Public Works (1898) Department.

Railway Branch

Print soon

RK / To note then to dept.

G.O., No. 331 Ry.

DATED 25th Feby 1898

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RK for approval

Approved [illegible]

[Despatch Abstract.]

Negapatam - Nagore Extension
of the S. I. Railway.

Ordered ~~that~~ the note prepared in the office of Cons: Engineer for Rys, Madras together with the correspondence regarding the ~~traffic~~ prospects ~~of the Construction~~ of the — be forwarded to the Officers concerned in view to the information therein given being verified

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BACK PAPERS.

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

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RAILWAY.

Government (1898) of Madras.

PUBLIC WORKS.

Recd. } 1898. *Enclosures*

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

FEBRUARY.

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.

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 4½ 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, earthernware 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 1896 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 showeth,—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 Máyavaram-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.

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

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.

Present means of conveyance.

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.

Prospects of large passenger traffic.

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.

No large outlay in the involved proposed line.

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.

The Collector's speech in reference to this subject.

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 Máyavaram-Mutupet Railway, and the importance which that officer evidently attaches to the opening of a line of this description.

Concluding prayer.

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.

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 unanimously 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 Kóttaipatnam 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 *Fort St. George Gazette.*

Nizampatam.
Nagore.
Ammápatnam.
Kóttaipatnam.
Kílakarai.
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 *Fort St. George Gazette.*

* * * * *

NOTIFICATION.

In modification of the notification published on pages 821 to 823 of the *Fort 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 *viâ* 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 micellaneous 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.
	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.		
1867–68	6,80,454 9 5	1,01,994 14 1	7,82.449 7 6	35,255 6 6	3,415 1 8	38,670 8 2	Acheen Barrat, Bassein, Ceylon ports, Rangoon, Moulmein, Chittagong, Akyab, Thondi, Penang.	Acheen, Barrat, Akyab, Rangoon, Moulmein, Ceylon ports.
1868–69	3,92,570 12 6	80,699 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, Karaikkal, 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.	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.	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.	Do. do.
1872–73	3,16,615 0 0	1,14,108 0 0	4,30,773 0 0	16,730 5 0	2,241 11 6	18,972 0 6	Do. do.	Do. do.
1873–74	2,53,166 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.	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. 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.	Do. do.
1878–79	12,24,811 0 0	3,60,626 0 0	15,85,437 0 0	10,547 8 7	8,696 4 2	19,243 13 9	Do. do.	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.	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.	Do. do.
1881–82	1,92,108 0 0	35,174 0 0	2,27,282 0 0	9,416 1 2	....	9,416 1 2	Do. do.	Do. do.
1882–83	2,62,382 0 0	28,772 0 0	2,91,154 0 0	....	....	....	Do. do.	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.	Do. do.
1884–85	6,41,677 0 0	21,390 0 0	6,63,067 0 0	....	....	....	Do. do.	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 Office, 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.	Wither vessels cleared.
			Imports.	Exports.	Total.		
	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.		
1885–86	3,08,975 0 0	27,736 0 0	....	....	....	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., Caddalore, &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 Tirumalaivasal.
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, Arraccan, Akyab, Thondi and Masulipatam.
1894–95	5,999 0 0	11,022 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	Ceylon ports, Moulmein, Thondi and Velanganni.	Ceylon ports, Porto-Novo, Thondi, Nicobar, &c.
1896–97	5,246 0 0	10,225 10 0	56 12 3	....	56 12 3	Ceylon ports, Thondi and Negapatam	Ceylon ports, Nicobar, Porto-Novo and Negapatam.

Appendix No. 7.

From—The Presidency Port Officer, Madras.
To—The Secretary to Govt., Marine Dept.,
Dated—15th May 1897, No. 1825/178 G.

With reference to the question connected with the port of Nagore contained in the Proceedings of Revenue Department which accompanied Marine Department memo., No. 162 E., dated 8th March 1897, enclosures herewith returned, I have the honour to acquaint you, for the information of Government, that although the sea trade of Nagore is at present insignificant, the port has so many natural advantages over Negapatam, in as much as vessels can anchor nearer to the shore than at the latter port and both bar and river are deeper, it would seem that, if facilities were afforded for carrying goods to and from the port by land, its former foreign trade might revive and that it would be preferred as a port by masters of vessels to Negapatam. According to the accompanying statement, which I have obtained from the Port officer, Negapatam, the trade of the port previous to 1880 appears to have been fairly large, and should the railway be extended to it, there seems to be no reason why the trade should not again increase; but until the railway extension takes place, it would not appear necessary to re-open the port for foreign trade.

Order—No. 331 Ry., dated 25th February 1898.

The note prepared in the Consulting Engineer's office will be forwarded with the appendices accompanying it to the Revenue and Marine Departments, and to the Agent, South Indian Railway, in view to the information therein contained being verified and supplemented by such additional data as may be available at an early date.

(True Extract.)

Francis J. E. Spring,
Joint Secretary.

To the Agent, South Indian Railway.
" Revenue Department.
" Marine "
" Consulting Engineer for Railways.
" Examiner, Guaranteed Railway Accounts.

Exd. T. K. Narayana Aiyangar.

