M.R.O. 1—82,400—22-11-30.

MADRAS RECORD OFFICE.

Government of Madras.

Marine DEPARTMENT.

G.O. No. 169 Press ~~Mis.~~

Dated 5th May 18 85

Not to be folded or roughly handled

for steps leaving up and down the backwater,
and also free passage to piers, jetties, landing
places, wharves, quays, docks, and moorings, and
all vessels shall be bound to move, when required
by the Conservator ~~or Harbour Master~~ to clear
the passages.

Rule 6. All vessels within the port
of Vizagapatam, shall anchor, moor, and unmoor,
when and where required by the Conservator ~~or~~
~~Harbour Master~~.

Rule 7. All Vessels within the entrance
of the backwater, shall be moored, or secured,
from place to place, as required by the Conservator,
~~or Harbour Master~~ and no vessel shall cast off
a rope that has been made fast to her to
assist a vessel in mooring, without being required
to do so by the Conservator, ~~or Harbour Master~~
or officer in charge of the vessel mooring.

Rule 8 The Cargo boat Rules published
by Government under date the 23 April 1847
shall be in force at the port of Vizagapatam

Rule 9. No Vessels within the limits
of the port of Vizagapatam, shall boil any
pitch or tarr on board, or shall draw off
Spirits

by Candle, or other artificial lights

Rule 10. All Vessels in the Roadstead
of Bimlipatam, shall when at anchor, between
sunset and sun rise, have a good light hoisted at
the star board fore yard arm, and all vessels
under weigh at night, shall shew a good light at
the fore Royal, or upper foremast head, and
when under weigh in tow of a Steamer, shall in
addition shew a light at each fore yard arm, the
Steamer shewing the usual light prescribed by
the Admiralty Regulations.

The limits of the Port of Masulipatam are as follows.

To the North. a Line drawn due East from the boundary pillar near the Bungalow at Tavesepoody. to 10 fathoms of water.

To the South a Line drawn due East from the Point Divi to 10 fathoms of water. The sea shore between them. to within 50 yards of high water mark, spring tides. also the Mudagoo Lunka river.

To the West. The Masulipatam back water and river to the Pier of the Fort, the Pettah Canal and Custom. house basin, and the branches of the river known as the Toomalapalem Channel to the village of Mudagoo Lunka, and the Chinnapoor Canal to Etchitlee dibba, with so much of the shores thereof as are within 50 yards of high water mark, spring tides.

To the East. A line drawn from the Eastern extremities of the above described North and South limits.

Port Rules for Masulipatam

Rule 1. All vessels within the Port of Masulipatam, shall be bound to take up such berth as may be appointed for them by the Conservator, and shall change their berths, or remove, when required by such authority.

Rule 2. All vessels within the entrance of the back water, shall, if required by the Conservator, rig in their gib and dismast, and strike their masts and yards.

Rule 3. All vessels within the entrance of the backwater, shall remove any anchor, or spar, or other substance projecting from her side, if required to do so by the Conservator.

Rule 4. All vessels taking in or discharging ballast, or any particular kind of Cargo within the port of Masulipatam, shall take up such berth as the Conservator may direct.

Rule 5. A free channel shall be kept for ships moving up and down the backwater, and also free passages to piers, jetties

[illegible] places, wharves, quays, docks, and moorings; and all vessels shall be bound to move, when required by the Conservator to clear such channels or passages.

Rule 6. All vessels within the port of Masulipatam, shall anchor, moor and unmoor, where and when required by the Conservator.

Rule 7. All vessels within the entrances of the backwater, shall be moored or warped, from place to place as required by the Conservator, and no vessels shall cast off a warp that has been made fast to her to assist a vessel in mooring, without being required to do so by the Conservator, or officer in charge of the vessel mooring.

Rule 8. The Cargo boat rules published by Government under date the 23d April 1847, shall be in force at the port of Masulipatam.

Rule 9. No vessels within the limits of the port of Masulipatam, shall boil any pitch or dammer on board, or shall draw off spirits by Candle, or other artificial lights.

Rule 10

Rule 10 All vessels in the Roads of Masulipatam, shall, when at anchor between sunset and sunrise, have a good light hoisted at the Starboard fore yard arm, and all vessels under weigh at night, shall shew [illegible] light at the fore Royal, or upper foremast head, and when under weigh in tow of a Steamer shall in addition shew a light at each fore yard arm the Steamer shewing the usual light prescribed by the Admiralty Regulations

The limits of the port of Cuddalore are as follows.

To the North. The boundary pillar on the sea shore North of Sonangoopal.

To the South. The boundary pillar near Poonear Moodelly's Choultry

The channels and sea shores between them to within 50 yards of high water mark spring tides.

To the West. The backwaters with the rivers and channels leading to the same as far as Poonear Moodelly's Choultry on the South, the Northern boundary pillar on the North, and half a mile from the sea on the West, with so much of the shores thereof, as are within 50 yards of high water mark, spring tides.

To the East. The space enclosed by two lines running due East from the boundary pillars to 10 fathoms water.

Port Rules for Cuddalore

Rule 1 All Vessels within the port of Cuddalore shall be bound to take up such berth as may be appointed for them by the ~~Harbour Master~~ and shall change their berths or remove when required by such authority

Rule 2 All Vessels within the limits of the back water, shall if required by the Conservator ~~or Harbour Master~~ peg in their ~~pegs~~ and driver beams, and strike their masts and yards

Rule 3 All Vessels within the limits of the back water, shall remove any anchors, spar, or other substance projecting from her sides if required to do so by the Conservator ~~or Master~~.

Rule 4 All Vessels taking in or discharging ballast, or any particular kind of cargo within the port of Cuddalore, shall take up such berth as the Conservator ~~or Harbour Master~~ may direct

Rule 5 A free Channel shall be kept

for ships moving up and down the back water,
and also free passage to piers, jetties, landing places,
wharves, quays, docks, and moorings, and all vessels
shall be bound to move when required by the
Conservator ~~Harbour Master~~ to clear such Channels
& passages.

Rule 6. All vessels within the port
of Cuddalore, shall anchor, moor, and unmoor, when
and where required by the Conservator ~~or Harbour~~
~~Master~~

Rule 7 All Vessels within the entrance
of the back water, shall be moored or warped
from place to place as required by the Conservator,
~~Harbour Master~~ and no vessel shall cast off
a warp that has been made fast to her to assist
her to be in mooring, without being required to
do so by the Conservator, ~~or Harbour Master~~
or officer in charge of the vessel mooring.

