

Marine (1898) Department.

G.O., No. 267 mar

DATED 13 April 1898.

[Despatch Abstract.]

Madras Act II of 1886. Pro: Legislative
Dept. Comtee. the assent of H.E. the Viceroy and
Governor General to an Act to amend — and
directing publication of the Act in English
and in some the vernaculars, Comtee to
the Chairman, H.E. Board.

15-4-98

[illegible]

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

Recd. 28. 3. } 1898.
Regd. 28. 3. }

Enclosures /

Spare copies 57C.

G.O., No. 16, 22nd March 1898.

15. 267 13 apr 98
Commenced
to the Charrinon
Harbour Trust Board

MARCH.

Contd.
5/4/98

The Ch H. I. Br.
P. P. O.

Communicating to the Marine Department the assent of His Excellency the Viceroy and Governor-General to —, and directing publication of the Act in English and in the Tamil, Telugu and Hindustani vernaculars.

GOVERNMENT OF MADRAS.

LEGISLATIVE DEPARTMENT.

READ—the following paper:—

From J. M. MACPHERSON, Esq., c.s.i., Secretary to the Government of India, Legislative Department, to the Acting Secretary to the Government of Madras, Legislative Department, dated Calcutta, 17th March 1898, No. 442.

I am directed to return herewith, with the assent of His Excellency the Viceroy and Governor-General signified thereon, the authentic copy of the law noted on the margin, which was received with your letter, No. 8, dated the 4th February 1898, to the address of the Secretary to the Government of India in the Finance and Commerce Department.

ORDER—No. 16, Legislative, dated 22nd March 1898.

The assent of His Excellency the Viceroy and Governor-General to an Act to amend Madras Act II of 1886 (The Madras Harbour Trust Act) will be communicated to the Marine Department, and the Act will be published in the *Fort St. George Gazette*; copies of the Act will also be forwarded to the Tamil, Telugu and Hindustani Translators to Government, who will furnish translations for publication in the Gazette of the 29th instant.

(True Extract.)

Sg. Roberts
for Ag. Secretary to Government.

To the Marine Department,	} with copies of Act.
" Revenue Department,	
" Superintendent, Government Press,	
" Tamil Translator to Government,	
" Telugu " "	
" Hindustani " "	

*Subs.
Mar 28/98*



ACT OF THE GOVERNMENT OF MADRAS.

The following Act of the Governor of Fort St. George in Council received the assent of His Excellency the Governor on the 3rd February 1898 and that of His Excellency the Viceroy and Governor-General on the 15th March 1898, and is hereby promulgated for general information:—

MADRAS ACT No. II OF 1898.

An Act to amend Madras Act II of 1886 (The Madras Harbour Trust Act).

WHEREAS it is expedient further to amend Madras Act II of 1886 (The Madras Harbour Trust Act); It is hereby enacted as follows:—

1. In section 45 of the said Act, for the words "or dock" the words "dock, land or building" shall be substituted.

Amendment of section 45.

H. TREMENHEERE,
Acting Secretary to Government.

MADRAS: PRINTED AND PUBLISHED BY THE SUPERINTENDENT, GOVERNMENT PRESS.

[PRICE, 6 pices.]

Marine Department

Government {1898} of Madras.
LEGISLATIVE.

Recd.

1898.

Enclosures

Regd.

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Mar 328/98

G.O., No. 16, 22nd March 1898.

In 267 Mar 7 13th Apr 98
Communicated to the

Chairman Harbour Trust Board.

MARCH.

Key. A.H.B.B.
B.W.

To the P. P. O.
The Ch. H. T. B.
P. P. O.

An Act to amend Madras Act II of 1886.

Communicating to the Marine Department the assent of His Excellency the Viceroy and Governor-General to —, and directing publication of the Act in English and in the Tamil, Telugu and Hindustani vernaculars.

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" Revenue Department,
" Superintendent, Government Press,
" Tamil Translator to Government,
" Telugu " "
" Hindustani " " } with copies of Act.

Ed. A. F. Eccleston.

Government (1898) of Madras.

PUBLIC WORKS.

Recd.

Enclosures

1898.

Regd.

Spare copies

G.O., No. 331 Ry., 25th February 1898.

G.O. P. 268 marine Q 13 April 98.

Communicated to the P.P.O. with a request that he will verify the statistics given of the former trade of Nagore and supply FEBRUARY. any further information available on the subject and will also ascertain and report the views on the subject of the Landing & Shipping dues Committee at Nagapatam with special reference to the necessity for the contemplated improvement to that port if this proposed railway extension is carried out.