Nagore
25th March 1896

Print

SERIAL
No. 4

1P

To

Gabriel Stokes, Esq.,
Collector of Tanjore
and President District Board,
TANJORE.

The Humble Memorial of the Inhabitants of Nagore.

Most Respectfully Sheweth,

That your honor's memorialists sent 3 memorials regarding the Negapatam-Nagore Railway project to the Government of Madras, to the President District Board, Tanjore and to the Agent S. I. Railway respectively, on the 28th July 1894.

2. The Agent S. I. 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 S. I. 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 S. I. Railway Agent and after getting the necessary information from him referred the matter to the Taluk and Municipal Board, Negapatam who strongly and unanimously 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 honor'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 S. I. 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 S. I. Railway," after having hopefully and patiently waited for the past 2 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 benefitted 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 S. I. 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 honor 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 honor's memorialists will as in duty bound, ever pray.

Copy forwarded to "Joint Secretary to Govt. P.W.D Railway" branch. Madras for his information

Cunchum Letchumana Chetty
Nagore. Perumal. Koul E street

P. W. CURRENT No. 3097

Encls 3

Recd: 26.2.96

Print

28
~~31~~.7.94

same copy to H.E. Lord Wenlock GCIE Governor Madras

2 S.P

To

William S. Betts Esq.

Agent South Indian Railway

TRICHINOPOLY.

The humble Memorial of the inhabitants of Nagore

(Negapatam Municipality.)

MOST RESPECTFULLY SHEWETH:

That your Honor'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 adminstration, it is really a big suburb, and contains a population of 16553 persons, consisting of a large proportion of Muhamadans. 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 merchandize 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. 3000 in Port dues, and a Revenue of about Rs. 50000 in Import and Export duties. It carried on a brisk trade with the Straits Settlements, Arakan, British Burmah, Ceylon, Calcutta, Acheen in Sumatra and other places. In course of time, with increase of business its only draw-back 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.

3 S.P

The Effect of the projected Peralam-Karikal line.

4. Your Honor'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 Karikal (their northern neighbour) with Peralam on the Mayavaram-Muthupet Railway. No measure could in the opinion of your Honor'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 death-blow to the commercial prosperity of these 2 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 Honor'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 honor 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.

Statistics relating to the land and seaborne trade of the Port.

6. Your Honor's memorialists have learned that on an average about 25000 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 15000 bags of betel nuts are conveyed from Nagore to Negapatam station bound for Panruti, Villupuram, Bangalore, Dindivanam, Madras, Bellary, &c, in the northern section of the S. I. Ry. and 10000 bags for Tanjore, Trichinopoly, Manapparai, Dindigal, Madura and other places in the southern section of the same Railway. It has been also roughly estimated that about 10000 bags of other articles of commerce such as paddy, rice, grains of all sorts, chilies, pepper, mustard seeds &c are carried by common carts to Nagore from Negapatam Port and Railway station and *Vice Versa.* If the Peralam-Karikal project becomes an accomplished fact, it is but sober truth to add that a great bulk of this trade will be diverted to Karikal as merchants will prefer the easier means of transport which the scheme places at their disposal.

Present means of conveyance.

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 8220.

Prospects of large passenger traffic.

8. Your Honor'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 (4000) pilgrims from all parts of the country, and during the annual Kanduri festival not less than 100000 devotees congregate there from such distant places as Arabia, Afghanistan, Burmah, Straits Settlements, Ceylon &c.

No large outlay involved in the proposed line.

9. No large outlay of money, as far as your Honor'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 Poramboku, and there is a wide tract of such land near Nagore port to accomodate all works that may have to be erected hereafter.

4 s.P

The Collector's speech in reference to this subject.

10. Your memorialists respectfully beg in this connection, to invi your Honor's attention to the speech which the Collector of Tanjore made on a public occasion, viz; the opening of the Mayavaram-Muthupet Railway, and th importance which that Officer evidently attaches to the opening of a line of this description.

Concluding prayer.

11. In conclusion, your memorialists humbly pray your Honor 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,

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

Dated 28-7-94

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Print

SERIAL
No. 11A

Government (1896) of Madras.

REVENUE.

Recd. } 1896. *Enclosures*
Regd. } *Spare copies*

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

SEPTEMBER.

Nagore Port.

Ordering the publication of a notification directing the closure of the — to foreign trade; revising the scale of pay allowed to the Superintendents of certain ports, and calling for a report on the feasibility of grading with Sub-Inspectors of the Salt, Abkári and Customs Department, such of the Superintendents as draw salaries of Rs. 30 or over.

GOVERNMENT OF MADRAS.

REVENUE DEPARTMENT.

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 also 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, Reference C. No. 2199-Ver. of 1896, submitting report regarding the reorganization of the Customs establishment.

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

Nizampatam.
Tirumulavásal.
Tranquebar.
Vélánganni.
Nagore.
Tópputturai.

Adirámpatnam.
Ammápatnam.
Kóttaipatnam.
Kílakarai.
Devipatnam.
Tondi.

In approving the proposals regarding the reorganization of the Customs establishment in its Order, No. 776, Revenue, dated 28th November 1895, the Government remarked in paragraph 8 (1) of the order that the salaries of the Superintendents at the ports given in the margin range from Rs. 15 to Rs. 35 and requested the Board to report whether it is safe to allow foreign trade at these ports unless the work of these low-paid Superintendents is properly supervised.

