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MADRAS RECORD OFFICE.

Government of Madras.

Marine DEPARTMENT.

G.O. No. 235 Press ~~Mis.~~ Original

Dated 1st October 1866.

Not to be folded or roughly handled

No. 3. Read the following Proceedings of the Board of Revenue, dated 17th September 1866, No. 6647.

Read letter from the Collector of South Arcot, to the Secretary to the Board of Revenue; dated Cuddalore, 4th December 1865, No. 272.

I have the honor to acknowledge receipt of the Board's Proceedings, dated 26th October 1865, No. 146, and in reply to state that the Boat Rules, and the Subsidiary Rules already in force in the Port of Cuddalore, work well, and do not seem to require any change.

2. The Rules, so far as this District is concerned, require only to be extended to Porto Novo, and in view to this I have, in my letter of the 17th May 1864, No. 77, submitted for sanction a revised set of rules which appear to have been overlooked by the Board, the only addition I should desire to make to them is, to authorize the Superintendent of Sea Customs of Porto Novo to issue licenses for boats plying at that port, which will obviate the necessity of their coming to Cuddalore to the great inconvenience of all concerned. The scale of fees to be the same as that in Rule 2 of 1847.

From the Collector of Tanjore, to the Acting Secretary to the Board of Revenue; dated Vellum, 30th November 1865, No. 398.

With reference to the Board's Miscellaneous Circular, No. CXLVI., (Board No. 6,881,) dated the 26th October 1865, I have the honor to forward, herewith, an original letter from Mr. Plumer, Acting Sub-Collector, in charge of the Sea Custom Department, regarding the several points referred to in paragraph 6 of the Order of Government, dated the 7th October 1865, No. 212, and recorded in the Board's Proceedings above quoted.

Enclosure No. 1.

From the Acting Sub-Collector of Tanjore, to the Collector of Tanjore; dated Negapatam, 27th November, 1865, No. 291.

As requested in your endorsement, No. 404, dated the 4th instant, on the Board's Miscellaneous Circular, No. CXLVI., I have the honor to give my opinion on the several points referred to in paragraph 6 of the Government Order of the 7th ultimo.

2. To enable me to draw up uniform regulations on these points for all the ports in the district, I have obtained from the several Sea Custom Superintendents information as to the rules at present in force at their respective ports, together with their opinion as to the regulations which should be adopted in future. This information has been received, and I now proceed to discuss each point in the order in which it comes in the Government Order.

3. *License fee.*—The fees at present levied from boat-owners under the rules, are called survey fees, or fees for registry. They are, however, in fact license fees, as they are paid after the survey of the boat has been made, and on receipt of license. The present scale of fees adopted at all the ports, is that laid down in paragraph 2 of the Boat rules, and I see no reason for making any alteration in the revised rules. The Sea Custom Superintendents have proposed that boat-owners should be called upon to pay a license fee, in addition to the survey fee, which they now pay; I am of opinion that one fee is as much as they can fairly be expected to pay.

4. *Charge for Boat hire.*—The present charges for boat hire vary at each port, and it is very difficult to lay down a uniform scale of charges for all the ports. I think, however, that the scale, as given below, is a fair one for all the ports in this district, except Muthupettai. There, the Sea Custom House is seven miles from the Sea. It is, at present, the custom to charge two different rates, one for the passage from the sea Custom House to the mouth of the river, and another rate from the mouth of the river to the vessel. I think, therefore, in fixing a scale of charges, it will be necessary to give a discretionary power to the chief officer of Customs in each district to vary the rate according to the requirements of each port, though, as previously stated, I think that, in this district, Muthupettai is the only port for which the proposed rate is not adapted.