Rule 8. The Cargo boat Rules
published by Government under date the 23d
April 1847 shall be in force at the port
of Cuddalore.

Rule 9 No Vessels within the limits
of the port of Cuddalore, shall boil any
pitch

in addition shew a light at each foreyard
arm, the Steamers shewing the usual light
prescribed by the Admiralty Regulations.

28 25

Limits of the port of Tranquebar

To the North. The boundary pillar on the sea shore 500 yards North of the Northern bastion.

To the South. The boundary pillar on the sea shore 300 yards South of the entrance to the river. The sea shore between them to within 50 yards of high water mark, spring tides.

To the West. The river as far as the West end of the island, and so much of the banks thereof as are within 50 yards of high water mark spring tides.

To the East. The space enclosed between lines drawn due East from the boundary pillars to 9 fathoms water.

Port Rules for Tranquebar

Rule 1 All vessels within the port of Tranquebar, shall be bound to take up such berth as may be appointed for them by the Conservator, and shall change their berth as often when required by such authority.

Rule 2 All vessels within the entrance of the backwater, shall if required by the Conservator rig in their jib and driver booms, and strike their masts and yards.

Rule 3 All vessels within the entrance of the backwater, shall remove any anchor, or spar, or other substance projecting from her side, if required to do so by the Conservator.

Rule 4 All vessels taking in or discharging ballast, or any particular kinds of Cargo within the port of Tranquebar, shall take up such berth as the Conservator may direct.

Rule 5 A free channel shall be kept for ships moving up and down the backwater, and also free passages to piers, jetties, landing places, wharves, quays docks and moorings, and all vessels shall be bound to move when required

No. 1. From J. J. FRANKLIN, Esq., Secretary Marine Board; to T. PYCROFT, Esq., Chief Secretary to Government, Fort Saint George, dated 16th April 1857, No. 1517.

Sir,

With reference to the 9th para: of their letter of the 23rd August last, No. 2111, supporting Captain Biden's proposition for the establishment at the ports in the district of Ganjam, of a better and more efficient supervision in the Marine Department, and recommending that the sanction of the Supreme Government should be obtained for the appointment of a Master Attendant at Calingapatam, and of Assistant Masters Attendant or Conservators at some of the minor ports, I have the honor by desire of the Marine Board to forward for the information of Government communications received from the Collector of Ganjam on the subject, together with Statements of the trade, receipts and expenses at those ports.

1 *From Acting Collector of Ganjam to Secretary Revenue Board, 22nd July* 1856, *No.* 148.
2 *From Do. to Secretary Marine Board, 25th November* 1856, *No. 222, with enclosure.*
3 *Statement of Collections at the port of Calingapatam for the last* 6 *years.*

2. The Government will perceive that at Calingapatam out of a total of 92 vessels which visited the port during the year 1855-56, no less than 22 were English, 19 French and 1 American; and that during the last six years the exports and imports have increased in value from Rs. 3,24,381, annas 4 in 1850-51, to Rs. 7,01,817, annas 2, pice 3 in 1855-56, being considerably more than double during that interval.

3. The actual collections on account of Port dues and Sea-Customs for the whole of the ports in the district are for 1855-56 ... ... Rupees 50,654 13 11,
while the average for the 5 years previous are only ... ... ,, 22,809 12 1,
thus exhibiting an increase of about 250 per cent. The expenses for similar periods are for
1855-56 ... ... Rupees 1,225 3 1,
average for 5 years ... ... ,, 1,209 8 10,
shewing that barely any increase has been incurred, and these expenses, I am to add, with the slight expection of a lascar at Monsoorcottah on a pay of 7 Rupees a month, are in the Sea Custom's Department.

4. The Board think that these data will sufficiently prove the necessity for the appointment of some European or East India Authorities at the Ganjam ports, but more particularly at Calingapatam where the increase in the European Ships is so considerable, and the want of such an Officer to superintend shipping transactions must be severely felt.

5. Mr. Knox in the last para: of his letter to them of the 25th November 1856, No. 222, proposes that the Officers appointed should also undertake the duties of the Sea Customs. The

Board approve this suggestion, although of course those duties can only be exercised at the port to which the Officer is permanently attached ; and they beg to recommend that an Officer be appointed at Calingapatam as Master Attendant and Superintendent of Sea Customs at a salary of 200 Rupees a month : that one half of this salary should be debited to the Marine and the remainder to the Sea Customs Department ; and that he should exercise supervision over the port of Poondy as Conservator. The trade of Calingapatam, which is so rapidly on the increase, manifestly demands that some efficient supervision should be established, and the Commanders of ships have a right to expect that some facilities should be afforded in return for the Port dues paid. The Government are aware that the Board could not recommend the introduction of Act XXII of 1855 at that port in consequence of there being no Officer to whom the duties could be entrusted.

6. With regard to the other ports, the Board are of opinion that for the present it might be sufficient to appoint an Officer of inferior grade, to be called Conservator, at each of the ports Ganjam and Monsoorcottah, and that the latter should have marine charge of Sonapore and Barwah. These officers could be entrusted with the duties of the Sea Customs and the Board think that if 105 Rupees a month were fixed as their salaries, to be debited equally between the Marine and Sea Customs Departments, the value of the exports and imports will sufficiently warrant the outlay.

	Export value.	*Import value.*
Ganjam.....	4,28,186	2,64,573
Munsoorcottah.....	6,25,989	3,61,001
Sonapore.....	91,168	4,840
Barwah.....	53,477	,,

From WILLIAM KNOX, Esq., Acting Collector of Ganjam ; to G. S. FORBES, Esq., Secretary to the Board of Revenue, Fort Saint George, dated Chetterpoor, 22nd July 1856, No. 148.

Sir,

I have the honor to acknowledge the receipt of your letter of the 3rd Instant, No. 2015, on the Subject of the introduction of Port rules into this district, under Act XXII of 1855.