2. The reports of the Collectors of Kistna, Tanjore and Madura on the question are submitted herewith.

The Sub-Collector of the Kistna district is of opinion that the Nizampatam port should be kept open to foreign trade in order to admit of exports of paddy to Colombo, but the Collector considers that the port may be closed to foreign trade. The Board supports the Collector's recommendation.

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 Kóttaipatnam 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.

The Collector of Madura states that the three ports of Tondi, Kílakarai and Devipatnam should remain open to foreign trade as there is much traffic between these ports and Ceylon. The Board however considers that Kílakarai and Tondi should be closed to foreign trade for the reasons stated above.

3. With reference to the remarks of Government regarding the supervision of the work of the Superintendents, the Board begs to state that, Tranquebar and Adirámpatnam being also Salt factory stations, the Inspector or the Assistant Inspector of Salt, Abkári and Customs Revenue at these stations will be able to exercise supervision over the work of the Superintendents at these ports. Tópputturai may now and then be visited by the Inspector of the Védáranniyam Circle. The other ports—Tirumulavásal, Vélánganni and Devipatnam—can be visited, respectively, by the Inspector or Assistant Inspector at the Salt factories of Neidavasal, Negapatam and Vattanam.

4. As regards the salaries of the Superintendents, the Board recommends that the pay of the Superintendents at Tópputturai and Vélánganni may be raised from Rs. 15 to Rs. 30 as they collect nearly Rs. 10,000 each. Inasmuch as little supervision can be exercised over the work of the Superintendent at Devipatnam, Vattanam, which is the nearest Salt factory, being nearly 28 miles from it, the pay of the Superintendent of that port may be raised from Rs. 20 to Rs. 40.

Nizampatam.
Nagore.
Ammápatnam.

Kóttaipatnam.
Kílakarai.
Tondi.

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 *Fort St. George Gazette*.

(True Extract.)

(Signed) EDMUND MILLETT,
Assistant Secretary.

To the Secretary to Government, Revenue Department,
with proposition statement in duplicate, notification
and Collectors' reports in original (to be returned),
through the Accountant-General.
" Collector of Kistna.
" " of Tanjore.
" " of Madura.

Read—again Official Memorandum, No. 118, dated 10th August 1896.

Abstract.—Requesting the Board of Revenue to furnish a statement showing the extent of trade and the amount of duty collected at certain ports in the Madura district.

Read—also Proceedings of the Board of Revenue (Separate Revenue), Routine No. 2487, dated 15th August 1896.

Abstract.—Submitting to Government a statement showing the extent of trade—foreign and coasting—and the amount of duty collected on imports and exports at each of the ports of Tondi, Kílakarai and Devipatnam for the years 1893–94, 1894–95 and 1895–96.

Read—also telegrams from M. R. MOHOMED IBRAHIM SAHIB, R. E. IBRAHIM SAHIB, Tondi, and VENA THENA ANNAMALAI CHETTIAR, Devakota, and petition from the residents and traders in Tondi.

Abstract.—Praying that Tondi may not be closed to foreign trades.

Read—also endorsement of the Government of Madras, Marine Department, dated 17th September 1896, No. 465-E.

ABSTRACT.—Transferring a telegram received from the Government of India communicating copy of a telegram from Sena Vavana Mathu Eburahi Maricar and others, Kilakarai, requesting that the Madras Government may be directed not to decide upon the closure of the port to foreign trade with Ceylon, &c.

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

Separate Revenue No. 76.

Nizampatam.	Kílakarai.
Ammápatnam.	Tondi.
Kóttaipatnam.	

The Government does not concur with the views expressed in paragraph 2 of the Board's Proceedings first read above and is therefore unable to sanction the recommendation therein made for the closure of the marginally-noted ports to foreign trade. Nizampatam affords a very convenient outlet for the produce of the Kistna district, while in the Madura district, Tondi is an important port and Kílakarai and Devipatnam are, the Government believes, complementary ports, used alternately according to the monsoon which prevails. 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 *Fort St. George Gazette*.

2. As already observed in paragraph 8 of G.O., No. 776, dated 28th November 1895, the scale of pay allowed to the Superintendents or the Assistant Superintendents of these ports is in some cases low and needs revision with reference to the increased responsibility which now devolves upon them. It will be fixed as under:—

Name of Port.	Pay of Sea Customs Superintendent or Assistant Superintendent.	
	Existing scale.	Scale now sanctioned.
	RS.	RS.
Nizampatam	20	30
Tirumulávasal	30	40
Tranquebar	35	30
Vélánganni	15	30
Tópputturai	15	30
Adirámpatnam	30	50
Ammápatnam	15	30
Kóttaipatnam	15	30
Kílakarai	20	30
Devipatnam	20	30
Tondi	30	30
Total ...	245	360
Net increase ...	115	

The Board of Revenue is requested to submit a revised proposition statement accordingly. It is also requested to report whether in all the cases in which the pay of the Superintendents or Assistant Superintendents is Rs. 30 or over, it may not be desirable to grade them with the Sub-Inspectors of Salt, Abkári and Customs Department and increase the number of Sub-Inspectors accordingly, so as to render it practicable to appoint Sub-Inspectors of higher grade also if necessary as Superintendents of the ports.