Proposed rate of charges for Boat hire, &c.	Rs.	A.	P.
I. Ordinary trip within five fathoms	2	0	0
II. To ship in more than do. do	3	0	0
III. Boats detained alongside for each hour over one hour extra	0	8	0
IV. Trip going and returning V. Do. between 6 P. M. and 5 A. M VI. Do. in foul weather, or from 15th October to 15th December.	3	0	0
Small sized boats, known as half boats, half the above fare.			
Catamaran trips	0	5	0
In Muthupettai, in addition to the above charges, from the mouth of the river to the Sea Custom House, per trip	2	0	0

5. *Limits of landing place.*—These must be fixed separately, with reference to the position of each port. No uniform rules can be laid down ; they should be left, as at present, to be fixed by the chief officer of Customs in each district.

6. *Amount of cargo and number of passengers.*—At present, at Negapatam and Nagore, the boats are divided into full boats of four tons and upwards ; and half boats below four tons. The former carry four and half tons of cargo and thirty passengers ; the latter, half the amount of cargo, and half the number of passengers. At Negapatam and Velanganni, boats carrying a heavier load than the above cannot cross the bars of their rivers.

I would propose to fix a uniform maximum rate of three-quarter ton of cargo, and six passengers to one ton register.

Number of Crew.

In fair weather, for boats of four tons and upwards, one Tindal and eight Lascars.
In foul weather, for do. do. one Tindal and eleven Lascars.
In fair weather, for boats under four tons, one Tindal and four Lascars.
In foul weather, for do. do. one Tindal and six Lascars.

7. *Hours between which boats should ply.*—Boats may ply between 6 A. M. and 5 P. M. No cargo or passengers shall be landed or shipped before or after those hours.

N. B.—This rule not to apply to the coasting steamers, but in all cases where boats are used after hours, the extra hire shall be paid.

The boats should ply in turn. The owner or Tindal of any boat plying out of turn, shall be liable, on conviction before a Magistrate, to a fine not exceeding Rupees 20, or, in default of payment, to simple imprisonment for a term not exceeding one calendar month.

From the Collector of Madura, to the Secretary to the Board of Revenue ; dated 23rd March 1866, No. 109.

I beg to submit the Subsidiary Regulations called for in paragraph 6 of the Order of Government in the Revenue Department, dated 7th October 1865, No. 212, conveyed in the Board's Proceedings, dated the 26th idem, No. 6,881, and to solicit the attention of the Board to the last paragraph of my letter to them, bearing date the 9th June 1864, No. 133.

2. I think that the ferry boats, &c., plying across the Paumben Channel should be placed under some supervision and restriction as to lading. The boatmen use their boats at all times and seasons, by which accidents are known often to occur. They care very little for the safety of passengers, and over-crowd their boats.

Enclosure No. 1.

Abstract.—Subsidiary Regulations to be observed at the Ports of Paumben, Keelakarai, Dempatam, and Tondy, in the District of Madura.

SCHEDULE A.
Limits of Landing places.

Ports and subsidiary Ports.	Description of limits where the landing and shipping should take place.	Distance within which the goods, &c., should be landed and shipped.
Paumben	*During the South wind.*	Yards.
	On the beach in front of the Sea Customs Office towards the north	200 E. to W.
	During the Northerly wind.	
Ramiswaram	On the beach near Terkwady	200 S. to N.
	On do. south of Koondoogal	200 S. to N.
	On the beach between the School and Chittaramaniagaren's Madam	200 S. to N.
	On the beach between the limits of the town and "Agani Theerthum."	50 S. to N.
Mandapam	*During the North wind.*	
	South of the village	100 E. to W.
	During the South wind	
Vaithalay	South of the village	100 E. to W.
Marakapattanam.	East of the village	100 S. to N.
Pillay Madam	South of Chuttrum	100 E. to W.
Kilakary	West of the Sea Customs Office	300
Yeruvadi	At the present Landing place	100
Muttupettai	In front of Sanguvetti	100
Valinokam	At the usual place	80
Devipatam	East of the Sea Customs Office between the garden of Mahomed Ibrohi Nina Marakayi and lane in front of the shop of Packiri Chetti	150
Teruppalagudi	Between the Chank Godown and Kuttayan Chetty's Tope	100
Morepanny	Between Mosque and village	100
Attangarai	Between the Viga river and the Chuttrum's Palmyra Tope	100
Mudiveerenpatnam.	East of the village	100
Tondy	In front of the Sea Custom House	150
Damotharapatnam	In front of Vattanam Salt Station	80
Nambuthaly	In front of Chinnatambi's Godown	80
Pudupatnam	In front of Aliyar Ambalagar's Godown	80
Karengadu	At the usual Landing place	80

Madura,
23rd *March* 1866.