2. There are two ports, *viz.*, Bewanapaud and Guddalapaud too insignificant to be noticed, the latter, at which there was a peon who now does duty at Calingapatam, has long ceased to be a port. It is highly desirable that some rule should be introduced ; at present I doubt if I can legally fine a Master of a ship for discharging stone ballast at the anchorage, the rules need be but simple, as all our ports are nothing more then open roadstead, but if we have rules I trust we shall have Officers to enforce them ; at present it is impossible to expect a Goomastah of 7 Rupees as at Barwah, to act with firmness, and decision, when opposed by a ship Captain, a

European. The trade of this district is increasing every year and the necessities of that trade require that our Sea Custom Establishment should be remodelled, as what was ample for a Native coasting trade will not do now that the trade is almost entirely in the hands of European. I had several conversations with Colonel F. Cotton on his last tour through this district, he visited several of the ports, and made himself master of our wants, and I would beg to refer you to him, should you wish to know more of the local features of each port.

3. It appears to me that to carry out the intentions of the Act there should be two Master Attendants or Harbour Masters, one at Calingapatam with Poondy under his charge, the second at Munsoorcottah with charge of the other ports. An Officer of this class with the powers of an Assistant Magistrate and of Justice of the Peace, to act when breaches of the port and boat rules occur, and keep the boat men, an unruly class in order, and to sign protests and other legal formalities for Masters, and assist them in a number of ways, would be most valuable, both to the Master and Shipper, he would also, I apprehend, be of great advantage to Goverment, indeed every thing that promotes trade must eventually be of advantage to Government.

4. While on the subject of port rules, I beg to bring to the notice of the Board that even at Monsoorcottah where there is a Flag staff and lascar, there are no flags, it is therefore impossible to communicate with ships, except by boat, and this is often in bad weather impracticable from high surf. There is then no way to warn a ship in danger from taking up an improper anchorage, or running in too close to shore. The cost of a set of Marryatt's Signals is so small and their usefulness so obvious, that I can only wonder at the refusal of the Marine Board to supply me with a set. I hope when the new rules are brought into use that patent screw moorings, a signal post and flags will speedily be supplied to each port, at present the Ship owner pays his port dues, but gets little or nothing in return.

From WILLIAM KNOX, Esq., Acting Collector of Ganjam ; to H. THOMSON, Esq., Acting Secretary Marine Board, Madras, dated Purlah Kemedy, 25th November 1856, No. 222.

Sir,

I have the honor to acknowledge your letter of 22nd September last, No. 2423, and its enclosures. If you will refer to my letter of the 22nd July last, No. 148,* you will there see that I proposed a total revision of the Sea Customs Establishment in this district. The trade has undergone a complete change, it is no longer carried on by Native Craft ;

* *To the Secretary Revenue Board.*

but by European vessels loading direct for Europe and what was hardly enough then is quite insufficient now. At present we are quite at the mercy of the Merchants for it is impossible for a Goomastah and 1 or 2 peons to watch the loading of 3 or 4 large European ships besides Native Craft, their pay too is miserably small, a Goomastah who ought to be able to speak English, gets from 7 to 14 Rupees, the peons draw 2 Rupees less then a grass cutter. Of course these men know nothing of ships or shipping and are easily brow beaten by any boisterous Captain or Seaman who is inclined to make a disturbance or argue a point. I must however say that this has very seldom happened; still it is what may occur any day, the distances of the Ports particularly Calingapatam, Poondy, Sonapoor and Barwah, make it very desirable that there should be an European Officer to support the Native, when the Collector is away and look after the interest of Government and prevent the discharge of stone ballast in the roads and such like irregularities.

2. Again there should be a person somewhat conversant with Shipping and Mercantile law, to assist parties to settle their disputes, draw up their Protests and note the same, this I have frequently had to do and it has occasioned much loss of time to me preparing the Protest, and to the Master who has to leave his ship to attend at an Office 8 miles off.

3. Lastly, the boatmen of the whole district require close looking after, they depend as much if not more on fishing than on the export and import of Cargo, the consequence is they hang back when wanted, make excuses abont the Surf, Current, &c., which there is no one competent to set aside, and thus often force shippers to make them presents, rather than lose a day or two in making complaints, which after all are difficult to substantiate, as of course an Officer is unwilling to force a man to risk his life, or punish him for not doing so, and when all refuse to go on the plea of danger, he has small means of proving there is none, unless he is on the spot and can judge for himself which he can only do now and then.

4. I would therefore beg leave to support Captain Biden's proposition most cordially and I can also name Colonel F. Cotton as an authority in support of it, he saw our ports and saw that the want of an Establishment was our great want. I would propose to have two Europeans or East Indians who have been in command of ships, one to reside at Calingapatam and have charge of Poondy, the other at Gopaulpoor and have Ganjam, Sonapoor and Barwah. I would make them Superintendent of Customs as well as Master Attendants and give them powers of Assistant Magistrate at these Ports, they should draw travelling allowance when they went from place to place on duty.

Statement shewing the Trade carried on and the Collections and Expenditure in the several

No.	Ports.	Average valuation of Exports from 1850-51 to 1854-55.	Actual valuation of Exportsin 1855-56.	Average valuation of Imports from 1850-51 to 1851-55.	Actual valuation of Imports in 1855-56.	Average Collections fro	
						Tonnage duty.	Duty on Goods.
1	Ganjam..... ...	6,11,665 0 0	4,28,186 0 0	6,966 0 0	2,64,573 0 0	357 5 5	3,047 10 8
2	Munsoorcottah.....	4,54,441 0 0	6,25,989 0 0	62,634 0 0	3,61,001 0 0	401 1 8	2,866 3 9
3	Sonapore..... ...	68,181 0 0	9,11,68 0 0	4,697 0 0	4,840 0 0	127 15 11	674 15 10
4	Barwah..... ...	24,206 0 0	53,477 0 0	327 0 0	0 0 0	31 6 3	352 4 4
5	Poondy and Bavanapaud.....	2,58,083 0 0	3,20,292 0 0	14,161 0 0	37,805 0 0	308 7 11	1,381 13 9
6	Calingapatam and Gadalapaud....	3,71,598 0 0	6,47,820 0 0	10,983 0 0	63,213 0 0	722 8 9	12,599 1 7
		Total	21,66,932 0 0		7,31,432 0 0		

GANJAM DISTRICT,
Collector's Circuit Cutcherry,
Purla Kemedy,
19*th December* 1856.