3. With reference to the remarks in paragraph 3 of its Proceedings regarding the manner in which the work of the Superintendents of certain ports may be supervised, the Board of Revenue is requested to submit more definite proposals as to how this supervision can be carried out. The report should deal with all the ports now ordered to be kept open to foreign trade.

4. The petitioners will be informed that it has been decided not to close Tondi to foreign trade.

(True Extract.)

(Signed) A. T. ARUNDEL,
Ag. Secretary to Government.

To the Board of Revenue (Separate Revenue), with enclosures.
,, the Marine Department.
Endorsement to the petitioners (paragraph 4 only), through the Board.

NOTIFICATION.

In modification of the notification published on pages 821 to 823 of the *Fort 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.

Exd. C. M. Brisson.

40 Copies.

Public Works (1897) Department.

CURRENT No. 5357

SERIAL
No. 29

Order

EM
I think the opening of the port may wait for the railway.
Ask A when the results of the survey sanctioned in serial 18 may be expected
KWT 31/5

Await reply to letter drafted
31/5

From Marine Deptt.

No. 359 F.

Dated 26th May 1897
Received 27th — do —
Enclosures 6.
Spare copies

SUBJECT.

Transferring, to Revenue Department thro' P.W.D. Ry Bch letter from Presidency Port Officer No: 1825/178 G of 15 May 1897, submitting remarks regarding the reopening of the port of Nagore for foreign trade.

BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.

---

8 P

(Endorsement by the Secretary to Govt., Marine Dept., dated 26th May 1897, No. 3598
Read the following papers:-
G.O., Mis. No. 1063, Revenue, dated 23rd ~~February~~ June 1897

Nagore, the 27th January 1897.

To,

His Excellency the Right Honorable
SIR ARTHUR ELIBANK HAVELOCK, G.C.M.G., G.C.I.E.
Governor of the Presidency of
Fort St. George and its dependencies.

The humble Memorial of the Inhabitants, Merchants and
Shipowners of Nagore, Negapatam Taluk.

Most Respectfully Sheweth.

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 Achien and the Hollanders 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

9P

August 1894 No. 14/606 and from the memorial sent by the inhabitants of Nagore to the Government in 1894 in connection with the Negapatam-Nagore Railway project. (Copy of which is herewith submitted). Already in the file at the end

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 ~~marts~~ 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 ~~said~~ 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.

(Signatures) Tinnamari Company and
500 others.

Endorsement

~~MEMORANDUM.~~

Memorial from the inhabitants, Merchants and Shipowners of Negapatam dated 4th January 1897.

Transferred to the Revenue Department with reference to the order in that Department No. 475 dated 18th September 1896.

Sd/ D. McNeil Campbell
Lieut. R.E.
Secretary.

To
The Revenue Dept.

Print

11 P

GOVERNMENT OF MADRAS,
Marine Department.
~~P. W. DEPT., RAILWAY BRANCH,~~

No. 100 E.

Dated Madras 12th February 1897.

Endorsement.

~~MEMORANDUM.~~

Memorial from the inhabitants, Merchants and Shipowners of Nagore, Negapatam Taluk, d/27th January 1897.

Transferred to the Revenue Department with reference to the order in that Department No. 475 dated 18th September 1896.

Sd/ D. McNeil Campbell,
Col: R. E.,
Secretary.

To

The Revenue Deptt.

(R.) Form No. 3.

Print

12 P

Revenue DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

~~READ the following~~

Read Endorsement of the Marine Department ~~Memorial~~ No. 100 E, d/12th February 1897, transferring to the Revenue Department memorial from the inhabitants, merchants and shipowners of Nagore, dated 27th January 1897.

Order thereon, No. 1063 Mis, d/23rd February 1897.

Referred to the Marine Department and the Public Works Department (Railway Branch) for favour of remarks.

(True Extract)

Sd/ Lionel Davidson
Under Secy: to Govt.

To

The Marine Deptt with papers in original to be passed on to the next address.

P.W.D. (Ry Branch) with encs: to be returned.

Print

Copy of letter from the Presidency Port Officer Madras, to the Secretary to Government Marine Department No. 1825/178 G., dated 15th May 1897.

With reference to the question connected with the port of Nagore, contained in the Proceedings of Revenue Department which accompanied Marine Department Memorandum No. 162 E, dated 8th March 1897, enclosures herewith returned, I have the honour to acquaint you, for the information of Government, that although the sea trade of Nagore is at present insignificant, the port has so many natural advantages over Negapatam, inasmuch as vessels can anchor nearer to the shore than at the latter port and both bar and river are deeper, it would seem that if facilities were afforded for carrying goods to and from the port by land its former foreign trade might revive and that it would be preferred as a port by masters of vessels to Negapatam. According to the accompanying statement, which I have obtained from the Port Officer, Negapatam

patam, the trade of the port previous to 1880 appears to have been fairly large, and should ~~be~~ the railway be extended to it there seems to be no reason why the trade should not again increase, but until the Railway extension takes place, it would not appear necessary to reopen the port for foreign trade.