(Signed) V. H. LEVINGE,
Collector.

SCHEDULE B.
Boat, &c., Hire.

	Fair weather.	Foul weather, or against strong tide.	Extra hire on Sunday.
PAUMBEN.	RS. A. P.	RS. A. P.	RS. A. P.
CARGO BOATS.			
For each trip either to the North Road-stead, or the basin, to import or export goods to and from the Customs House...	2 0 0	3 0 0	1 0 0
For each trip to Tirky Pullum to do. do. ...	1 0 0	1 8 0	0 8 0
For each trip to Coondoogul Harbour to do. do. ...	4 0 0	6 0 0	1 8 0
For each trip to lighten vessels by receiving goods at the North Road-stead, and delivering the same at the basin, or *vice versa*...	3 0 0	5 0 0	1 0 0
For each trip to do. do. at Coondoogul Harbour, or *vice versa*	5 0 0	7 8 0	1 8 0
In lightening vessels should a laden boat not be discharged in twenty-four hours, for every succeeding day...	1 0 0	1 8 0	... ...
Hire of a Cargo boat per day without the crew to weigh vessels in distress...	7 0 0	... ...	1 0 0
Hire of a Cargo boat per day without crew to be alongside of vessels, oar the cargo, or such other jobs...	1 0 0	... ...	... ...
CANOES.			
For each trip to the North Road-stead to any part of the Channels with goods, passengers, or letters.	0 4 0	0 8 0	0 2 0
For each trip to Coondoogul Harbour with do. do.	0 8 0	1 0 0	0 4 0

NOTE.—The North Road-stead is situated at the northern entrance to the Channel.
The basin is situated centrically between the two entrances of the Channel and opposite to the Pilot Office.
Tirky Pullum is situated inside the reef, and extends from the Light House point to the westward as far as the Flag staff.
Coondoogul Harbour is situated at the southern entrance of the Channel.

KEELAKARAI.			
CARGO DHONIES.			
For each trip to import and export goods to and from the Customs House to the reef in the sea....	2 12 0	3 6 0	1 6 0
Do. do. do. to beyond the reef... ...	3 4 0	4 0 0	1 8 0
BOATS.			
For do. do. to the reef in the sea... ...	2 0 0	2 8 0	1 0 0
For do. do. to beyond the reef...	2 8 0	3 2 0	1 4 0
CANOE.			
For do. do. to the reef in the sea... ...	0 12 0	1 0 0	0 6 0
For do. do. to beyond the reef...	1 0 0	1 4 0	0 8 0
DEVIPATAM.			
For each trip of a Dhoney...	3 8 0	5 4 0	1 10 0
For do. do. of a Boat...	2 8 0	3 12 0	1 4 0
For do. do. of a Canoe...	1 0 0	1 8 0	0 8 0

SCHEDULE B.—(*Concluded*).
Boat, &c., Hire.

	Fair weather.	Foul weather, or against strong tide.	Extra hire on Sunday.
TONDY.	RS. A. P.	RS. A. P.	RS. A. P.
For each trip of a Dhoney...	3 8 0	5 4 0	1 10 0
For do. do. of a Boat.....	2 8 0	3 12 0	1 4 0
For do. do. of a Canoe...	1 0 0	1 8 0	0 8 0
HIRE BY THE DAY IN ALL PORTS.			
For a Dhoney with crew...	7 0 0	8 0 0	... ...
For a Boat do.	5 0 0	6 0 0	... ...
For a Canoe large do.	3 0 0	3 8 0	... ...
For a do. small do.	1 8 0	2 0 0	.. ..