Ports in the District of Ganjam, viz., the average of the last five years from 1850-51 to 1854-55 and actual of 1855-56.

n 1850-51 to 1855-56.				Actual Collections in 1855-56.				Average expenses from 1850-51 to 1854-55.			Actual expenses in		
Levoy Jummah.		Total.		Tonnage duty.	Duty on Goods.	Levoy Jummah.	Total.	Establishment.	Contingent Charges.	Total.	Establishment.	Contingent Charges.	
6 2 5		3,411 2 6		623 11 0	4,974 0 2	2 4 0	5,599 15 2	185 6 3	4 5 7	189 11 10	190 7 9	5 8 0	
1 15 8		3,269 5 1		11,530 8 4	619 14 3	3 8 0	12,153 14 7	212 6 10	4 6 10	216 13 8	210 15 6	4 8 0	
7 5 10		810 5 7		136 12 6	2,033 8 1	0 0 0	2,171 4 7	168 9 6	4 6 10	173 0 4	168 0 0	5 8 0	
5 10 8		289 5 3		58 3 6	101 4 7	0 0 0	159 8 1	105 9 8	4 14 0	110 7 8	89 1 1	2 12 9	
7 15 0		1,698 4 8		381 1 0	1,837 12 9	2 8 0	2,221 5 9	269 4 1	5 0 0	274 4 1	299 0 0	4 14 0	
9 10 8		13,331 5 0		1,362 7 9	26,981 14 0	4 8 0	28,348 13 9	238 4 5	6 14 10	245 3 3	240 0 0	4 8 0	
		22,809 12 1		14,093 12 1	36,548 5 10	12 12 0	50,654 13 11				1,197 8 4	27 10 9	

(Signed) W. KNOX,

Acting Collector.

(True Copy.)

(Signed) J. J. FRANKLIN,

Secretary Marine Board.

Fort Saint George, Marine Consultation, 11th May 1858.

No. 2. From J. J. FRANKLIN, Esq., Secretary Marine Board; to T. PYCROFT, Esq., Chief Secretary to Government, Fort Saint George, dated 7th May 1857, No. 1761.

SIR,

The Marine Board in the letter of the 16th Ultimo, No. 1517, recommended the appointment of a Master Attendant Calingapatam and of a Conservator at each of the ports of Ganjam and Monsoorcottah. With the view of placing before Government, the great difficulties that must be experienced in the district in which those ports are situated, from the want of some officials having professional knowledge of maritime matters, I am directed to annex copy of a letter from the Acting Collector of Ganjam shewing how helpless he is to carry out the provisions of Act I of 1857, without some such assistance.

Dated 29th April 1857, No. 58.

From WILLIAM KNOX, Esq., Acting Collector of Ganjam; to J. J. FRANKLIN, Esq., Secretary to the Marine Board, Fort Saint George, dated 29th April 1857, No. 58.

SIR,

I very much fear that it will be impossible fully to carry out the regulation of the Board under Act I of 1857, as there is no Master Attendant in the District, and no one qualified to give a Certificate of a Ship's state, the Vessels that take passengers are chiefly native, and I am unable to say what would be the proper complement of sails for one of these to enable her to be returned as "well found," or how I am to be guided in certifying as to the state of her hull and rigging. When it could be done I have made Nacodahs and Tindals bring me a Certificate from some Master Mariner, but this cannot be always got as Captains even when present have their own business to attend to, if the Board can give me any information on the above points I shall be much obliged.

No. 3. From J. J. FRANKLIN, Esq., Secretary Marine Board; to E. MALTBY, Esq., Acting Chief Secretary to Government, Fort Saint George, dated 25th August 1857, No. 2928.

SIR,

I have the honor by desire of the Marine Board to forward in obedience to the orders of Government conveyed in Extract Minutes Consultation of the 14th Ultimo, No. 272, the accompanying amended Tabular Statement of the proposed Marine Establishment for the district of Ganjam.

2. The Government will perceive that the salaries of the Master Attendant at Calingapatam, and of the Conservators at Ganjam and Monsoorcottah, are set down at a moiety of those before proposed. The remainder will be drawn in the Sea Custom Department.

3. The salaries of the Signal Serjeants are set down at the rates at which similar Servants are paid in the district of Vizagapatam; and should one be appointed at Monsoorcottah, it is proposed to dispense with the services of the Signal lascar at that port. The peon at Geddalapaude will likewise be discontinued, but the omission will appear in the Revenue Statement.

No. 4. From J. T. MACLAGAN, Esq., Acting Secretary Marine Board; to the Chief Secretary to Government, Fort Saint George, dated 16th April 1858, No. 1644.

SIR,

I have the honor by desire of the Marine Board to acknowledge receipt of Extract Minutes Consultation of the 24th November last, No. 2167, directing them to report on such of Colonel

but by European vessels loading direct for Europe and what was hardly enough then is quite insufficient now. At present we are quite at the mercy of the Merchants for it is impossible for a Goomastah and 1 or 2 peons to watch the loading of 3 or 4 large European ships besides Native Craft, their pay too is miserably small, a Goomastah who ought to be able to speak English, gets from 7 to 14 Rupees, the peons draw 2 Rupees less then a grass cutter. Of course these men know nothing of ships or shipping and are easily brow beaten by any boisterous Captain or Seaman who is inclined to make a disturbance or argue a point. I must however say that this has very seldom happened; still it is what may occur any day, the distances of the Ports particularly Calingapatam, Poondy, Sonapoor and Barwah, make it very desirable that there should be an European Officer to support the Native, when the Collector is away and look after the interest of Government and prevent the discharge of stone ballast in the roads and such like irregularities.

2. Again there should be a person somewhat conversant with Shipping and Mercantile law, to assist parties to settle their disputes, draw up their Protests and note the same, this I have frequently had to do and it has occasioned much loss of time to me preparing the Protest, and to the Master who has to leave his ship to attend at an Office 8 miles off.

3. Lastly, the boatmen of the whole district require close looking after, they depend as much if not more on fishing than on the export and import of Cargo, the consequence is they hang back when wanted, make excuses abont the Surf, Current, &c., which there is no one competent to set aside, and thus often force shippers to make them presents, rather than lose a day or two in making complaints, which after all are difficult to substantiate, as of course an Officer is unwilling to force a man to risk his life, or punish him for not doing so, and when all refuse to go on the plea of danger, he has small means of proving there is none, unless he is on the spot and can judge for himself which he can only do now and then.