(Sd) W B Stew

Negapatam-Nagore Extension of the South Indian Railway

Ordered that the note prepared in the office of Consulting Engineer for Railways, Madras, together with the correspondence regarding the traffic prospects of the —, be forwarded to the officers concerned in view to the information therein given being verified.

20
The P.P.O.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers:—

From—The Secretary to the Govt. of India, P.W. Dept.
To—The Joint Secretary to the Govt. of Madras, P.W. Dept., Ry. Branch.
Dated—Calcutta, 11th February 1898, No. 191 R.C.

I am directed to acknowledge the receipt of your letter, No. 107 R., dated 20th January 1898, submitting the detailed project amounting to Rs. 2,60,723 of the cost of the proposed Negapatam-Nagore branch of the South Indian Railway with an intimation that the Government of Madras endorse the favourable anticipations of the success of the line which have been expressed by the Agent, and trust that its construction as part of the South Indian Railway will be authorized.

2. In reply I am to say that, in the opinion of the Government of India, it would be desirable if the financial anticipations of the Agent could be supported by some estimate of the traffic now existing between Negapatam and Nagore which is likely to reach the railway, and to request that such an estimate may be furnished with the views of the Government of Madras as to its value.

Note prepared in the office of the Cong. Engr. for Rys., Madras, dated 22nd Feb. 1898.

In connection with a project for the extension of the Tanjore-Negapatam Branch of the South Indian Railway to Nagore, a suburb of Negapatam and distant from it $4\frac{1}{2}$ miles, the Government of India has asked for an estimate of the traffic existing between Negapatam and Nagore.

The following information on the subject is available in the records of this office:—

Former prosperity of Nagore.—A petition presented to Mr. Betts (Agent of the South Indian Railway) in July 1894 (see appendix No. 1) by the principal inhabitants of Nagore, states that, in former days, the port possessed a large foreign trade with the Straits Settlements, Sumatra, Burma and Ceylon. The port dues are said to have realized Rs. 3,000 per annum, and the duties on imports and exports Rs. 50,000.

A later memorial presented to His Excellency the Governor in January 1897 (appendix No. 5) states that the foreign trade consisted in betel nuts, timber and fuel (imports), and cotton cloths, earthenware and bones (exports).

Diminished importance of Nagore due to want of railway facilities.—Both these petitions assert that Nagore possesses greater natural facilities as a port than its neighbour Negapatam, both bar and river being deeper than at that port, and that the decadence of the foreign trade is due to the fact that Negapatam has railway communication which Nagore does not possess.

These assertions are borne out by a statement of the trade account of Nagore submitted by the Assistant Superintendent, Nagore, to the Port officer, Negapatam (appendix No. 6), and forwarded to Government with a report by the Presidency Port Officer in May 1897 (appendix No. 7).

Former trade of Nagore.—An analysis of the trade account (appendix No. 6) shows that the total value of imports and exports from the year 1867 to 1897 averaged as under:—

								Per annum.
								RS.
1867—1880	...	...	...	...	...	...	...	7,27,000
1880—1890	...	...	...	...	...	...	...	2,74,000
1890—1897	...	...	...	...	...	...	...	17,500

There was a sudden fall in 1880 which nearly coincides with the completion of the South Indian Railway from Negapatam to Madras in 1879—an incident which, naturally enough, altered the relative importance of the two ports very considerably. Since that date, the trade of the port of Nagore has rapidly diminished until by a notification in Revenue Department, G.O., No. 475 of 18th September 1896 (appendix No. 4), the port was closed to foreign trade.

Superiority of Nagore port over Negapatam.—The Presidency Port Officer's report (appendix No. 7) states that ships can anchor closer in than at Negapatam, that the bar and river are both deeper than at that port, and that, given railway connection, the trade of Nagore, once considerable, might revive.

In the petition to the Collector of Tanjore (appendix No. 2) submitted by the residents of Nagore in March 1896, it is stated, that the trade of Negapatam also is suffering from the deteriorated condition of its bar.

Increasing deterioration of Negapatam port.—The Agent, South Indian Railway, in a letter to his Board of Directors, No. 487, dated 23rd June 1896 (appendix No. 3), published in G.O., No. 106 R. of 20th January 1898 states that the sea trade of Negapatam has yearly been carried out [with increased difficulty owing to the silting up of its backwater, and that, at the present time, Nagore offers the greater facilities for shipping.