MADURA,
23*rd March* 1866.

(Signed) V. H. LEVINGE,
Collector.

From the Collector of Tinnevelly, to the Acting Secretary to the Board of Revenue; dated 27th November 1865, No. 451.

In reference to the Board's Miscellaneous Circular, CXLVI, Board No. 6881, dated 26th October 1861, I have the honor, herewith, to forward a draft* of Subsidiary Rules, and a Table of boat hire payable at the port of Tuticorin, prepared by the Deputy Collector, Mr. Underwood, in communication with the Master Attendant at Tuticorin.

* Copy.

2. I also append a copy of Mr. Underwood's letter, in which he suggests a slight increase to the present license fee as more likely to make boatmen care for their license, and recommends that the charge for boat hire should not be reduced, as boatmen are scarce at Tuticorin.

From the Deputy Collector of Tuticorin, to the Collector of Tinnevelly; dated 17th November 1865, No. 221.

As requested, I have personally communicated with Captain Phipps, the Master Attendant at this port, and have the honor to submit a draft of Subsidiary Rules and charges for boat hire, under Act IX of 1846.

2. We are of opinion that it is not advisable to reduce the license fee; a slight increase would make the owners of boats value their licenses, which now they do not.

3. The present license fee is only one Rupee for canoes, and five Rupees for larger boats.

4. The charge for boat hire cannot be reduced; it is sufficiently low; boatmen are scarce.

Subsidiary Boat Rules for the Port of Tuticorin.

All boats and canoes shall be submitted twice during each year, or oftener if required, for the inspection of the Master Attendant, who will give notice of such inspection ten days previous. Boats and canoes found in want of repairs or stores will be prevented from plying until put into fit and proper order.

All boats and canoes are strictly prohibited from leaving the beach after dark, or remaining alongside any vessel at night, except in particular cases permission to meet emergencies can be obtained from the Master Attendant.

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Hire of a Cargo boat per day without the crew to weigh vessels in distress...	7 0 0	... ...	1 0 0
Hire of a Cargo boat per day without crew to be alongside of vessels, oar the cargo, or such other jobs...	1 0 0		... ...
CANOES.			
For each trip to the North Road-stead to any part of the Channels with goods, passengers, or letters.	0 4 0	0 8 0	0 2 0
For each trip to Coondoogul Harbour with do. do.	0 8 0	1 0 0	0 4 0
KEELAKARAI.			
CARGO DHONIES.			
For each trip to import and export goods to and from the Customs House to the reef in the sea....	2 12 0	3 6 0	1 6 0
Do. do. do. to beyond the reef... ...	3 4 0	4 0 0	1 8 0
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For a Boat do.	5 0 0	6 0 0	... ...
For a Canoe large do.	3 0 0	3 8 0	... ...
For a do. small do.	1 8 0	2 0 0	.. ..

MADURA,
23rd March 1866.

(Signed) V. H. LEVINGE,
Collector.

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MADURA,
23*rd March* 1866.

(Signed) V. H. LEVINGE,
Collector.

From the Collector of Tinnevelly, to the Acting Secretary to the Board of Revenue; dated 27th November 1865, No. 451.

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All boats and canoes are strictly prohibited from leaving the beach after dark, or remaining alongside any vessel at night, except in particular cases permission to meet emergencies can be obtained from the Master Attendant.

All goods shall be shipped and landed on the Custom House Jetty, or as near thereto as circumstances will conveniently admit, unless special permission to the contrary be granted.

No boats or canoes shall be allowed to ship or land goods on a Sunday, (Mail Steamer excepted). Permission for canoes proceeding with provisions to ship in the roads will be granted, on application; any infringement of this rule will be punished by fine or imprisonment under Section 21 of the printed Rules.

