th July 1888
"	142	" 3 rd April 1890
"	259	" 11 th July 1890
"	333	" 9 th September 1890
"	5	" 8 th January 1891
"	74	" 25 th February 1891
"	131	" 6 th April 1891
"	175	" 2 nd May 1891
"	139	" 25 th March 1891
"	99	" 24 th March 1892
X Financial	X 799	" 5 th August 1892
Marine	1194	" 10 th November 1892
"	153	" 25 th May 1893
"	263	" 13 th July 1893
"	334	" 16 th November 1893
"	401	" 15 th November 1893
"	447	" 13 th March 1895
"	78	" 20 th September 1895
"	278	

found in the G.O.'s margin-ally quoted, and, I submit, sufficiently disprove the assertion of the Collector of Tanjore that the decreasing trade of the port is attributable to the bad management of the port, and show^{ed} that the port authorities

concerned have been fully alive to the necessity
of making improvements to the port and
have

have done all in their power to effect such improvements as were possible with the means at their disposal. As an instance of what has been attempted in this direction since 1887, I would point out that dredging was continued from 1885 till 1889 when the apparatus broke down and was found unfit for further use, and that removal of silt by hand-labor has since been constantly carried out and groynes constructed to train the direction of the current and to fix, as far as practicable, the mouth of the harbour. The difficulties connected with the landing and shipping arrangements of the port have been represented to Government from time to time, and though a pier was represented by Colonel Pennycuik, then Secretary to Government and myself as the only means by which these arrangements could be carried out, the proposal was negatived on account of the expense connected with the undertaking, and at last, after considerable correspondence on the subject had passed, a small bucket dredger was sanctioned for the purpose of clearing the silt away in the vicinity of the jetty wall inside the river. The dredger was accepted by the Landing and Shipping Sues Committee because they found the Government were not disposed to sanction the pier, and not on account of any change of views in regard to the necessity of a pier. This dredger was constructed at the Government dockyard

dockyard, Calcutta and having been sent to Nagapatnam in sections is now being rapidly put together at that port. The Collector of Tanjore refers to the delay in the obtaining of the apparatus, but the delay has not been the fault of the Port authorities, and, no doubt, if necessary, the Director, Royal Indian Marine could satisfactorily explain the cause.

2. The Collector in para 3 of his letter refers to the balance of Landing and Shipping Sues to the credit of the Committee, and states that nothing appears to have been done for a long time by the Committee in effecting port improvements with this balance. Apparently he is unaware that the cost of the dredger has to be met from this sum, and that the removal of silt which has been constantly going on for the last 6 years has been met from the Landing and Shipping Sues Fund. I submit that it is a pity that he had not obtained reliable information on the matter before making this statement.

3. With regard to the improvements recommended by the Collector I have to state as follows:—

(a) A dredger is now under construction.

(b) The cranes now in use appear to be sufficient for the needs of the port. At all events the Mercantile Community as represented by the Landing and Shipping Sues Committee have made no representation to me to the contrary. Even

have done all in the...

Even should extra cranes be required the balance available of Port Fund and Landing and Shipping dues is insufficient to meet the cost at present.

(c) the fencing in of the Landing place is a matter which has never been lost sight of either by the President of Port Officer or the local authorities but the difficulty has been in regard to meeting the cost of carrying out the work.

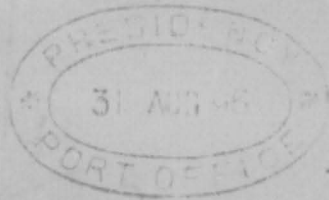
4. In conclusion I would point out that in May last I proceeded to Negapatnam and discussed, on the spot, port improvements with Mr. Moberly, the then Acting Collector. The fencing in of the Landing place and the construction of cargo sheds as well as the removal of the Custom House to a spot within port grounds were points which were fully discussed, and it is intended to submit proposals to Government on the subject as soon as practicable. One cause of the delay has been due to difficulties connected with the removal of the observatory shed which is on the ground on which it is proposed to place the sheds, and another to no funds being available. I submit that had the collector communicated with me on the subject of Negapatnam port improvements it

it is probable he would not have deemed it necessary to address Government on the subject. 210

I have the honor to be,
Sir,
your obt. servant,

H. A. Street
Commander, R. S. M.,
Presidency Port Officer

Marine (1896) Department.