1918 – Nagor unless the [illegible]

Statement showing the trade account of the Sea port of Nagore during the official years 1867-68 to 1884-85 submitted to the Port officer, Negapatam, in obedience to his Ref. No $\frac{14}{362}$ dated 26th April 1897.

Official year.	The values of Imports.			The values of Exports			Total value of Exports & Imports			Import duty collected.			Export duty collected.			Total duty collected.			Whence Vessels arrived.	Whither vessels cleared.	Remarks.
1867-68	680,454	9	5	101,994	14	1	782,449	7	6	35,255	6	6	3415	1	8	38,670	8	2	Acheen, Barrat, Bassein Ceylon ports Rangoon, Moulmein Chittagong, Akyab, Thondi, Penang Pondicherry, Madras, Porto-Novo &c.	Achun, Barrat Akyab Rangoon Moulmein Ceylon ports. Pondicherry Karical, Nicobar Coringa. Thondi Porto-Novo &c.	
1868-69	392,570	12	6	80,699	5	-	473,270	1	6	11,215	4	9	5203	11	11	16,419	„	8			
1869-70	568,523	12	2	100,006	1	6	668,529	13	8	17,103	11	2	5067	6	7	22,161	1	9	Do — Do	Do Do	
1870-71	402,934	„	„	137,226	„	„	540,160	„	„	17,536	3	„	6,124	6	7	23,660	9	7	Do — Do	Do Do	
1871-72	272,158	„	„	114,806	„	„	385,964	„	„	18,002	4	5	872	11	9	18,873	„	2	Do — Do	Do Do	
1872-73	316,615	„	„	114,108	„	„	430,773	„	„	16,730	5	„	2241	11	6	18,972	„	6	Do — Do	Do Do	
1873-74	253,166	„	„	69,977	„	„	323,143	„	„	14,246	13	1	2092	14	-	16,339	11	1	Do — Do	Do Do	
1874-75	278,651	„	„	101,507	„	„	380,158	„	„	2256	14	10	587	14	10	2844	13	8	Ceylon ports, Rangoon &c.	Ceylon ports, Nicobar, Rangoon &c.	
1875-76	320,498	„	„	204,764	„	„	525,262	„	„	12,795	14	5	8	4	„	12,804	2	5	Acheen, Penang, Ceylon ports &c.	Do Do	
1876-77	480,490	„	„	144,569	„	„	625,059	„	„	5,015	14	4	„	„	„	5015	14	4	Achun, Penang, Rangoon, Moulmein, Ceylon ports, Thondi Tuticorin Madras &c.	Ceylon ports, Rangoon, Moulmein, Nicobar, Penang &c.	
1877-78	590,544	„	„	1,374,932	„	„	1965,476	„	„	12,791	„	1	193	6	11	12,984	7	„	Do Do.	Do Do	
1878-79	1,224,811	„	„	360,626	„	„	1,585,437	„	„	10,547	8	7	8696	4	2	19,243	13	9	Do Do	Do Do	
1879-80	607,112	„	„	160,954	„	„	768,066	„	„	9,102	„	3	2241	6	„	11,343	6	3	Do Do	Do Do.	
1880-81	164,706	„	„	74,433	„	„	239,139	„	„	6,669	11	11	1383	1	9	8,052	13	8	Do Do	Do Do	
1881-82	192,108	„	„	35,174	„	„	227,282	„	„	9,416	1	2	„	„	„	9,416	1	2	Do Do	Do Do	
1882-83	262,382	„	„	28,772	„	„	291,154	„	„	„	„	„	„	„	„	„	„	„	Do Do	Do Do	
1883-84	617,485	„	„	28,606	„	„	646,091	„	„	„	„	-	9	6	-	9	6	„	Do Do	Do Do	
1884-85	641,677	„	„	21,390	„	„	663,067	„	„	„	„	„	„	„	„	„	„	„	Do Do	Do Do ~~Do Do~~	

1885-6	336,711
6-7	27,037
7-8	241,713
8-9	38,236
9-1890	32,788
90-1	14,711
1-2	17,208
2-3	21,532
3-4	16,551
4-5	17,821
5-6	19,635
6-7	15,471
	122,867

Nagore
27-4-1897

Sd/ V. Vaidyabattan
Asstt Supdt

Complete this in copying down to the year 96-197. by continuing in the same table the information given in next page

JM
16/2/98

13 | 9453,740 | 727,000 — 1867-80
91 | 274,000 1880-1890
35 | 17,500 1890-97
20
93
91

1898 – Nagore unless the latter gets railway connection

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 Office, Negapatam, in Obedience to his order Reference No. $\frac{14}{346}$ dated 22nd April 1897.