Competition by Karaikkal.—This matter is dwelt on in appendix No. 1 in connection with the opening of the Karaikkal-Peralam Railway, and the opinion is expressed that the only way to prevent the trade of Negapatam and Nagore being diverted to the French port is to connect Nagore with the South Indian Railway system.

Present trade of Nagore.—As regards the present trade, the memorialists of 1894 (Appendix No. 1) give the following statistics:—

	Exports.	Bags.
Betel-nuts to Northern section of railway	...	15,000
" Southern " "	...	10,000
Paddy seeds and others	...	10,000
Total	...	35,000

	Imports.	
Betel-nuts	...	25,000
Paddy-seeds and others	...	10,000
Total	...	35,000

Nagore is said to be a centre of trade for betel nuts which are imported from foreign ports, sorted, and distributed to different markets.

Passenger traffic.—The Agent, South Indian Railway, states in the letter quoted above (appendix No. 3) that the passenger traffic is large, the country between Negapatam and Nagore being densely populated—in fact, a continuous town.

The petition of 1894 (appendix No. 1) estimates the number of conveyances that ply daily between the two places at—

Jutkas	...	225
Carts	...	313
Private carriages	...	100

and states that the tolls levied on carts entering Nagore from the north and west are farmed out for Rs. 8,220 per annum.

The petition of 1890 to the Collector (No. 2) asserts that this matter has been investigated by the Head Assistant Collector of Tanjore, but his report is not contained in the records of this office.

Pilgrim traffic.—The Agent, South Indian Railway (appendix No. 3), anticipates a large pilgrim traffic: the temple of Nagore being, as he says, very celebrated.

The petition of 1894 (appendix No. 1) reports that the temples are visited every week by about 4,000 pilgrims and that, during the annual festival (Kandiri), not less than 100,000 devotees assemble from distant parts.

APPENDIX No. 1.

Memorial from—The Inhabitants of Nagore (Negapatam Municipality).
To—The Agent, South Indian Ry., Trichinopoly.
Dated—28th July 1894.

Most respectfully sheweth,—That your honour's memorialists, being aware of the deep interest and solicitude taken by you in promoting the prosperity of all commercial centres by the extension of railway communication, beg to submit the following points touching the necessity of connecting the port of Nagore by railway with the adjoining station of Negapatam on the South Indian Railway.

Position and
natural
facilities of
Nagore port.

2. Nagore is a seaport town just 4 miles north of the town of Negapatam, and stands on the banks of the river Vettar. Though ranking as a part of Negapatam for municipal administration, it is really a big suburb, and contains a population of 16,553 persons, consisting of a large proportion of Muhammadans. Most of the people of the town are engaged in trade, which may be either inland or foreign according as the transactions are with places in the up-country or with foreign ports. A few are owners of vessels and import merchandise either on their own account or for commission. The river Vettar which forms the northern boundary of the town has an outlet into the sea which at this place is both broad and deep forming an excellent bar. In fact the port is naturally well adapted for navigation so that at all times sloops, dhoneys, boats and other native crafts may pass fully laden from the sea into the river and may lie in for repair with great security. The port possesses also many facilities for the landing and shipping of railway materials and stores, such as plant, coal, &c.

Nagore once
a thriving
port.

3. Turning to the history of the port, it is a well known fact that a few years ago, Nagore was one of the most thriving ports in the district, and its prosperity is attested to by the fact of its having yielded an annual income of Rs. 3,000 in port dues, and a revenue of about Rs. 50,000 in import and export duties. It carried on a brisk trade with the Straits Settlements, Arakan, British Burma, Ceylon, Calcutta, Acheen in Sumatra, and other places. In course of time, with increase of business, its only drawback, viz., the absence of means of direct access to the port by railway, began to make itself felt. It was this difficulty of speedy means of transport that drove merchants to resort to the port of Negapatam in spite of its various natural defects. From that time, the trade of the port has languished and a good many persons once in a state of affluence or in easy circumstances have been reduced to poverty.

The effect of
the projected
Peralam-
Karaikkal
line.

4. Your honour's memorialists have learned to their great grief and alarm that the Government of India have accorded their sanction to a scheme for connecting the French port of Karaikkal (their northern neighbour) with Peralam on the Mayavaram-Mutupet Railway. No measure could, in the opinion of your honour's humble memorialists, be fraught with more serious consequences to Her Majesty's trading subjects of Nagore and Negapatam than this project of opening up a rival port by railway communication. It is the deathblow to the commercial prosperity of these two British ports and will end in depriving many thousands of industrious people of their only chance of livelihood; nor is it easy to state the extent of the loss which will thereby accrue to the South Indian Railway and Government. Your honour's memorialists are glad that they are not alone in pointing out the evil effects of the measure just sanctioned.