4. I would therefore beg leave to support Captain Biden's proposition most cordially and I can also name Colonel F. Cotton as an authority in support of it, he saw our ports and saw that the want of an Establishment was our great want. I would propose to have two Europeans or East Indians who have been in command of ships, one to reside at Calingapatam and have charge of Poondy, the other at Gopaulpoor and have Ganjam, Sonapoor and Barwah. I would make them Superintendent of Customs as well as Master Attendants and give them powers of Assistant Magistrate at these Ports, they should draw travelling allowance when they went from place to place on duty.

Statement shewing the Trade carried on and the Collections and Expenditure in the several

No.	Ports.	Average valuation of Exports from 1850-51 to 1854-55.	Actual valuation of Exportsin 1855-56.	Average valuation of Imports from 1850-51 to 1854-55.	Actual valuation of Imports in 1855-56.	Average Collections fro	
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		Total	21,66,932 0 0		7,31,432 0 0		

GANJAM DISTRICT,
Collector's Circuit Cutcherry,
Purla Kemedy,
19*th December* 1856.

Fort Saint George, Marine Consultation, 11th May 1858.

Statement shewing the Trade carried on and the Collections and Expenditure in the several Ports in the District of Ganjam, viz., *the average of the last five years from* 1850-51 *to* 1854-55 *and actual of* 1855-56.

No.	Ports.	Average valuation of Exports from 1850-51 to 1854-55.	Actual valuation of Exports in 1855-56.	Average valuation of Imports from 1850-51 to 1854-55.	Actual valuation of Imports in 1855-56.	Average Collections from 1850-51 to 1855-56.				Actual Collections in 1855-56.				Average expenses from 1850-51 to 1854-55.			Actual expenses in 1855-56.		
						Tonnage duty.	Duty on Goods.	Levoy Jummah.	Total.	Tonnage duty.	Duty on Goods.	Levoy Jummah.	Total.	Establishment.	Contingent Charges.	Total.	Establishment.	Contingent Charges.	Total.
1	Ganjam	6,11,665 0 0	4,28,186 0 0	6,966 0 0	2,64,573 0 0	357 5 5	3,047 10 8	6 2 5	3,411 2 6	623 11 0	4,974 0 2	2 4 0	5,599 15 2	185 6 3	4 5 7	189 11 10	190 7 9	5 8 0	195 15 9
2	Munsoorcottah	4,54,441 0 0	6,25,989 0 0	62,634 0 0	3,61,001 0 0	401 1 8	2,866 3 9	1 15 8	3,269 5 1	11,530 8 4	619 14 3	3 8 0	12,153 14 7	212 6 10	4 6 10	216 13 8	210 15 6	4 8 0	215 7 6
3	Sonapore	68,181 0 0	9,11,68 0 0	4,697 0 0	4,840 0 0	127 15 11	674 15 10	7 5 10	810 5 7	136 12 6	2,033 8 1	0 0 0	2,171 4 7	168 9 6	4 6 10	173 0 4	168 0 0	5 8 0	173 8 0
4	Barwah	24,206 0 0	53,477 0 0	327 0 0	0 0 0	31 6 3	352 4 4	5 10 8	289 5 3	58 3 6	101 4 7	0 0 0	159 8 1	105 9 8	4 14 0	110 7 8	89 1 1	2 12 9	91 13 10
5	Poondy and Bavanapaud	2,58,083 0 0	3,20,292 0 0	14,161 0 0	37,805 0 0	308 7 11	1,381 13 9	7 15 0	1,698 4 8	381 1 0	1,837 12 9	2 8 0	2,221 5 9	269 4 1	5 0 0	274 4 1	299 0 0	4 14 0	303 14 0
6	Calingapatam and Gadalapaud	3,71,598 0 0	6,47,820 0 0	10,983 0 0	63,213 0 0	722 8 9	12,599 1 7	9 10 8	13,331 5 0	1,362 7 9	26,981 14 0	4 8 0	28,348 13 9	238 4 5	6 14 10	245 3 3	240 0 0	4 8 0	244 8 0
		Total	21,66,932 0 0		7,31,432 0 0				22,809 12 1	14,093 12 1	36,548 5 10	12 12 0	50,654 13 11				1,197 8 4	27 10 9	1,225 3 1

(Signed) W. KNOX,
Acting Collector.

GANJAM DISTRICT,
Collector's Circuit Cutcherry,
Purla Kemedy,
19*th December* 1856.

(True Copy.)
(Signed) W. KNOX,
Acting Collector.

(True Copy of a Copy.)
(Signed) J. J. FRANKLIN,
Secretary Marine Board.

Fort Saint George, Marine Consultation, 11th May 1858.

Statement shewing the Export and Import trade at the Calingapatam from May 1850 to April 1856.