Boats and canoes are prohibited proceeding to vessels arriving from Ceylon, with Native passengers, until the report from such vessels has been received, when, if the passengers are in a healthy state, permission will be granted for their being landed.

The boat hire, according to the annexed table, shall be considered the authorized rates; but in cases of extraordinary service, not therein specified, the Master Attendant shall adjudge to be paid such additional hire as the service may seem to warrant.

Boats and canoes are prohibited from carrying cargo or passengers in excess of the quantity or number stated on the license.

(Signed) G. A. PHIPPS,
Master Attendant.

17*th November* 1865.

(Signed) W. E. UNDERWOOD,
Deputy Collector.

Table of Boat Hire payable at the Port of Tuticorin.

Class of Boats.	Amount of boat hire to the Roadstead, or beyond Devil's Point, for every ten bales the boat can carry.			Amount of hire to near the Key-Stone Rock, for every ten bales the boat can carry.			Amount of hire to near Therukapallum, for every ten bales the boat can carry.			Amount of hire to the Inner Harbour, for every ten bales the boat can carry.			Transhipping per trip.			Detention alongside, for every hour after the first.		
	RS.	A.	P.	RS.	A.	P.	RS.	A.	P	RS.	A.	P.	RS.	A.	P.	RS.	A.	P.
First Class Boats, carrying from 100 to 150 bales of Cotton.....	1	4	0	1	0	0	0	12	0	0	8	0	5	0	0	2	0	0
Second Class Boats, carrying from 50 to 100 bales.....	1	4	0	1	0	0	0	12	0	0	8	0	3	0	0	2	0	0
Third Class, or small Dhony Boats, per trip.....	5	0	0	3	0	0	2	8	0	2	0	0	2	0	0	1	8	0
Canoe, per trip..	2	0	0	1	8	0	1	0	0	0	8	0	0	8	0	0	8	0

Water and Ballast, the same as above.

Return trip with cargo or passengers, half the above hire.

In foul weather, and on Sundays, and between 6 A. M. and 6 P. M., canoes are allowed double hire when proceeding beyond the limits of the Inner Harbour.

TUTICORIN,
24*th June* 1861.

(Signed) J. SILVER,
Collector.

(True Copy.)

(Signed) G. A. PHIPPS,
Master Attendant.

(Signed) W. E. UNDERWOOD,
Deputy Collector.

(True Copies.)

(Signed) A. WEDDERBURN,
Collector.

From the Collector of South Canara, to the Secretary to the Board of Revenue; dated Mangalore, 19th January 1866, No. 18.

I have the honor to reply to the Board's Miscellaneous Circular, No. CXLVI, Board No. 6881, dated the 26th October 1865, and to submit herewith the enclosed Statement,* and which contains all the particulars required by Government in paragraph 6 of their Order of the 7th October 1865, Military Department, No. 212.

* With Subsidiary Rules.

ENCLOSURE No. 1.

ABSTRACT.—Draft of Subsidiary Rules to be observed at the several ports in the District of South Canara.

ENCLOSURE No. 2.

SOUTH CANARA.

Statement showing the amount of License Fees for registering boats ; the rates of boat hire ; limits of landing places, &c., proposed for the Ports in the District of South Canara, with reference to Board's Miscellaneous Circular, No. CXLVI, Board No. 6881, dated 26th October 1865.