Such evils
may be
partially
remedied.

5. The effect of the scheme which your memorialists have the honour to lay before you will, it is hoped, go to some extent to repair the evil already done and will arrest too large an influx of trade to that port by creating a diversion in favour of the British port of Nagore.

6. Your honour's memorialists have learned that on an average about 25,000 bags of betel-nuts of different sorts are carried by the common carts from Negapatam port to Nagore for selection and distribution to up-country places and again 15,000 bags of betel-nuts are conveyed from Nagore to Negapatam station bound for Panruti, Villupuram, Bangalore, Tindivanam, Madras, Bellary, &c., in the northern section of the South Indian Railway and 10,000 bags for Tanjore, Trichinopoly, Manapparai, Dindigul, Madura and other places in the southern section of the same railway. It has been also roughly estimated that about 10,000 bags of other articles of commerce, such as paddy, rice, grains of all sorts, chillies, pepper, mustard seeds, &c., are carried by common carts to Nagore from Negapatam port and railway station and *vice versa*. If the Peralam-Karaikkal project becomes an accomplished fact, it is but sober truth to add that a great bulk of this trade will be diverted to Karaikkal as merchants will prefer the easier means of transport which the scheme places at their disposal.

Statistics
relating to
the land and
sea-borne
trade of the
port.

7. It has been calculated that about 225 jutkas and 313 common carts working for hire, and 100 bandies owned by private individuals daily ply between Nagore and Negapatam. The number of other up-country carts entering municipal limits from the north and west of Nagore must also be very considerable seeing that the municipality has let the toll-gate for the current year for Rs. 8,220.

Present
means of
conveyance.

8. Your honour's memorialists feel confident that the passenger traffic availing itself of this mode of communication will go to make the line remunerative. As Nagore is a famous place of pilgrimage, it is visited every week by about 4,000 pilgrims from all parts of the country, and during the annual Kandiri festival not less than 100,000 devotees congregate there from such distant places as Arabia, Afghanistan, Burma, Straits Settlements, Ceylon, &c.

Prospects of
large
passenger
traffic.

9. No large outlay of money, as far as your honour's memorialists can see, is likely to be incurred in the construction of the work, as the distance intended to be traversed is only 4 miles, and the ground is, for the most part, a uniform level plain not crossed by rivers or channels of any kind. The land that may be required for the purpose does not include any nunjai fields, but mainly consists of Government waste lands or poramboke, and there is a wide tract of such land near Nagore port to accommodate all works that may have to be erected hereafter.

No large
outlay
in the
involved
proposed
line.

10. Your memorialists respectfully beg in this connection to invite your honour's attention to the speech which the Collector of Tanjore made on a public occasion, viz., the opening of the Mayavaram-Mutupet Railway, and the importance which that officer evidently attaches to the opening of a line of this description.

The
Collector's
speech in
reference to
this subject.

11. In conclusion, your memorialists humbly pray your honour will be pleased to take the above points into your kind consideration and to recommend to Government and to the Board of Directors of the South Indian Railway, the extension of railway line from Negapatam to Nagore.

Concluding
prayer.

For which act of kindness, your honour's memorialists will, as in duty bound, ever pray.

APPENDIX No. 2.

From—The Inhabitants of Nagore.
To—The Collector of Tanjore and President, District Board, Tanjore.
Dated—Nagore, 25th March 1896.

That your honour's memorialists sent three memorials regarding the Negapatam-Nagore Railway project to the Government of Madras, to the President, District Board, Tanjore, and to the Agent, South Indian Railway, respectively, on the 28th July 1894.

2. The Agent, South Indian Railway, in reply, not only directed them to address the district board on the subject, but he was also pleased to directly recommend the matter to the board (*vide* his letter, No. 2185, dated the 2nd August 1894, on the file of the district board).

3. The then President of the District Board, Mr. H. M. Winterbotham, referred the matter in good faith to the Divisional officer for his investigation and report. Meanwhile, Government referred the memorial sent to it to the President of the District Board in its G.O., No. 794 D. of 18th August 1894, "forwarding for favourable consideration a memorial from the inhabitants of Nagore praying that a railway be opened from Negapatam to Nagore a distance of 4 miles." This was also referred to the Head Assistant Collector along with South Indian Railway Agent's letter above.