	Total.				English.				French.				Native.				American.			
	Arrival of Ships.	Value of Goods exported.	Value of Goods imported.	Total.	Arrival of Ships.	Value of Goods exported.	Value of Goods imported.	Total.	Arrival of Ships.	Value of Goods exported.	Value of Goods imported.	Total.	Arrival of Ships.	Value of Goods exported.	Value of Goods imported.	Total.	Arrival of Ships.	Value of Goods exported.	Value of Goods imported.	Total.
From May 1850 to April 1851 ...	77	3,10,456 5 1	13,924 14 11	3,24,381 4 0	14	1,29,690 11 1	914 6 8	1,30,605 1 9	1	1,333 8 0	0 0 0	1,333 8 0	62	1,79,432 2 0	13,010 8 3	1,92,442 10 3	0	0 0 0	0 0 0	0 0 0
Do. 1851 do. 1852 ...	63	3,20,142 5 4	6,215 3 1	3,26,357 8 5	10	1,28,278 5 0	1,039 12 0	1,29,318 1 0	9	1,08,726 13 4	300 0 0	1,09,026 13 4	44	83,137 3 0	4,875 7 1	88,012 10 1	0	0 0 0	0 0 0	0 0 0
Do. 1852 do. 1853 ...	87	3,84,391 10 11	10,830 5 0	3,95,221 15 11	23	1,25,754 7 8	362 0 0	1,26,116 7 8	11	1,32,967 3 6	57 0 0	1,33,024 3 6	53	1,25,669 15 9	10,411 5 0	1,36,081 4 9	0	0 0 0	0 0 0	0 0 0
Do. 1853 do. 1854 ...	78	3,51,776 13 7	17,606 12 5	3,69,383 10 0	22	2,56,198 11 6	1,316 0 0	2,57,514 11 6	11	52,776 1 8	5,279 2 5	58,055 4 1	45	42,802 0 5	11,011 10 0	53,813 10 5	0	0 0 0	0 0 0	0 0 0
Do. 1854 do. 1855 ...	73	1,49,319 13 10	13,312 11 10	1,62,632 9 8	7	24,465 12 2	510 0 0	24,975 12 2	11	33,097 13 4	238 13 8	33,336 11 0	55	91,756 4 4	12,563 14 2	1,04,320 2 6	0	0 0 0	0 0 0	0 0 0
Do. 1855 do. 1856 ...	92	6,38,782 3 2	64,034 15 1	7,02,817 2 3	22	3,07,367 7 2	5,385 1 4	3,12,752 8 6	19	1,73,761 14 7	18,421 8 0	1,92,183 6 7	50	1,27,962 0 1	40,228 5 9	1,68,190 5 10	1	29,690 13 0	0 0 0	29,690 13 4

(Signed) W. KNOX,

Acting Collector.

(A true Copy.)

(Signed) J. J. FRANKLIN,

Secretary Marine Board.

GANJAM DISTRICT,
Collector's Circuit Office, Chicacole,
21st March 1857.

No. 2. From J. J. FRANKLIN, Esq., Secretary Marine Board; to T. PYCROFT, Esq., Chief Secretary to Government, Fort Saint George, dated 7th May 1857, No. 1761.

SIR,

The Marine Board in the letter of the 16th Ultimo, No. 1517, recommended the appointment of a Master Attendant Calingapatam and of a Conservator at each of the ports of Ganjam and Monsoorcottah. With the view of placing before Government, the great difficulties that must be experienced in the district in which those ports are situated, from the want of some officials having professional knowledge of maritime matters, I am directed to annex copy of a letter from the Acting Collector of Ganjam shewing how helpless he is to carry out the provisions of Act I of 1857, without some such assistance.

Dated 29th April 1857, No. 58.

From WILLIAM KNOX, Esq., Acting Collector of Ganjam; to J. J. FRANKLIN, Esq., Secretary to the Marine Board, Fort Saint George, dated 29th April 1857, No. 58.

SIR,

I very much fear that it will be impossible fully to carry out the regulation of the Board under Act I of 1857, as there is no Master Attendant in the District, and no one qualified to give a Certificate of a Ship's state, the Vessels that take passengers are chiefly native, and I am unable to say what would be the proper complement of sails for one of these to enable her to be returned as "well found," or how I am to be guided in certifying as to the state of her hull and rigging. When it could be done I have made Nacodahs and Tindals bring me a Certificate from some Master Mariner, but this cannot be always got as Captains even when present have their own business to attend to, if the Board can give me any information on the above points I shall be much obliged.

No. 3. From J. J. FRANKLIN, Esq., Secretary Marine Board; to E. MALTBY, Esq., Acting Chief Secretary to Government, Fort Saint George, dated 25th August 1857, No. 2928.

SIR,

I have the honor by desire of the Marine Board to forward in obedience to the orders of Government conveyed in Extract Minutes Consultation of the 14th Ultimo, No. 272, the accompanying amended Tabular Statement of the proposed Marine Establishment for the district of Ganjam.

2. The Government will perceive that the salaries of the Master Attendant at Calingapatam, and of the Conservators at Ganjam and Monsoorcottah, are set down at a moiety of those before proposed. The remainder will be drawn in the Sea Custom Department.

3. The salaries of the Signal Serjeants are set down at the rates at which similar Servants are paid in the district of Vizagapatam; and should one be appointed at Monsoorcottah, it is proposed to dispense with the services of the Signal lascar at that port. The peon at Geddalapaude will likewise be discontinued, but the omission will appear in the Revenue Statement.

No. 4. From J. T. MACLAGAN, Esq., Acting Secretary Marine Board; to the Chief Secretary to Government, Fort Saint George, dated 16th April 1858, No. 1644.

SIR,

I have the honor by desire of the Marine Board to acknowledge receipt of Extract Minutes Consultation of the 24th November last, No. 2167, directing them to report on such of Colonel

Cotton's suggestions for the improvement of the Port of Munsoorcottah, as relate to the Marine Department, as well as on the proposition for increasing the power of the Kanada Light, and to regret that so long a time should have been allowed to elapse, before the instructions therein contained should have been obeyed. They trust however that no practical inconvenience will have been experienced thereby, as the subjects considered have already been attended to.

2. Referring to the suggested improvements to the Port of Munsoorcottah, the great want there is effective supervision. This has already been brought to the notice of Government in the Board's letter of 16th April 1857, No. 1517, and application has been made to the Supreme Government for an efficient establishment at that Port, as well as at Calingapatam, Sonapore and Ganjam.

3. The inability to signalize with the Shipping in the Roads is of course a serious draw back to the Port, but with its present establishment of 1 Lascar at 7 Rupees a month, it is scarcely advisable to supply a set of Signal Flags, as he could not use them. On the appointments, which have been recommended, taking place, measures will be immediately taken to render the Port efficient in this respect.

4. With regard to the Moorings the Board are doubtful as to the advantage of using those secured by the Screw. Considerable difficulty will be experienced in screwing them in, and thus disadvantage attends their use ; that if from the alteration of the line of Coast, or from any other cause, there is a necessity for their removal, the Screw cannot be extracted, but must be abandoned with so much of the chain as is below water.

5. Moreover the Board do not think that the trade of Munsoorcottah is sufficient to require Moorings to be laid down for the use of the Shipping in the Port, which seldom exceed at one time 3 or 4 Vessels at the busiest season.

6. Proceeding now to notice para : 13 of the Extract under reply, on the subject of the addition of more burners to the Kanada Light House, I am to state that a first Class Lantern has already been supplied for the use of that Light House in lieu of the one hitherto employed which is of the 3rd Class. The brilliancy of the new light will afford all that is needed in this respect.