Q 530

CURRENT No. 895

Endorsement 352

Order

Q 425 E., 1/27 August 1896 -

Referred to the Presidency Port Offices for report.

From

The Collector of Tanjore

No. 2758 of 96
Rev

In Command Colonel R.
Secretary to Govt.
Marine Deptt

Dated 10 August 1896

Received 20 August 1896

Enclosures Three

Spare copies -

To The Presidency Port Offices
to be returned

SUBJECT.

Negapatam Port
Suggesting certain improvements
to be made for the — and requesting
Government to urge on the Port
authorities the necessity of im-
proving the port.

Recd for S. 1194 dtd 25-11-92
Sent 16-9-96
Recd 21-9-96

No. $\frac{2758}{Rev}$ of 1896

~~Came~~, Vallam, 10th August 1896.

FROM

J. Stokes ESQUIRE,

COLLECTOR,

TANJORE,

To

The SECRETARY TO GOVERNMENT, P. W. D.

(Marine) DEPARTMENT,

MADRAS.

SIR,

I have the honour to submit herewith a copy of a letter from the Head Assistant Collector to the President of the Landing and Shipping Dues Committee, Negapatam, in which he brings to the notice of the Committee the necessity for improving the port. The improvements suggested by him are :-

(1) That the port should be provided with

BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.

cranes on the wharf for loading and unloading boats; and

(3) That the landing place should be properly fenced in and gates provided.

In regard to (1), I found on my last visit that a dredger had been purchased but it would appear that it was so only after a long delay.

In regard to (2), I think that in the bar lies the greatest difficulty and obstruction to the working of the port and that if the port is to hold its own, it must be provided with a pier which will enable the loading and unloading of vessels to go on at any state of the tide in all but very rough weather.

pier?

In regard to (3), it would appear that the
of the Committee was ^{drawn in R} February 1896

of the Coolies, to the necessity of fencing a portion round the light-house and the Examination Shed and to put an iron-railing across the Examination Shed, so that only licensed Coolies under a responsible head and officials might enter the Enclosure. In reply, the Committee stated that they are of opinion that while quite willing to sanction the railing suggested by the Collector, as it is entirely for the convenience of the Customs authorities, any expenses incurred should be borne by the Revenue Department. Mr. Moberly, however, has requested the Head Assistant Collector to point out to the Committee that the above work is

By S. Melabalam.

BA

G.O.

2. Mr. Moberly has already in his letter to the Board of Revenue (Separate Revenue) Ref on G and B No 657 of 1896 dated 26 June 1896 (Copy Enclosed) Called attention to the decreasing trade of Negapatam; and this is attributed to the bad management of the port as will be seen from a Copy of the Head Assistant Collector's letter dated 19 June 1896 No 170 Cus of 1896 herewith forwarded. There is of course much outcry that Karikal will cut out Negapatam. It will do so of course unless Negapatam exerts itself to see that value is given for the fees levied in it.

3. The balance of Landing and Shipping dues as reported by the Committee on the 31st March 1896 in the statement printed in rough weather. In regard to (3), it would appear that the Committee was ^{drawn in B} February 1896.

the probable net income in 1895-96, or Rs. the balance on the 31st March 1896 may be taken in round figures to be Rs 55000. The main object of the Collection of Landing and Shipping Dues is to improve the arrangements for the Shipping and Landing of goods and passengers, but nothing appears to have been done for a long time in this direction.

4. I beg to invite the attention of Government to the above facts and to request that pressure may be put on the Port Authorities who are apparently slow in effecting improvements to make them approve the port without delay.

I hope some sum is a further delay to the improvement of the port Negapatam.

B

G.O.

410
Copy of a Communication from the Head
Assistant Collector of Tanjore to the President of
Landing and Shipping Dues Committee As-
-patam dated 16th July 1896. No. $\frac{1175}{Rev}$ of 1896

I have the honour to forward herewith a C.
of G.O. No. 425 dated 13th June 1896 for your
information.

2. It will be seen that the Committee has a
(in round figures) of 48,000 Rs to its credit
3. I would earnestly urge on the Comm.
the advisability of devoting the sum to
further delay to the improvement of the
Nela-patam.

section as yet, there may be good grounds
apprehension in the future when the
Mikal. Peralam Railway is completed.