4. The Head Assistant Collector carefully investigated the matter, collected necessary statistics from the Local Sea Customs and the enormous road traffic, received a favourable report on the scheme from the Port officer, Negapatam, and recommended the scheme. Upon this, the District Collector called for an estimate and plan from South Indian Railway Agent and, after getting the necessary information from him, referred the matter to the Taluk and Municipal Board, Negapatam, who strongly and unaimously recommended the feasibility of the scheme. The memorialists were led by this to believe that nothing stood in the way of the fulfilment of the object in view, and they were astonished to see your honour's memorandum circulated to the members, district board, stating "this is a line which, it has been asserted, would pay. I surmise that, if that were so certain, the South Indian Railway would have made it long ago. It seems to me little wanted and, if made, it will not benefit the district board rate-payers. If any one is to make this line it is South Indian Railway," after having hopefully and patiently waited for the past two years.

5. Now your memorialists humbly beg to point out that they themselves are a fraction of the many rate-payers in Nagore who would be benefited by this line, of which, they were needless prior to the sanction of the Government to the Peralam-Karikal line, which they predict to be an impending great loss to Government and the South Indian Railway and to be a deathblow to the commercial prosperity of the Negapatam port, now in low ebb owing to the wretched condition of its bar for landing and shipping. This can only be remedied by opening this short line with comparatively little or no cost to Nagore port, the natural facilities of which can be ascertained from the report of the Port officer, Negapatam.

6. Your memorialists therefore humbly request your honour will be pleased to peruse all the papers concerned once more, and recommend the scheme to Government for sanction.

For which act of kindness, your honour's memorialists will, as in duty bound, ever pray.

APPENDIX No. 3.

EXTRACT from the letter from the Agent, South Indian Railway, to the Managing Director, London, dated Trichinopoly, 23rd June 1896, No. 487.

Negapatam-Nagore Railway.

I am informed by the Consulting Engineer for Railways that the District Board of Tanjore has decided *not* to take any steps towards the advancement of the railway extension from Negapatam to Nagore, on the grounds that the interests to be served by this line are not sufficiently general to justify the application to it of a cess levied on the whole of the Tanjore district. Under these circumstances, the Consulting Engineer desires to know whether I consider the project one which it would be desirable for the South Indian Railway to construct for its own benefit, and if so, whether I am prepared to recommend its construction to the Board. In reply to this question, I have said that I am prepared to recommend the construction of the extension.

Towards the end of 1894 the Chief Engineer framed a rough estimate of the cost of making the Negapatam-Nagore extension. The length of the line worked out to 4.88 miles, and its cost to Rs. 2,33,156 exclusive of rolling-stock. In submitting the estimate, the Chief Engineer suggested an alternative alignment along the

foreshore which would traverse much less valuable ground than the one he had estimated for. The Traffic Manager also reported on the carrying prospects of the extension and recommended it for favourable consideration, although, while admitting that it would tap an enormous passenger traffic, he did not consider it would materially increase our receipts. From personal enquiries I have instituted, I am inclined to think that the goods traffic which would be carried by the proposed extension has been very much under-estimated. The sea trade at Negapatam has yearly been carried out with increasing difficulty owing to the silting up of the backwater, and at the present time the opinion seems universal that Nagore offers the greater facilities for shipping. I therefore think that the bulk of the Negapatam sea traffic would be transferred to Nagore. Moreover, it can hardly be supposed that the unquestionably heavy passenger traffic which the line will carry, could exist without leading to the movement of goods in considerable quantity. The coaching receipts of the extension are certain to be unusually large, as the country between Negapatam and Nagore is densely populated, in fact the line would practically traverse one continuous town. An exceptionally heavy pilgrim traffic in connection with the celebrated Nagore temples will also be conveyed over the extension, so that, taking all circumstances into consideration, there appears to be every prospect of the line proving decidedly remunerative. Taking its cost at Rs. 2,50,000, and working expenses including the hire of rolling-stock at 60 per cent., earnings of Rs. 123 per mile per week would pay 5 per cent. on the capital. My predecessor, when submitting to the Board, with his letter No. 346, dated 7th August 1894, a memorial from the inhabitants of Nagore asking for their town to be placed in railway communication with Negapatam, remarked that if Government wished the South Indian Railway Company to construct and work the line, he believed the request would be granted. From this I gather that Mr. Betts had the same opinion as myself regarding the financial prospects of the extension.