No.	Names of Ports.	Rates of fees for registering Boats.	Rates of boat hire.	Men to be employed.	Rate of boat hire.	Limits of landing places.	Remarks.
					RS. A. P.		
1	Mangalore. ...	For a boat carrying 8 tons and upwards. RS. 5 0 0	1. For a boat carrying 10 corges (or 15 tons) employed in receiving or delivering goods to a vessel anchored in the roads or outside the bar.	9	14 0 0	On the wharf in front of the Custom House, viz., between the Look-out-house on the south, and a drain to the north, connected with the tank behind the Custom House, the intervening space measuring 103 yards in length and about 23 yards in breadth from the Custom House to the borders of the wharf.	The Boat Rules of the 23rd April 1847 are already in force at this port.
		Do. do. 6 to 8 tons. 4 0 0					
		Do. do. 4 to 6 tons. 3 0 0					
		Do. do. 2 to 4 tons. 2 0 0					
		Do. do. 1 to 2 tons. 1 8 0					
		Do. do. 1 ton... ... 1 0 0	2. For do. of 5 corges' (or 7½ tons) burthen employed in do. do.	5	7 0 0		
			3. For a boat carrying from 3 to less than 5 corges (4½ to 7½ tons) employed in do. to be charged for according to the actual capacity of the boat, viz., for every corge (or 1½ ton) it is capable of holding.	5	1 6 5		
			4. For a boat of 2 or 2½ corges' (or 3¾ tons) burthen employed in receiving or delivering goods to a vessel anchored in the roads, or outside the bar.	5	3 8 0		
			5. For a boat of 1 corge' (1½ tons) burthen employed in do.	5	1 12 0		
			6. For the report boat, for each trip.	5	1 12 0		
			7. For a 1 corge boat with provisions.	5	1 8 0		
			8. Trip for transhipment return trip.	Half the above rates.			
			9. For receiving or delivering goods at back of the surf.				
			10. When the boats are detained alongside more than an hour.	Double the above rates.			
			11. In foul weather and during the monsoon.				
			12. For a boat of 1 corge (1½ ton) employed in carrying goods from the wharf to a large cargo boat lying in the back-water.	1	0 5 0		
			13. For do. do. for carrying goods from the shore to vessels lying inside or near the bar.	2	0 8 0		
2	Mulky...	The same rates as those proposed for Mangalore may be adopted for this port.	1. For a boat of any tonnage employed outside the bar, for every corge (or 1½ ton) of its burthen.	Not less than 4.	1 4 0	Within the limits of the open yard in front of the Custom House, measuring 90 yards in length from north to south. The eastern limit of the landing place to be the hedge on the border of the paddy fields belonging to one Chettu Markala, and on the west the bank of the river, the intervening space measuring 53 yards in breadth.	This is not a port of any importance, and the Boat Rules are not in force here. However, it is one of the minor ports at which Mr. Morris thought that a modified set of Rules might be introduced if the Board were of opinion that some rules ought to be enforced. A road lately opened, moreover, has placed this port in communication with the interior, so as to allow of bullock traffic coming down. The number of cargo boats maintained at this port is six.
			2. For the report for each trip...	4	1 4 0		
			3. For a 1 corge (1½ ton) boat with provisions.	4	1 4 0		
			4. Trip for transhipment return trip.	Half the above rates.			
			5. Receiving or delivering goods at back of the surf.				
			6. When the boats are detained alongside for more than an hour.	Double the above rates.			
			7. In foul weather and during the monsoon.				
			8. For a boat of 1 corge' (1½ ton) burthen employed in carrying goods to a munjee (larger cargo boat) lying in the back-water.	2	0 6 0		