Official year.	The values of Imports.			The values of Exports			Duty collected on									Whence Vessels arrived.	Wither Vessels cleared.	Remarks.
							Imports.			Exports.			Total.					
1885–86	308,975	-	-	27,736	-	-	-	-	-							Ceylon ports, Colombo &c. Acheen, Moulmein Rangoon & Akyob.	Ceylon ports, Jaffna Colombo &c. Akyob, Nicobar, Cocanada & Pondicherry.	
1886–87	9,015	-	-	18,036	-	-	-	-	-	77	10	-	77	10	-	Ceylon ports, Akyob, Moulmein, Kaits &c.	Ceylon ports, Nicobar, Thondi, Moulmein &c. Caddalore &c.	
1887–88	226,875	-	-	14,888	-	-	-	-	-	28	2	-	28	2	-	Ceylon ports, Acheen, Kaits Moulmein.	Ceylon ports, Nicobar Moulmein, Thondi and Porto-Novo.	
1888–89	28,801	-	-	9,435	-	-	-	8	-	-	-	-	-	8	-	Ceylon ports, Kaits, Porto-Novo. &c.	Ceylon ports, Akyob & Thondi	
1889–90	15,862	-	-	16,936	-	-	-	-	-	-	-	-	-	-	-	Ceylon ports, Porto-Novo. & Tranquebar.	Ceylon ports, Nicobar, Commorta, Moulmein, and Thondi.	
1890–91	14,272	-	-	10,439	-	-	-	-	-	130	10	-	130	10	-	Ceylon ports, Colombo &c.	Ceylon ports, Nicobar, Akyob, Porto-Novo, Masulipatam.	✓
1891–92	10,488	-	-	6,720	-	-	-	-	-	-	-	-	-	-	-	Ceylon ports, Moulmein & Thondi.	Ceylon ports, Akyob, Nicobar and Tirumalaivasal	
1892–93	12,054	-	-	9,868	-	-	-	-	-	-	-	-	-	-	-	Ceylon ports, Point Pedro &c.	Ceylon ports, Nicobar, Commorta Akyab, Thondi & Masulipatam.	
1893–94	6,227	-	-	10,672	-	-	-	-	-	-	-	-	-	-	-	Ceylon ports, Akyob, Moulmein, Thondi and Negapatam.	Ceylon ports, Nicobar, Commorta, Arracan, Akyob, Thondi and Masulipatam.	
1894–95	5,999	-	-	11,022	-	-	94	-	-	-	-	-	94	-	-	Ceylon ports, Moulmein &c.	Ceylon ports, Nicobar Akyob, Cocanada &c.	
1895–96	7,350	8	-	12,285	-	-	101	4	-	-	-	-	101	4	-	Ceylon ports, Moulmein Thondi & Velangani.	Ceylon ports, Porto Novo Thondi, Nicobar &c.	
1896–97	5,246	-	-	10,225	10	-	56	12	3	-	-	-	56	12	3	Ceylon ports, Thondi & Negapatam.	Ceylon ports, Nicobar, Porto-Novo, and Negapatam.	

Nagore
25-4-97

Sd/ V. Vaidyabatten
Asstt: Supdt.

See statements with ~~these~~
these will all be wanted
NM

Print

No 359 E

Government of Madras.

Marine DEPARTMENT.

16 P

MEMORANDUM.

Dated ~~Madras~~ Ooty 26th May 1897.

Letter from the Presidency Port Officer No. 1825 G/178 of 15th May 1897.

Transferred to the Revenue Department with reference to the order in that Department No: 1063 Mis of 23d Febry June 1897

Sd/ D. McL. Campbell.
Col. R.E.
Secy: to Govt. Marine Depts

To
The Revenue Depts
thro' the P. W. D. Ry: Branch
with papers in original

P. W. 41.
1,000—22-4-97.

R. 24.

Printed

17 P

No. 569/97

SERIAL No. 37

Government of Madras.

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

18th June 1897.

THE following is forwarded to the Revenue Department with the intimation that the Agent S. I. Ry has been asked to expedite the survey of the Vizagapatam Nagore Railway – The port at Nagore may therefore as well remain closed till the Railway project is fairly started. –

12/6/97

D.R.

Marine Dept. Endorsement No: 359 E of 26th May 1897 with 6 enclosures. –

D/ No. 18/6 97

Public Works (1898) Department.

Railway

CURRENT No. 251

From

The Govt of India

No. 191 R.C.

Dated 11th February 1898

Received
Registered } 16. 2. 98

Enclosures

Spare copies

SUBJECT.

Negapatam - Nagore Ry.

Requesting that an estimate of the traffic now existing bet Negapatam & Nagore may be furnished with the views of the Madras Govt as to its value.

Order

D,

a/ The Con. Engr's file contains a quantity of statements of various people. petitions, port officers. & agent S.I.R. about the probable traffic and the past and present trade of Nagore. and the conditions likely to affect the question of its connection by Ry. with Negapatam. Have all this abstracted for me. with proper headings. in order that it may be sent to the Collector and to the Agent S.I.R.C. for a general expression of opinion as to its reliability or otherwise. There seems to be no necessity to get a 6 months count of traffic, which in this case would be a very meaningless procedure. This Govt. can then express an intelligent opinion on the matter after we get what I have above referred to. and that is all that the Govt of India asks us to do.

J.E.S. 16/2/98

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.

188

Print

All communications should be addressed to the Secretary.

No. 191 R.C.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY CONSTRUCTION.

CONSULTING ENGINEER FOR RAILWAYS
RECEIVED
16 FEB.1898
MADRAS.

To

The Joint Secretary to the Government of Madras,
Public Works Department, Railway Branch.

Calcutta, the 11th February 1898.

Sir,

Serials 48 & 49

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.

I have the honour to be,

Sir,

Your most obedient servant,

C. Sykes.

Offg. Under Secretary.

Documents accompanying:-

Nil.

