

Revenue (1897) Department.

MISCELLANEOUS SERIES.

G.O., No. 3217

DATED 25th June.

[Despatch Abstract.]

1 Informing the officials of Nagore that the question of reopening the port of Nagore for foreign trade will be considered should the Nagore-Nagapatam Ry. project become an accomplished fact.

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
Mun	633	Rw	4.2.97.				
Pun	475	Rw	18.9.96.				

FURTHER PAPERS.

G.O. C.No	No.	Department.	Date.	G.O.	No.	Department.	Date.
1575/100	4.6.	519 8.3.17					

Revenue (189 /) Department.

CURRENT No. 5127



From The P.W. Department
Railway Branch

Order no. 3217 of 25th June 97.

Petitioners will be informed that the question of resuming the port of Nagore for foreign trade will be considered should the Nagore-Bengaluru Railway project become an accomplished fact.

[Signature]

No. 5695

Dated 18-6-97

Received

Registered

Enclosures 6

Spare copies.

SUBJECT.

Nagore Port

States that the — may remain closed against foreign trade till the Nagore-Bengaluru Railway project is fairly started.

List
at
23/7/97

To the petitioners Dtd. 1-7-97

[Handwritten notes]

19-11-96

BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.
15/5900			

Marine (1897) Department.

CURRENT No. 726

Endorsement
No. 359 E. of 26th May 1897

Transferred to the
Revenue Department with
reference to the order in
that Dept. No. 1063 this: dated
Order 23. January 1897

From

+ Serial No. 25

The Presidency Port Officer,
Madras

No. $\frac{1825}{148}$ 4

J. H. P. Clerk
Secretary to Govt.
Marine Dept.

Dated 15 May 1897

Received
Registered } 19-5-97

Enclosures 2. per packet 1 ret.

Spare copies

To the Revenue Dept. through
the P.W. Dept. Railway Branch
with papers in original.
R.P.

SUBJECT.

Submitting remarks regarding
the re-opening of the port
of Nagore for foreign trade.

BACK PAPERS.

No.	Date.
162 S g	8-3-97
165 S g	12-2-97
80722 . g	10-11-96
466 S g	12-9-96
465 S g	12-9-96
720 R g	16-9-96
80446 g	19-6-96
445 g	19-6-96
776 A g	25-11-96

FURTHER PAPERS.

[illegible]

Heading.

No. $\frac{1825}{178}$ g

Enclosures per
packet Post.

From

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

PRESIDENCY PORT OFFICER.

Madras,

To

THE SECRETARY TO GOVERNMENT,

MARINE DEPARTMENT,

Chepak.

SIR,

With reference to the question connected with the port of Tagore, contained in the Proceedings of Revenue Department which accompanied Marine Department Memorandum, No. 162 G, dated 8th March 1897, enclosures herewith returned, I have the honor to acquaint you, for the information of Government, that although the sea trade of Tagore is at present insignificant, the port has so many natural advantages over Negapatam, inasmuch as.

as

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 reopen the port for foreign trade.

I have the honor to be,
 Sir,
 Your obedient servant,
 H. A. Theet
 Commander, R. S. M.
 Presy Port Officer.

Superintendent
 of Port Sea Customs

The Port Officer
 Negapatam

Dated 27 }
 Recd 27 } April 1897.
 Recd

No 28 of 1897

Enclosure Nil

Subject
 Submitting Trade Returns
 from 1867-68 to 1884-85.
 as directed.

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 Reference No ¹⁴/₃₄₅ dated 22nd April 1897.

Official Year	The Values of Imports Rs as n	The Values of Exports Rs as n	Duty Collected on Imports Exports Total. Rs as n	Whence Vessels arrived	Whither Vessels cleared.	Remarks.
1885-86	308,975	27,736		Ceylon ports, Colombo, Acheen, Molucien, Rangoon, & Akyob.	Ceylon ports, Jaffna, Colombo, Akyob, Negabar, Cocanada & Pondicherry.	
1886-87	9,015	18,036	77 10	Ceylon ports, Akyob, Molucien, Kaito &c.	Ceylon ports, Nicobar, Thondi, Molucien, Cuddalore &c.	
1887-88	226,875	14,888	28 2	Ceylon ports, Acheen, Kaito, Molucien.	Ceylon ports, Nicobar, Molucien, Thondi & Porto Novo.	
1888-89	28,801	9,435	8	Ceylon ports, Kaito, Porto Novo.	Ceylon ports, Akyob & Thondi.	
1889-90	15,862	16,936		Ceylon ports, Porto Novo & Traunguehar.	Ceylon ports, Nicobar, Commorta, Molucien, & Thondi.	
1890-91	14,272	10,439	130 10	Ceylon ports, Colombo &c.	Ceylon ports, Nicobar, Akyob, Porto Novo, Muslipatam.	
1891-92	10,488	6720		Ceylon ports, Molucien & Thondi.	Ceylon ports, Akyob, Nicobar & Serimulainasal.	
1892-93	12,054	9868		Ceylon ports, Point Pedro, &c.	Ceylon ports, Nicobar, Commorta, Akyob, Thondi & Muslipatam.	
1893-94	6,227	10,672		Ceylon ports, Akyob, Molucien, Thondi & Negapatam.	Ceylon ports, Nicobar, Commorta, Akyob, Thondi & Muslipatam.	
1894-95	5999	11,022	94	Ceylon ports, Molucien &c.	Ceylon ports, Nicobar, Akyob, Cocanada &c.	
1895-96	7,350	12,285	101 4	Ceylon ports, Molucien, Thondi & Velanganni.	Ceylon ports, Porto Novo, Thondi, Nicobar &c.	
1896-97	5,246	10,225	56 123	Ceylon ports, Thondi & Negapatam.	Ceylon ports, Nicobar, Porto Novo, & Negapatam.	