I am confident that if the port of
Papatam is as well equipped as natural
facilities will allow, there need be no fear
that its trade will pass into French hands.
In all events it behoves the Committee, I
trust to think, as having the interests
of the port at heart to do all that lies in
their power towards affording every facility
to the traffic both of goods and
passengers to venture here to
rough weather.

that the Committee is best qualified to
or to add to the list.

6. First, it has been suggested that there
should be a dredger at the port to keep the
bar clear. I believe some sort of dredger
has been sanctioned by Government but the
matter has apparently been lost sight of.

7. Second, it is said that there should
be an adequate provision of cranes on the
wharf for loading and unloading the boats.

8. Third, to correct the crowding and
lack of order that prevails whenever a vessel
arrives.

vided.

To sum up, the port can be improved
 and I think ought to be improved. The
 Committee have a large sum at their credit
 for such improvement and I would press
 them the necessity and desirability of
 taking steps towards utilizing this sum
 without further delay.

Forwarded to the Collector of Tanjore for
 signature.

(Signed) A. E. Marjoribanks
 ag. Head Asst. Collector

(True Copy)

B.

In a letter.
Gm no 1.

From,
The Collector of
Tanjore

To,
The Secretary
to Government
P. W. D.
(Marine) Department.
Madras.

Dated 10th August 1896

No 2755 of 96
Rev

Copy of a letter from the
Head Assistant Collector
Madras to the President
Landings and

In regard to (3) it would appear that the

Ref on
No 657 of 96
G. R. B.

Tanjore Collector's Office
Dated 20 June 1896

From
The Collector of
Tanjore

To The Secretary to the Commissioner of
Salt, Abkari and Separate
Revenue, Madras.

Sir, In reply to Board's Proceedings Miscellaneous
No 2280 dated 2nd instant, I have the honour
to state that the Superintendent of Sea

Customs Melapattam reports as follows:- The
work has not yet been commenced but there are
about 1000-120 bandy loads of stone and
brick pillars on the spot.

2. As regards para 2 of the Proceedings,
I beg to invite attention to the figures in the

Trade volumes. The Exports in 1890-91.

at Rs 46,03,246 whilst in 1895-96 they were worth only Rs 33,50,620. The following table shows the Exports of paddy and rice during the last 6 years in Cwts

1890-91	1891-92	1892-93	1893-94	1894-95	1895-96
5,40,768	4,60,984	4,23,323	3,53,156	6,24,885	4,04,350

The increase in the Exports of paddy and rice was I understand due to a bad season in Bengal, that prevented Calcutta from meeting the demand from Burmah and other foreign ports.

3. I do not think that Karikal will be able

to Compete with Melapattam as a port of

import for some little time to come; but unless

the wharf at Melapattam is supplied with
of the and other facilities for landing heavy
merchandise.

? able to Compete with it as a port of import. I respectfully submit that we should not allow a French port to Compete with a British port. Mr. Macallant of Adamson, Clark & Co. assured me that the Export trade of Melapattam was being ^{very} affected by Karikal. A glance at the map will show that the surplus produce of North Tanjore must naturally go to Karikal, the nearest port connected with the South Indian Railway system, as it will be in a year, rather than to Melapattam; and if the Export trade — connected with the surplus produce of North Tanjore is not to fall into the hands of the French and to be conducted at a French port

necessary.

4. I Enclose Statements prepared by the Superintendent of Sea Customs showing the Export and import trade of Negapatam during the last 6 years. These Statements shew that imports decreased from 1890-91 to 1892-93^{and} have been decreasing since, whilst Exports have decreased and increased in Alternate years.

I have asked some of the merchants at Negapatam to Explain these fluctuations, and on receipt of their replies will again address the Board. I will also Collect Statistics of the imports into Karikal from the district during the of the Committee in 1896.

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last 6 years. and will Endeavour to obtain particular of Exports from Karikal during the same period.