LW

M.L.M.

P.T.O.

Traffic Statistics Negapatam – Nagore

Physical condition – The Presidency Port Officer says that ships can anchor closer than at Negapatam, that the bar and river are deeper than at that Port, & that if it were given railway connection the foreign trade in food which was once considerable might revive.

[illegible]

The Petition of 1894 and the Agent in letter to his Board No. 487 of 1896 write to the same effect.

Trade of Port previous to opening of railway from Negapatam to Madras.

The petition of 94 states that
Port dues realised # 3000 per ann.
* Imports & Exports duties – # 50,000 – "
the trade was mainly foreign – Straits Settlements, Sumatra, Burma & Ceylon.

331 R

The petition of 1897 also states that a brisk trade formerly existed between with Penang, Sumatra & Ceylon
imports timber & fuel
Exports cotton cloth, Earthenware & bones

The trade in (? Betel) Nuts from Sumatra & Penang now comes to Nagore via Negapatam Nagore being a centre of trade for this item and is hampered by the 4 miles of road carriage

The statement of trade of the port since 1867 shows that the total value of imports and exports averaged as under

	#
1867 – 1880 ——	727,000 per annum
1880 – 1890 ——	274,000 "
1890 – 1897 ——	17,500.

There was a sudden fall in 1880 and another in 1890.

The S.I.R or rather Great Southern of India was opened from Negapatam to Tanjore in 1861 but the through line from thence to Madras was not completed till 1879 a year before the big drop in business at Nagore took place.

* this is not borne out in the returns the highest figure shown being # 38,670

Trade of Port present time

The petition of 1894 states that the trade

P.T.O.

1898 – Nagore unless the latter gets railway connecti of the ports is as under

		bags	
Export	Betel nuts	15,000	to North Section
	" "	10,000	Southern "
	Paddy seeds & others	10,000	
		35,000	
Import	Betel nuts	25,000	
	Paddy seeds & others	10,000	
		35,000	

Probable further loss of trade

~~For other purposes~~ No argument for the construction of a railway can be based though the Agent thinks the trade of Negapatam will be transferred to Nagore as soon as line is opened on the existing trade; but the petitioners point out that without railway communication even the existing trade will go to Karikal which has a better harbour than Negapatam.

Passenger traffic.

The Agent says the country between Negapatam & Nagore is densely populated in fact is a continuous town.

The petition of 1856 estimates the number of ~~foot~~ conveyances that ply ~~for hire~~ daily between the two ports at

225 jutkas
313 carts
100 private carriages

Tolls levied on carts from North & West are farmed out for Rs 8220.

Pilgrim traffic.

The petition of 56 puts the number of pilgrims as under

weekly fair — 4,000
Yearly festival — 1,00,000

The Agent also says the pilgrim traffic will be very heavy the Nagore temple being very celebrated

Reports and statistics referred to

The second petition of 1856 (para 4) says "the Head Asst. "Collector (? Taiyon) carefully investigated "the matter in 1854 collected necessary "statistics from the local sea Customs "and the enormous road traffic, received a favourable report from the Port Officer Negapatam & recommended the scheme"

The Agent says in his No. 487 of 1856 that the Traffic Manager reported on the carrying prospects of the line

Not to proceed

EM

I have abstracted the information about traffic contained in the file.

I think we should ask Rev. to let us have the Head Assistant Collector's report alluded to in para 4 of the petition of 1856 to Mr. Gabriel Stokes which may contain some information of value.

Also ask Marine Dept. to let us have a statement of the imports & exports of Nagore in tons for any three years between 1867 – 90. We can then convert rupees into tons for all the years nearly enough.

We cannot base any argument on existing trade the assumption is that Nagore will attract its trade as soon as it gets a railway. The sudden drop in 1880 after the line was opened through to Madras is very marked.

The S & Munl. Dept. might be asked to obtain from the Municipality the actual number of jutkas registered and also private carriages paying tax. ~~That Agent~~ or perhaps the Agent would obtain figures.

To check the passr. traffic if a count were made by the Agent for a fortnight of passengers & bandies it would be good enough: it's no use troubling about goods.

To check the pilgrim traffic the excess of tickets collected at Negapatam, or issued to that place, on the weekly fair days & annual festival over the normal would be a good guide.

A report from Marine on alleged deterioration of Negapatam port would also be valuable with ref. to the fears expressed of Karikal cutting out Negapatam ~~and [illegible]~~ — Nagore unless the latter gets railway communication

FH 18/2/91

D.

Thanks. You see there is any amount of information. But it wants sifting before we can lay it before the Govt. of India. Please put it all into shape now in the form of a careful Note prepared in the office of the Con. Eng. for Rys. with exact references, and accompanied by copies of printed papers containing it, and by quotations. &. and then we can send this Note by G.O. to be officially verified by the Local Civil Authority and by the Agent of the R. Co.

India evidently want something definite of this sort, with the comments of this Govt. thereon.

Make it clear in the Note when you are referring to Nagore as an open and as a closed port and let it be distinguishable when you are referring to Nagore and when to Negapatam.