Should the Board favourably entertain the proposal to take up the project, I will call on the Chief Engineer to prepare the required estimate, due consideration being given by him to the alignment along the foreshore. In conclusion, I would observe that the Nagore line is really an extension of the South Indian Railway undertaking and can scarcely be considered as coming within the definition of a feeder line. I therefore think that the extension, if made, should form a portion of the undertaking, and that the necessary capital should be raised under one of the methods provided for in the contract of 24th November 1890 with the Secretary of State. I have placed in the post packet copies of the correspondence which has passed between myself and the Consulting Engineer and also a tracing showing the proposed line, together with the estimate and reports by the Chief Engineer and Traffic Manager referred to above.

APPENDIX No. 4.

G.O., No. 475, Revenue, dated 18th September 1896.

Read the following Proceedings of the Board of Revenue (Separate Revenue), Mis. No. 2824, dated 8th July 1896:—

Read again Board's Proceedings, Mis. No. 1833 (Separate Revenue), dated 2nd May 1896, recording, pending the receipt of reports from other districts, letter from the Collector of Madura submitting the report called for regarding the supervision of low-paid superintendents of certain ports open to foreign trade.

Read—again Board's Proceedings, Mis. No. 2342 (Separate Revenue), dated 4th June 1896, recording, pending receipt of report from the Collector of Kistna, letter from the Collector of Tanjore reporting that certain ports in the Tanjore district should be open to foreign trade.

Read—endorsement of the Collector of Kistna, dated 16th June 1896, Ref. C. No. 2199-Ver. of 1896, submitting report regarding the re-organization of the Customs establishment.

Resolution—Mis. No. 2824, dated 8th July 1896.

The Collector of Tanjore reports that all the eight ports referred to in his district should be open to foreign trade, but from a statement furnished by him, showing the extent of their foreign trade, it is observed that the foreign exports at the ports of Nagore, Ammápatnam and Kóttaiptnam are trifling, and the Board does not think that imports need be taken into account in considering the question as the consumption of foreign produce by natives is so small per head that no great hardship will be entailed on individuals by making them get their requirements through other ports. These three ports should, in the Board's opinion, be closed to foreign trade.

5. With reference to the foregoing proposals, a proposition statement is submitted for approval and sanction, and a notification restricting the trade of the ports noted in the margin to coasting trade with customs ports only for publication in the *Port St. George Gazette*.

Nizampatam.	Kóttaiptnam.
Nagore.	Kilakarai.
Ammápatnam.	Tondi.

Order—No. 475, Revenue, dated 18th September 1896.

Of the ports in the Tanjore district, the Government considers that Nagore is the only one which can, without inconvenience to the public, be closed. All the other ports in question will accordingly be kept open to foreign trade and a notification closing Nagore alone to such trade will be published in the *Port St. George Gazette*.

NOTIFICATION.

In modification of the notification published on pages 821 to 823 of the *Port St. George Gazette*, dated 11th December 1883, under section 11 of the Sea Customs Act (VIII of 1878), declaring certain places to be ports for the shipment and landing of goods, His Excellency the Governor in Council hereby declares that Nagore in the Tanjore district shall be a port for the carrying on of coasting trade with Customs ports only, and for no other purpose.

APPENDIX No. 5.

Memorial from—The inhabitants, merchants and shipowners of Nagore, Negapatam taluk.

To—H.E. the Governor of the Presidency of Fort St. George and its dependencies.

Dated—Nagore, 27th January 1897.

Most Respectfully Showeth,—That your Excellency's memorialists, being aware of the deep interest and solicitude taken by your Excellency's Government in promoting the prosperity of all commercial centres, beg leave to submit the following points touching the necessity of re-opening the Nagore port for foreign trade.

2. This port had of late a brisk trade with Penang, Sumatra, Ceylon and other places, extensively importing nuts from those places, timber and fuel from Ceylon in particular and exporting cotton cloths, earthenware and animal bones to those places.

3. The war going on between the people of Ahien and the Rollanders has brought about the cessation of the native vessels of your Excellency's memorialists going to Sumatra and the consequence is that merchandise from that island is directly sent to Negapatam in steamers *via* Penang, and that those goods, nuts in particular, are with trouble and loss transported by land in common carts from Negapatam to Nagore for sale, as nuts can be sorted in Nagore alone. The merchants of this place are largely engaged only in foreign trade and not so much in coasting trade.