I have &c
(Signed) H. Moberly
As Collector
(True Copy)

For Collector

In a letter

Enc no 2

To,

The Collector of
Tanjore

To, The Secretary
to Government
P W D
(Marine) Department
Madras

Dated 10th August 1896

No 2758
Rev

Copies of letter from the Collector
of Tanjore to the Secretary,
to the Commissioner of

the Marine and Fisheries
Department dated 20th

August 1896

Head Assistant Collector's Office

Nehapatam 19th June 1896

No 170
Cus of 1896

From

N. E. Marjoribanks Esquire

Acting Head Assistant Collector of

Tanjore

To

The Collector of

Tanjore

Sir,

With reference to your Ref on Cus No 2317
ver of 1896
dated 11th June 1896, received 17th Instant I have
the honour to report as follows:-

2. I shall examine in detail the variations
in each of the principal articles of Export
and import. The Causes which effect the
trade of the port may be divided under two
heads (1) those of General application and
affecting the trade irrespective of any particular
port (2) those arising from any disadvantages
or advantages the trade may encounter

The trade has been steadily

at the port of Negapatam.

3. It is of course not possible to do this accurately, but the relative effects of these ^{sets of} two causes may be approximately estimated by comparing the trade of the port of Negapatam (1) with the sea-borne trade of the whole district (2) with the import and export trade by land with Karikal, the only important port competing with Negapatam. With regard to (1) I may observe that the sum total of the trade of the ports of the district, excluding Negapatam, is relatively to that of Negapatam insignificant. With regard to the land trade with Karikal, its variations fairly represent the effect the of Tanjore Karikal has on that of Negapatam, & the Com.

for the Consumption and produce of the French Settlement may be taken as a fixed quantity.

4. Particulars of the import and Export trade by land and of the duty collected on rice and paddy Exported from Karikal by sea are given in Statements A, B and C, Enclosed.

Imports

5.

(1) Cotton Twist. There is no import of this article from Karikal. The fluctuations of the trade at Negapatam coincide with those of the district. It would be seen that the trade remained fairly steady in 1890-91, 1891-92 and 1892-93. It then fell considerably in 1893-94. It rose to its former dimensions in 1894-95. It fell again de

steadily

Its fluctuations during the past years are to be ascribed chiefly to the operations of one large firm. This firm stopped business on account of certain disputes in 1893-94, resumed operations on a large scale in 1894-95, but lost heavily and consequently are in difficulties again. That such variations are possible is due to the economic conditions of this country where competition is dull and new business slow to start.

2 Cotton Piecegoods. The imports from Karikal have steadily declined. As to the imports by sea, the fluctuations are ^{the same} throughout the district. The ^{of Lango} ~~the~~ ^{the} ~~com~~ ^{com} ~~ds~~ ^{ds} are imported chiefly

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to be dyed and exported. The trade fell in 1892-93 owing to fluctuations in Exchange and to the introduction of the Merchandise Marks Act. It rose the next year owing chiefly to the opening of the port at Acheen in the middle of the year. This Cause Contributed to a still larger increase in the following year, viz, 1894-95. In 1895-96 the port of Acheen closed and the trade fell.

(3) Peel-nuts. The ^{value} ~~value~~ _{no} of import trade at Negapatam has slightly increased. That inland from Karikal has done likewise but is insignificant in comparison.

(4) Tin-blocks. The trade is insignificant and increasing. No imports from Karikal.

(5) Camphor. The trade has been steadily

recovering from its fall in 1892-93. No imports from Karikal.

(6) Benjamin - The trade is slight and increasing. No imports from Karikal.

(7) Kopra - The trade has been steadily recovering from the blow it received in 1893-94 by the establishment of a manufactory in Patti Cola and Jaffna. There are no imports from Karikal.

(8) Paddy and Rice - The imports of Negapatam have varied with the imports of the District and with those from Karikal. But the latter up to year before last were relatively insignificant. The great fall of imports at Negapatam in 1894-95 was due to the

poor harvest in the District and

surrounding tracts and the consequent unprecedentedly low prices that have prevailed.

The imports from Karikal have, of late, slightly risen owing to the British Indian Steamers having called there less frequently on their southward journeys which induced the Karikal brokers to avail themselves of the concessions in freight granted by the South Indian Railway and to send their local produce by rail to Tuticorin and there to ship it.

(9) Castor oil - The trade is concentrated at Negapatam, the chief consumer being the South Indian Railway. The article is obtained from Masulipatam, Co Canada and other non-coastal ports. In 1893-94, the

crop failed in the north and the Railway
got its wants from the districts nearer
and more inland by rail, viz. from
North Arcot, South Arcot and Salem.
No imports from Karikal

(10) Lingelly - The variations are due to the
same causes as those of Castor-oil.