Nagore
A. L.

J. Jaidgabhakar
Port Officer

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read

Read Endorsement of the Marine Department No.100 E,d/12th February 1897,transferring the Revenue Department memorial from the inhabitants,merchants and ship-owners of Nagore,d/27th January 1897.

Order thereon, No.1063 Misc,dated the 23rd February 1897.

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

(True Extract.)

James Buchanan

Under Secretary to Government.

To

The Marine Dept. *with papers in original to be passed on to the next address!*

" P.W.D., (Railway Branch.) *with encls to be ret'd.*

No. 10252

Government of Madras,
Harim
PUBLIC WORKS DEPARTMENT.

Endorsement
~~MEMORANDUM.~~

Dated Madras.

Memorial ^{from} ~~of~~ the inhabitants,
Merchants and Shipowners
of Nagore, Negapatam
Tahiti, d/27 January 1897.

Transferred to the Revenue
Department with reference to
the order in that department
n^o 475 dated 18th September 1896.

Thos. Cassell Esq. Col. R.E.
Secretary.

Хан

The Revenue Department

Nagore
27-1-1897.

To
His Excellency
THE RIGHT HONORABLE
Sir Arthur Clibank 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 August 1894 No. 14 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).

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.

Recd. 28/1/97
726

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.

90372
10-4-9

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.

27th January 1897.

Sinnamare Coys

1st. Thelapalayam 2nd. Thelapalayam

M. Rajalingam Iyer

V. Natesa aiyar.

S. Srinivasulu

A. Letchumanan Chetty

M. Vothman Libbairam

P. Ananthan

Ravalabainarayana

M. Kandaswami

A. M. Narain

S. Sambaswami

S. S. Srinivasulu

V. Sankaraswami.

A. B. Hamud Sultan

D. S. Srinivasulu

M. Mohamudhainam

D. S. Srinivasulu

S. S. Srinivasulu

V. Srinivasulu

S. S. Srinivasulu

S. Srinivasulu

4500 m. m. m.

(Copy)

To
His Excellency the Right Honorable Veilby C. C. J. E.
Governor Of The Presidency Of
Fort St. George and Its Dependencies.

The humble Memorial of the inhabitants of Nagore
(Negapatam Municipality.)

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 by the extension of Railway communication, beg leave 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 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.

The Effect
of the proje
cted Pera-
lam-Karikal
line.

4. Your Excellency'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 Excellency'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 Excellency's memorialists are glad that they are not alone in pointing out the evil effects of the measure just sanctioned.

Such evils
may be parti-
ally remedi-
ed.

5. The effect of the scheme which your Excellency's memorialists have the honor to lay before your Excellency in Council 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 tra-
de of the
Port.

6. Your Excellency'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 me-
ans of con-
veyance.

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 passen-
ger traffic.

8. Your Excellency'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 out-
lay involved
in the propo-
sed line.

9. No large outlay of money, as far as your Excellency'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.

The Collector's speech in reference to this subject.

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

Concluding prayer.

11. Your Excellency's humble memorialists in conclusion, earnestly pray that your Excellency's Government will be pleased to take the above representation into your gracious consideration and to direct the necessary steps to be taken for the opening of a line from Negapatam to Nagore, with a view to remedy the evils complained of and to relieve the undersigned of a great deal of distress and hardships to which they are now subject.

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

1894.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH,

Ootacamund 18th June 1897.

THE following is forwarded to the Revenue Department with the intimation that the Agent, South Indian Railway has been asked to expedite the survey of the Negapatam - Nagore Railway. The port at Nagore may therefore as well remain closed till the Railway project is fairly started.

F. M. M. M.

Under Secretary.

Marine Department Endorsement
No. 359 E, dated 26 May 1897 with 6 enclosures.

Encls 2
280 (17)
7/5

When given for copying _____
 When copied _____
 When examined _____
 When signed _____

189

READ AGAIN G.O., No. _____ DATED _____
 189 ,

CURRENT No. _____

ENCLOSURES TO C. No. _____

ORDER OF GOVERNMENT A A A A A A A

LETTER OF GOVERNMENT.

STATEMENTS WITH DITTO.

PAPERS NOT FILED UP, BEING WANT FOR DESPATCH
 IN ORIGINAL.

N.B.—
 A = Copy in full.
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