4. This port has always been famous for its foreign trade. The natural facilities and commercial prosperity of this port are evident from the letter written by the Port Officer, Negapatam, to the Head Assistant Collector of Tanjore on the 31st August 1894, No. 14/606, and from the memorial sent by the inhabitants of Nagore to the Government in 1894 in connection with the Nagapatam-Nagore Railway project (copy of which is herewith submitted).

5. Trade with Ceylon is carried on in this port every year. Some of the merchants of this place and owners of native vessels have no other means of livelihood than trading with Ceylon. Free goods, such as earthenware and animal bones are exported to, and timber, fuel and other miscellaneous articles are imported from Ceylon.

6. Your Excellency's humble memorialists have come to understand that your Excellency's Government has shut this port for foreign trade. This order is not only likely to cause great loss to their trade here, but will also impede it much. The exports of this port to Ceylon, as aforesaid, are articles of a nature that can only be stored up here gradually and cannot be transported to other places by land.

7. That your Excellency's Government has sanctioned the extension of the South Indian Railway to Nagore is only owing to the fact that the Negapatam bar is very shallow and that the Nagore bar, being deep, can afford great facilities to the landing and shipping of goods. This seems to be the object of the Directors of the South Indian Railway Company also in extending their line to this place as iron, coal, &c., they get from foreign countries can be easily and safely landed here.

8. Your Excellency's humble memorialists, in conclusion, earnestly pray that your Excellency's benign Government will be pleased to take the above representations into your gracious consideration and order the re-opening of this port for foreign trade at an early date, with a view to remedy the evils anticipated and to relieve the undersigned of the hardship and distress they are subjected to by shutting this port for foreign trade.

For which act of kindness, Your Excellency's humble memorialists will, as in duty bound, ever pray.

APPENDIX No. 6.
STATEMENT showing the Trade Account of the Seaport of Nagore during the official years 1867-68 to 1884-85, submitted to the Port Officer, Negapatam, in obedience to his Ref. No. 14/362, dated 26th April 1897.

Official year.	The values of imports.	The values of exports.	Total value of exports and imports.	Import duty collected.	Export duty collected.	Total duty collected.	Whence vessels arrived.	Whither vessels cleared.
1867-68	RS. A. P. 6,80,454 9 6	RS. A. P. 1,01,994 14 1	RS. A. P. 7,82,449 7 6	RS. A. P. 35,255 6 6	RS. A. P. 3,415 1 8	RS. A. P. 38,670 8 2	Acheen Barrat, Bassain, Ceylon ports, Rangoon, Moulmein, Chittagong, Akyab, Thondi, Penang.	Acheen, Barrat, Akyab, Rangoon, Moulmein, Ceylon ports.
1868-69	3,92,570 12 6	80,099 5 0	4,73,270 1 6	11,215 4 9	5,203 11 11	16,419 0 8	Pondicherry, Madras, Porto-Novo, &c.	Pondicherry, Karaikal, Nicobar, Coringa, Thondi, Porto-Novo, &c.
1869-70	5,68,523 12 2	1,00,006 1 6	6,68,529 13 8	17,103 11 2	5,057 6 7	22,161 1 9	Do.	Do.
1870-71	4,02,934 0 0	1,37,226 0 0	5,40,160 0 0	17,536 3 0	6,124 6 7	23,660 9 7	Do.	Do.
1871-72	2,72,158 0 0	1,14,806 0 0	3,85,964 0 0	18,002 4 5	872 11 9	18,873 0 2	Do.	Do.
1872-73	3,16,615 0 0	1,14,108 0 0	4,30,723 0 0	18,730 5 0	2,241 11 6	18,972 0 6	Do.	Do.
1873-74	2,63,166 0 0	69,977 0 0	3,23,143 0 0	14,246 13 1	2,092 14 0	16,339 11 1	Do.	Do.
1874-75	2,78,651 0 0	1,01,507 0 0	3,80,158 0 0	2,256 14 10	587 14 10	2,844 13 8	Ceylon ports, Rangoon, &c.	Ceylon ports, Nicobar, Rangoon, &c.
1875-76	3,20,498 0 0	2,04,764 0 0	5,25,262 0 0	12,795 14 5	8 4 0	12,804 2 5	Acheen, Penang, Ceylon ports, &c.	Do.
1876-77	4,80,490 0 0	1,44,569 0 0	6,25,059 0 0	5,015 14 4	...	5,015 14 4	Acheen, Penang, Rangoon, Moulmein, Ceylon ports, Thondi, Tuticorin, Madras, &c.	Ceylon ports, Rangoon, Moulmein, Nicobar, Penang, &c.
1877-78	5,90,544 0 0	13,74,932 0 0	19,65,476 0 0	12,791 0 1	193 6 11	12,984 7 0	Do.	Do.
1878-79	12,24,811 0 0	3,60,628 0 0	15,85,439 0 0	10,547 8 7	8,696 4 2	19,243 13 9	Do.	Do.
1879-80	6,07,112 0 0	1,60,954 0 0	7,68,066 0 0	9,102 0 3	2,241 6 0	11,343 6 3	Do.	Do.
1880-81	1,64,706 0 0	74,433 0 0	2,39,139 0 0	6,669 11 11	1,383 1 9	8,052 13 8	Do.	Do.
1881-82	1,92,108 0 0	36,174 0 0	2,27,282 0 0	9,416 1 2	...	9,416 1 2	Do.	Do.
1882-83	2,62,382 0 0	28,772 0 0	2,91,154 0 0	...	...	...	Do.	Do.
1883-84	6,17,485 0 0	28,606 0 0	6,46,091 0 0	...	9 6 0	9 6 0	Do.	Do.
1884-85	6,41,577 0 0	21,390 0 0	6,62,967 0 0	...	...	...	Do.	Do.