(11) Teak-timber - The trade has lately greatly
increased at Negapatam owing to the increased
demand of the South Indian Railway on
account of their new Carriages.

(12) Railway materials - The Mayavaram -
Muttupet Railway having been finished, the
South Indian Railway have only their
normal requirements to supply. This is done
through Tuticorin or Madras. The more
bulky articles are imported through Madras

to have transshipment at Colombo and the
rest are imported at Tuticorin as the nearest
port to Colombo. Such of the materials as
come to Negapatam from Tuticorin and
Madras come, of course, in the Company's
own trucks.
RS 5A. Reviewing the import trade of
the port, therefore, we see that its fluctuations
have been due to causes that apply generally
and not to anything local or peculiar to
the port.

Exports

b.

(1) Animals living - The trade at Negapatam
was increasing up to 1894-95. It fell in 1895-96
owing to a certain extent to the successful
competition of the Penang Trading Company.
The land exports to Karikal have steadily
decreased.

(2) Cotton Piece Goods. The fluctuations are explained in the remarks under imports. crop for the Karikal trade so far as the produce of British Territory is concerned is relatively and insignificant and has not been increasing.

(3) Tobacco. There is no Karikal trade as far as British produce is concerned. The Velapattam trade has on the whole steadily increased.

(4) Ground-nuts. The trade of Velapattam has been recovering from its fall in 1893-94. That by land to Karikal has been declining.

(5) Ghee. From 1892-93 the trade has been fairly steady. That to Karikal is insignificant in comparison and has also remained steady.

(6) Cotton twist, Oils, Singelly seeds through and bulky articles

and Peel-nuts. The Exports of these by land to Karikal are consumed locally and not exported from Karikal by sea. 1580

(7) Kopra. The fall under Exports is explained above under imports.

(8) Paddy and Rice. The Exports of Velapattam have fluctuated with those of the district and with those by land to Karikal. In 1892-93 and 1893-94 there was considerable speculation in this trade. Stock appears to have been accumulated owing to the successful competition of Calcutta and Paurina in C. P. trade. The good harvest of 1894-95 appears to have proved too much for the merchants. Prices fell and Exports doubled. Hence the

enormous
plaints

Enormous increase in 1894-95. The effects
of this was felt, to a certain extent, in
1895-96; but the low prices compelled
the Chetties to enter into a ring for the
purpose of forcing down the rates in the
British India Steam Navigation
Company's Steamers. The consequence
was that in two months, viz. August and
(4) September, there were no exports at all.
has the Karikal trade, however, in 1895-96
that did not fall in the same proportion.
(5) 7. Reviewing the Export trade as a whole,
(1) therefore, it would be difficult to say
that any fluctuations are due to any
particular disadvantages of the port
of Negapatam or to any relative
disadvantages as compared with

16 SP
that of Karikal, its only serious competitor.
8. As soon as the Peraiam Karikal Railway
is completed, Karikal will no doubt
become a very much more formidable
competitor and if we do not wish to risk
the trade of the British port, it behoves us
to see if there are any possible means of
improving it. As far as I have been able
to gather, there are two chief complaints
against the port of Negapatam. First,
there is the universal disadvantage of an
East Coast port, i.e., the bar is sitting up at
the mouth of the river. A dredger or a pier
is urgently needed. The Landing and
Shipping dues Committee have, I believe,
over Rs 6,000 to their credit which may
be utilised for this purpose. Second,
Complaints

Complaints are frequent concerning the
the boat service of the port. Competition
for enables the boat men to hold out for
an and to obtain extortionate rates of hire
and the boat-rules give no remedy. At
Karikal, boats and boatmen are
regulated like hackney Carriages and
their drivers and no deviation from
the recognised rate is permitted.
It would be worth considering if
some such system could not be
introduced at British ports.

I have &c

(Signed) A. E. Marjoribanks

Asst. Head Asst. Collector

(True Copy)

Thos. L. L. L.

For Collector

1886

Ina letter.

See No 3.

From,

The Collector of
Tanjore

To,

The Secretary
to Government

P.W.D

(Marine) Department.
Madras

Dated 10th August 1886

No 2758 of 9/6
Rw

Copy of letter from the

Asst Assistant Collector

of Tanjore to the Collector

of Tanjore, dated 13th

June 1886, No 170 of 8/6
Cm

23/

9/10