Statement showing the License Fees for registering Boats, &c.—*(Continued.)*

No.	Names of Ports.	Rates of fees for registering Boats.	Rates of boat hire.	Men to be employed.	Rate of boat hire. RS. A. P.	Limits of landing places.	Remarks.
3	Malpe...	The same rates as those proposed for Mangalore may be adopted for this port.	1. For a boat of any tonnage taken outside the bar, for every corge it is capable of holding.	Not less than 3.	1 0 0	The limits of the landing place are to be as follows :— A space measuring 17 yards in length from the shop, belonging to one Annapa Bhat, to the bank of the river, and 37 yards in breadth from the said shop to the Warehouse belonging to one Budna Saiba.	The system of registration may be introduced at this port, notwithstanding that Mr. Morris omitted it in the list of the minor ports where he thought the said rules might be introduced, inasmuch as the port is gradually becoming one of importance on account of its being situated near the town of Udipi, and the traffic having increased since the opening of the Agoomby ghat. It also affords shelter to vessels during the rainy season, as it lies close to the Dhareya Bahedurghur Island. There are at present 7 cargo boats in use at the port.
			2. For the report boat for each trip.	Do. ...	1 0 0		
			3. For a 1 corge boat with provisions.	Do. ..	1 0 0		
			4. Trip for transhipment return trip. Receiving or delivering goods at back of the surf.	Half the above rates.			
			5. When the boats are detained alongside for more than an hour. In foul weather and during the monsoon.	Double the above rates.			
			6. For a 1 corge (or 1½ ton) boat, carrying goods from the shore to a larger cargo boat in the backwater.				
			If to the west.....	1	0 3 0		
			If to the north.....	1	0 2 0		
4	Barkur.....	Do.	1. For a boat of any tonnage employed in receiving or delivering goods to a vessel outside the bar, for every corge (1½ ton) it is capable of holding.	Not less than 3.	1 8 0	In front of the Sea Custom House, and within the following limits, viz. :—	The system of registration is not in force at this port. The increase of commerce in consequence of the opening
			2. For the report boat for each trip.	3	1 8 0	Between a warehouse belonging to one Wallab Day Shet, situated to the north of the Custom House and the drain adjoining another warehouse belonging to the same individual, situated to the south of the Custom House, the intervening space measuring 48 yards in length on one side, from the walls of the Custom House to the northern warehouse, and 97 yards from the said Custom House to the drain above alluded to.	of the Khokarny and other roads in the vicinity, and the brisk trade carried on here with the foreign port of Goa, however, warrant their introduction, as recommended by Mr. Morris. For the present the port has ready for use thirty-one cargo boats.
			3. For a 1 corge (1½ ton) boat with provisions.	3	1 8 0		
			4. Trip for transhipment return trip. Receiving or delivering goods at back of the surf.	Half the above rates.	.....		
			5. When boats are detained alongside more than an hour. In foul weather and during the monsoon.	Double the above rates.	.....		
			6. For a 1 corge boat (1½ ton) carrying goods from the shore to a larger cargo boat in the back-water.	1	0 4 0		
			7. Do. do. do., to a vessel lying near the bar.	1	0 6 0		
5	Kundapur.. ...	The same rates as those proposed for Mangalore may be adopted for this port.	1. For a boat of 10 corges (15 tons') burthen employed in receiving or delivering goods to vessels outside the bar.	9	12 8 0	On the shore in front of the Custom House and within a space of 47 yards on the north, and 40 yards on the south of the Custom House.	This is a sea port of considerable importance, and its trade warrants the introduction of the Boat Rules. The number of cargo boats, large and small, at this port is eighteen.
			2. For do. do. of 5 corges (7½ tons) employed in do.	5	6 4 0		
			3. For a boat of 1 corge (1½ ton) employed in do.	3	1 8 0		
			4. For the report boat, each trip.	5	1 12 0		
			5. For a 1 corge boat (1½ ton) with provisions.	3	1 8 0		
			6. Trip for transhipment return trip. Receiving or delivering goods at back of the surf.	Half the above rates.	.....		
			7. When the boats are detained alongside more than an hour. In foul weather and during the monsoon.	Double the above rates.	.....		

Statement showing the License fees for registering boats, &c.—(*Continued*).