STATEMENT showing the Values of Imports and Exports and Duty collected and Ports with which Nagore has been trading during the last twelve years from 1885-86 to 1896-97, submitted to the Port Officer, Negapatam, in obedience to his order, Ref. No. 14/345, dated 22nd April 1897.

Official year.	The values of imports.		The values of exports.		Duty collected on			Whence vessels arrived.	Whither vessels cleared.
	RS.	A. P.	RS.	A. P.	Imports.	Exports.	Total.		
1885-86	..	3,08,975 0 0	27,736 0 0	....	....	RS. A. P.	....	Ceylon ports, Colombo, &c., Acheen, Moulmein, Rangoon and Akyab.	Ceylon ports, Jaffna Colombo, &c., Akyab, Nicobar, Cocanada and Pondicherry.
1886-87	..	9,015 0 0	18,036 0 0	....	....	77 10 0	77 10 0	Ceylon ports, Akyab, Moulmein, Kaito, &c.	Ceylon ports, Nicobar, Thondi, Moulmein, &c., Cuddalore, &c.
1887-88	..	2,26,875 0 0	14,888 0 0	....	....	28 2 0	28 2 0	Ceylon ports, Acheen, Kaito, Moulmein	Ceylon ports, Nicobar, Moulmein, Thondi and Porto-Novo.
1888-89	..	28,801 0 0	9,435 0 0	0 8 0	....	0 8 0	....	Ceylon ports, Kaito, Porto-Novo, &c.	Ceylon ports, Akyab and Thondi.
1889-90	..	15,862 0 0	16,936 0 0	....	....	....	....	Ceylon ports, Porto-Novo and Tranquebar.	Ceylon ports, Nicobar, Commorta, Moulmein and Thondi.
1890-91	..	14,272 0 0	10,439 0 0	....	....	130 10 0	130 10 0	Ceylon ports, Colombo, &c.	Ceylon ports, Nicobar, Akyab, Porto-Novo and Masulipatam.
1891-92	..	10,488 0 0	6,720 0 0	....	....	....	....	Ceylon ports, Moulmein and Thondi	Ceylon ports, Akyab, Nicobar and Trinmalavasa.
1892-93	..	12,054 0 0	9,868 0 0	....	....	....	....	Ceylon ports, Point Pedro, &c.	Ceylon ports, Nicobar, Commorta, Akyab, Thondi and Masulipatam.
1893-94	..	6,227 0 0	10,672 0 0	....	....	....	....	Ceylon ports, Akyab, Moulmein, Thondi and Negapatam.	Ceylon ports, Nicobar, Commorta, Arracan, Akyab, Thondi and Masulipatam.
1894-95	..	5,999 0 0	11,022 0 0	94 0 0	....	94 0 0	94 0 0	Ceylon ports, Moulmein, &c.	Ceylon ports, Nicobar, Akyab, Cocanada, &c.
1895-96	..	7,350 8 0	12,285 0 0	101 4 0	....	101 4 0	101 4 0	Ceylon ports, Moulmein, Thondi and Velan-ganni.	Ceylon ports, Porto-Novo, Thondi, Nicobar, &c.
1896-97	..	5,246 0 0	10,225 10 0	56 12 3	....	56 12 3	56 12 3	Ceylon ports, Thondi and Negapatam	Ceylon ports, Nicobar, Porto-Novo and Negapatam.