7. Regarding the proposal (para : 14 of Extract) for prolonging the headland South of the Calingapatam anchorage which is expected to afford better shelter to Vessels lying there, the Board direct me to forward transcript of a report which they addressed to the Chief Engineer, Department Public Works, on the 24th September last, upon a similar proposition submitted by Lieutenant E. R. Blagrave, District Engineer, Ganjam, also appended. This Officer suggested that Vessels might be permitted to discharge their ballast off the point, but of course, for obvious reasons, this could not be sanctioned, unless under the directions of some Officer attached to the Port, with experience to judge, and power to act. There can, however, be no doubt that if the point referrred to, can be artificially extended, a much greater protection will be afforded to the Shipping lying in the Calingapatam Roadstead.

From J. T. MACLAGAN, Esq., Acting Secretary Marine Board; to the Chief Engineer, Department of Public Works, dated 24th September 1857, No. 3288.

Sir,

With reference to the proposition made by Lieutenant E. R. Blagrave, District Engineer of Ganjam, for protecting the anchorage at Calingapatam, with which you favored the Marine Board in Extract from your Proceedings of the 12th Instant, No. 3623, I have the honor by their desire to observe, that it would not be advisable to permit ballast to be thrown overboard in or near the Roads, unless some competent person was on the spot to superintend, and point out where it should be deposited. In the absence of some such person Commanders of Vessels would probably be found to discharge ballast with more regard to their own convenience, than to the interests of the Port, and until a Master Attendant is appointed, an event which may shortly be expected, the experiment ought not to be tried.

2. The Board may, however, remark that they are doubtful as to the success of the undertaking. Vessels would not anchor sufficiently close in to throw overboard ballast with any chance of its forming a connection with the spit. A patch might be formed at some distance East of the point, but this would only increase the scour of the current in the intermediate space. They think that the safest and best plan would be gradually to extend the spit from the shore.

No. 3623.

Extract from the Proceedings of the Chief Engineer in the Department of Public Works, under date the 12th September 1857.

Read the following general Observations from the District Engineer, Ganjam.

(Here enter dated 3rd August 1857.)

Resolved to forward for the obliging opinion of the Marine Board, para : 3 of the foregoing general Observations by Lieutenant Blagrave, Acting District Engineer of Ganjam, for the month of July last, on the subject of protecting the anchorage of the Calingapatam Port.

(A true Extract.)

(Signed) C. C. JOHNSTON, Captain,
Ag. Suptg. Engr. Northern Circle

(True Copy.)

(Signed) J. T. MACLAGAN,
Acting Secretary.

Extract from the General Observations made by Lieutenant E. R. Blagrave, District Engineer of Ganjam, for the month of July 1857.

Sea Custom House at Calingapatam.

3. To Calingapatam. Inspected the new Sea Custom House, and examined the line of Coast to the Beacon point. If this were extended about 1 Mile or so out Eastward or sufficient to protect the anchorage from the South, it would greatly improve the Port, this might be gradually done by Vessels coming up in ballast throwing the same over in a set line as close to the shore as they could with safety come, the remaining space to the shore might be completed by carrying the ballast on rafts ; or by other means from the shore. If this were done, I fancy the set of the current to the North along a coast would eventually and by degrees add to the spit thus artificially formed, by large deposits and accumulation of sand on the South side, such a protection would enable Vessels to venture in much nearer to the shore : thus facilitating the shipment of their Cargoes.

(Signed) C. C. JOHNSTON, Captain,
Actg. Supg. Engr. N. Circle.

(True Copy.)

(Signed) J. T. MACLAGAN,
Acting Secretary.

Fort Saint George, Marine Consultation, 11th May 1858.

No. 5. ORDER THEREON, No. 169; dated 5th May 1858.

1. The Government resolve, under the opinion expressed in para: 7 of the Marine Board's letter of the 16th April 1858, to refer the proposal for prolonging the Head land, South of the Calingapatam Anchorage, to the Public Works Department, with a request that a Plan and Estimate may be prepared for the extension of the point referred to.

2. With regard to the further matters treated of in the Board's letter, it is observed that the establishments submitted in the Board's letter of 25th August 1857, have not been recommended to the Government of India. By the recent Act VII of 1858, no Port Dues are leviable at any of the Ports in the Ganjam District, and there are therefore no sources whence these additional establishments could be paid. All these Ports are however included in the Schedule to the Draft "Bill for the regulation of certain Ports within the Presidency of Fort Saint George," which it is expected will be passed shortly and which provides for the more important measures of conservancy, as to regulating the throwing over of Ballast, &c., being carried out by the Magistrate and by the Chief Officer of Customs. It is remarked that by a late order in the Revenue Department, 7th April, No. 441, the Government have expressed their readiness to consider any Plan that may be devised by the Board of Revenue, for the more efficient management of the Sea Customs in Ganjam, and the Board will now be desired through the Revenue Department to submit such a Plan at an early date.

3. The Marine Board will be pleased to furnish the Collector of Ganjam, with a set of Signal Flags, and (if not yet supplied) a Code of Marryatt's Signals for the Port of Munsoorcottah. The Government have reason to know that the Collector will find means to work them even with his present Establishment. The Governor in Council has recently authorized the immediate construction of a Flag Staff at that Port as well as at Ganjam and Calingapatam.

4. The Government do not concur with the Marine Board, in their views in respect to the proposal for laying down Screw Moorings at Munsoorcottah. Such Moorings, it seems to them, would be very useful and are much required at that Port. The project will therefore be referred to the Public Works Department, in view to the preparation of the necessary Plans and Estimates.

(Signed) T. PYCROFT,
Chief Secretary.

Exd. J. A. Wilson.

No. 148

From
William Knox Esqre
Acting Collector of
Ganjam.

To
G. S. Forbes Esqre
Secretary to the Board of Revenue
Fort Saint George.

Sir,

I have the honor to acknowledge the receipt of your letter of the 3d instant, No. 2015 on the subject of the introduction of Port rules into this district, under Act XXII of 1855.