F. V. S.
18/2/98

EM

Note under. The appendices, 6 in number, are printed already except Nos. ~~3 4 5~~ 3, 4 and 5 these might as well be printed also to make the thing complete

22/2/98

Yes. do all that is necessary and send the
[illegible] directed F. V. S. 22/

AR
Get the note & appendices printed and [illegible]
G.O.
Read G.O. 806 R
107 191 R.E. the full
letter from [illegible]
into an appendix
22/

Print

19 P

Note prepared in the Office of the Consulting Engineer for Railways Madras.

In connection with a proposal for the extension of the Tanjore–Negapatam branch of the S.I.Ry. to Nagore a suburb of Negapatam and distant from it 4½ miles, the Govt. of India has asked for an estimate of the traffic existing between Negapatam & 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 S.I.R) in July 1854 (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 & Ceylon. The port dues are said to have realised Rs 2000 per annum and the duties on imports & exports Rs 50,000.

A later memorial presented to H.E. the Governor in Jany. 1857 (Appendix No. 3) states that the foreign trade consisted in betel nuts, timber & fuel (imports) and cotton cloths, earthenware & brass (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 & 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 the statt.

of the Asst. Supt. Nagore to the Port Officer Negapatam (Appendix No. 4) and forwarded to Govt. with a report of the Presidency Port Officer in May 1897 (Appendix No. 5).

Former trade of Nagore

An analysis of the trade accounts (Appendix No. 4) shows that the total value of imports and exports for the years 1867 to 1897 averaged as under.

	Rs
1867 — 1880	727,000 per annum.
1880 — 1890	274,000
1890 — 1897	17,500.

There was a sudden fall in 1880 which nearly coincides with the completion of the South Indian Ry. from Negapatam to Madras ~~[illegible]~~ in 1879, an incident which naturally brought 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 Rev. Dept. G.O. No. 475 of 18/3/96 (Appendix No. 7) the Port ~~[illegible]~~ was closed to foreign trade.

Superiority of Nagore Port over Negapatam

The Presidency Port Officer's report (Appendix No. 5) 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 ~~[illegible]~~ 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 ~~[illegible]~~ deteriorated condition of its bar.

Increasing deterioration of Negapatam port

The Agent S.I.R. in a letter to his Board of Directors No. 487 d. 23/6/96 published in G.O. 106 R of 20/1/98 (Appendix No. 6) 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 [illegible] the greater facilities for shipping

Competition of Karikal

This matter is dwelt on in Appendix No. 1 in connection with the opening of the Karikal Peralam Ry.; and the opinion is expressed that the only way to prevent the trade of Negapatam & Nagore being diverted to the French port is to connect Nagore with the S.I. Ry. 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 Ry.	15,000
" " Southern " "	10,000
Paddy seeds & cotton	10,000
Total	35,000
Imports	
Betel nuts	25,000
Paddy seeds & cotton	10,000
	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 S.I.Ry. states in the letter quoted above (Appendix No. 6) that the passenger traffic is large, the country between Negapatam & 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 8220 per annum.

D

asserts that this matter has been investigated by the Head Asst. Collector of Tanjore but his report is not contained in the records of this office.

Pilgrim traffic

The Agent S.I.R. (Appendix No. 6) mentions a large pilgrim traffic: the temple of Nagore being as he says very celebrated.

The petition of 1854 (Appendix No. 1) reports that the temple was visited every week by about 4000 pilgrims & that during the annual festival (Kanduri) not less than 100,000 devotees assemble from distant parts.

JH 22/2/98

approved FWS

Appendices

No.
1. Printed petition of 1854 to W. S. Holt Esq
3 2. " " " 1856 " G. Stokes Esq
4 3. " 27th Jan. 1857 to H. E. the Govr.
5 4. Trade acct. of Nagore by Asst. Supt. Nagore
6 5. Letter from Report of Presidency Port Officer G.O. 355 E Marine of 26/5/97 No 1825/178 G of 15 May 1897
7 ~~6. G.O. 106 R of 20/1/98~~ Stet
2 7. G.O. 475 Rev. 18/9/96
8 Letter from the Govt of India P.W.D. No 191 R.C. of 11 February 1898.

Form No. 1.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

Papers to be read in Proceedings:—

218

Again G.O., dated 20th January 1898, No. 106-107 R

Again G.O., dated 189 , No.

Print P.W. Current No. 3097 of 1896, dated 25th March 96 from Inhabitants of Nagore with enclosure.

Print Progs of Govt. Revenue Department 18 Septr 96 — No. 475

Print " " 5357 " 1897, " 26 May 1897, " Marine Deptt with enclosure.

P.O.D. Memorandum No. 569 D of 18 June 1897

Print P.W. Ry " " 251 " 1898, " 11 Feby: 1898, " the Govt of India P.W.D.

Print Note ~~prepared by the office of~~ by the Consg Engr for Rys No — of 22d Feby: 1898.

ORDER. No. 331 Ry dated 25/2/98.

The correspondence read above will be forwarded to the Revenue and Marine Department & to the Agent S. I. Ry. in view to the information given in the Note & its accompaniments being verified ~~[illegible]~~ and supplemented by such additional data as may be available at an early date

JH 24/2/98

FWS 24/2

To The Agent S. I. Ry
— " — Revenue Deptt
— " — Marine Dept.
— " — Consg Engr for Rys
— " — Ex & G. Ry Records

3/3/98