2 There are two ports Viz. Bhuvanapand and Guddalapand too insignificant to be noticed, the latter, at which there was a peon who now does duty at Calingapatam, has long ceased to be a port. It is highly desirable that some rule should be introduced; at present I doubt if I can legally fine a Master of a ship for discharging stone ballast at the anchorage, the rules need be but simple, as all our ports are nothing more than open roadsteads, but if we have rules I trust we shall have officers to enforce them, at present it is impossible to expect a

Goomastah

Coomastah of 7 Rupees as at Bacwah, to act with firmness and decision, when opposed by a ships Captain, a European. The trade of this district is increasing every year and the necessities of that trade require that our Sea Custom Establishment should be remodelled, as what was ample for a Native Coasting trade will not do now, that the trade is almost entirely in the hands of European. I had several conversations with Colonel F. Cotton on his last tour through this district, he visited several of the ports and made himself master of our wants, and I would beg to refer you to him, should you wish to know more of the local features of each port.

3. It appears to me that to carry out the intentions of the act there should be two Master Attendants or Harbour Masters, one at Cabingapatam with Coondy under his charge, the second at Munsoorcottah with charge of the other ports - an officer of this class with the powers of an assistant Magistrate and of Justice of the peace, to act when breaches of the port and boat rules occur, and keep the boat men, an unruly class, in order, and to sign protests, and other legal formalities for Masters, and assist them in a number of ways, would be most valuable, both to the Master and shipper, he would also I apprehend be of great advantage to Government, indeed every thing that promotes trade must eventually be of advantage to Government.

4. While on the subject of Port rules, I beg to bring to the notice of the Board that even at Munsoorcottah where there is a Flag staff and lascar, there are no flags, it is therefore impossible to communicate with ships, except by boat, and this is often in bad weather impracticable from high surf. There is then no way to warn a ship in danger from taking up an improper anchorage, or running in too close to shore the cost of a set of Marryatts signals is so small and their usefulness so obvious, that I can only wonder at the refusal of the Marine Board, to supply me with a set. I hope when the new rules are brought into use that patent screw moorings, a signal post and flags will speedily be supplied to each port - at present the ship owner pays his port dues

dues, but gets little or nothing in return.

I have &c.

(Signed) W. Knox

Acting Collector

Ganjam District.
Collectors office
Chetterpoor 22d July 1856
Ex 792.

/ True Copy /

Secretary Marine Board

Department.

4 The Board think that these data will sufficiently prove the necessity for the appointment of some European or East Indian authorities at the Ganjam ports, but more particularly at Calingapatam where the increase in the European Ships is so considerable, and the want of such an officer to superintend shipping transactions must be severely felt.

5 Mr. Knox in the last para of his letter to them of the 25th November 1856, N 222, proposes that the officers appointed should also undertake the duties of the Sea Customs. The Board approve this suggestion, although of course those duties can only be exercised at the post to which the officer is permanently attached, and they beg to recommend that an officer be appointed at Calingapatam as Master Attendant and Superintendent of Sea Customs at a Salary of 200 Rupees a month: that one half of this salary should be debited to the Marine and the remainder to the Sea Customs department

department; and that he should exercise supervision over the port of Poondy as Conservator. The trade of Calingapatam, which is so rapidly on the increase, manifestly demands that some efficient supervision should be established and the Commanders of ships have a right to expect that some facilities should be afforded in return for the port dues paid. The Government are aware that the Board could not recommend the introduction of Act XXII of 1855 at that port in consequence of there being no officer to whom the duties could be entrusted.

6. With regard to the other ports, the Board are of opinion that for the present it might be sufficient to appoint an officer of inferior grade, to be called Conservator, at each of the ports Ganjam and Monsoorcottah, and that the latter should have marine charge of Sonapore and Barwah. These offices could be entrusted with the duties of the Sea Customs and the Board think that if 105 Rupees a month were fixed as

wire
paper 27
wire 50
4 90

Captain Matthews
Port Officer Ganjam
Marine Collector
and Ex Officio
Customs
Ganjam

Statement shewing the Export and Imports trade at the Paleigapatam from May 1850 to April 1856.

		Total			English			French			Native			American		
		Arrival of Ships	Value of Goods Exported	Value of Goods Imported	Total	Arrival of Ships	Value of Goods Exported	Value of Goods Imported	Total	Arrival of Ships	Value of Goods Exported	Value of Goods Imported	Total	Arrival of Ships	Value of Goods Exported	Value of Goods Imported	Total
From May 1850	to April 1851	77	3,10,456 5 1	13,92,441	13,24,381 4	14	129,690	111	914 6 8	130,605	19	1	1333 8	..	..	..	..
Ditto 1851	Ditto 1852	63	3,20,142 5 4	6,215 3	13,26,357 8 5	10	128,278 5	1039 12	129,318	1	9	1087 26	134	300	109,026	13 441	88,137 3
Ditto 1852	Ditto 1853	87	4,84,393	10 11	10,820 5	3 495	221 15	11	23	125,754	7 8	362	226,116 7 8	11	132967	36	57	133,024	3 6 53	125,669	15 9	10,411 5	136,081	9
Ditto 1853	Ditto 1854	78	3,51,776	13 7	17,606	12 5	369,383	10	22	256,198	11 6	1316	257,514	11 6	11	52776	18	5279	25	580	55	41 45	42,802	5	11011	10	53813	10 5
Ditto 1854	Ditto 1855	73	1,49,319	13 10	12,312	11 10	162,632	9 8	7	24,465	12 2	570	24975	12 2	11	33097	134	238	138	33836	11	68	91,756	4 4	12,563	11 2	104,320	26
Ditto 1855	Ditto 1856.	92	6,37,782	32	64,031	23 15	701,817	23	22	307,367	72 5	385	1 4	312,752	86	19	173761	147	18421	8	19	182	67	50	127,962	1	40,228	5 9	168,290	570	1	29,690	13	..	29,690	13

Signed / W. Thorp
Collector

A true Copy
D. Anderson
Sec.y Mil. Board

Gunjam District
Collectors Circuit
Office Chicacole 21st March 1857

E. D.

* Corrections made in the Marine Board Office.

1837

Marine Letter to Engr
30th June No. 22 of 1838
Copies Wanted.

No. 3

Enclosed in a letter from
Secretary Marine Board dated
16th April 1837.

From the Collr of Ganjam
To the Secretary Marine Board
Dated 21st March 1837

Statement shewing the
Export and Import trade
at the Calingapatam
from May 1836 to April 1836