No.	Names of Ports.	Rates of fees for registering Boats.	Rates of Boat-hire.	Men to be employed.	Rate of boat-hire.	Limits of landing places.	Remarks.
					RS. A. P.		
	Kundapur.—(*Concluded.*)	The same rates as those proposed for Mangalore may be adopted for this port.	8. For a 1 corge boat carrying goods from the Bhunder to a larger cargo boat lying in the back-water.	2	0 5 0		
			9. Do. do. to vessels lying near the bar.	2	0 5 0		
6	Baindur... ...	Do.	1. For a boat of any capacity taken outside the bar, for every corge (1½ ton) it is capable of holding.	Not less than 4.	1 0 0	On the other side of the river opposite the Sea Custom House, and in a garden measuring 75 yards in length, and 25 yards in breadth.	This is an inferior minor port, with very limited trade in it, and the Boat Rules are not in force here. The number of cargo boats at this port is seven.
			2. For the report boat each trip.	4	1 0 0		
			3. For a boat with provisions.. ...	4	1 0 0		
			4. Trip for transhipment. For return trip. Receiving or delivering goods at back of the surf.	Half the above rates.	.....		
			5. When the boats are detained alongside more than an hour. In foul weather and during the monsoon.	Double the above rates.	.....		
			6. For a 1 corge boat employed in receiving or delivering goods to a vessel inside the bar.	2	0 2 0		
			7. Do. to a corge boat in the back-water.	1	0 1 0		
7	Naikenkotta..	Do.	1. For a boat of any capacity employed in receiving or delivering goods to a vessel anchored in the sea, for every corge it is capable of holding.	Not less than 4.	1 0 0	On the sea shore in front of the Custom House and within 50 yards thereof.	Do. do. number of cargo boats six.

			2. For the report boat, each trip.	4	1 0 0		
			3. For a boat with provisions....	4	1 0 0		
			4. Trip for transhipment..... Returned trip.....	Half the above rates.	.....		
			5. When the boats are detained alongside more than an hour. In foul whether and during the monsoon.	Double the above rates.	.....		
8	Kumbla... ...	The same rates as those proposed for Mangalore may be adopted for this port.	1. For a boat carrying 10 corges (15 tons and upwards) employed in receiving or delivering goods to a vessel outside the bar.	9	12 8 0	In front of the Sea Custom House, and within the following limits :— On the south the drain adjoining the garden belonging to one Venktesha Naika. On the north, the wall of the garden belonging to one Kungama Haji.	This is also a minor port of some importance, and the Boat Rules may be introduced here, as recommended by Mr. Morris. There are no separate cargo boats here, but the merchants use their own boats.
			2. For a boat of five corges (7½ tons) employed in do. do.	5	6 4 0		
			3. For a 1 corge boat (1½ ton) do. do.	5	1 8 0		
			4. For the report boat each trip.	5	1 8 0		
			5. For a 1 corge boat with provisions.	5	1 8 0		
			6. Trip for transhipment..... Return trip..... Receiving or delivering goods at back of the surf.	Half the above rates.	.....		
			7. When the boats are detained alongside more than an hour. In foul weather and during the monsoon.	Double the above rates.	.....		
			8. For a 1 corge boat employed in carrying goods from the Bhunder to cargo boats in the back-water.	1	0 4 0		
			9. Do. do. to vessels lying inside the bar.	2	0 8 0		
9	Cassergode....	Do.	1. For a boat of any tonnage employed in receiving or delivering goods to a vessel lying outside the bar, for every corge it is capable of holding.	Not less than 5.	1 8 0	On the stairs in front of the Sea Custom House and immediately below it to the north-west.	The port being of some importance, the Boat Rules may be enforced here.

Statement showing the License fees for registering Boats, &c.—*(Concluded.)*

No.	Names of Ports.	Rates of fees for registering Boats.	Rates of Boat-hire.			Limits of landing places.	Remarks.
			Rs.	A.	P.		
		Masters of vessels employed in the Coasting trade to be exempted from the payment of fees.					
9	Cassergode.—*(Concluded.)*	The same rates as those proposed for Mangalore may be adopted for this port.	2. For the report boat for each trip.	4	0		There are no separate cargo boats at this port, but the merchants use their own boats.
			3. For a 1 corge boat with provisions.	1	8	0	
			4. Trip for transhipment.....	4	0		
			Half the above rates.				
			Return trip.....	1	8	0	
			Receiving or delivering goods at the back of the surf.....	.....			
			5. When boats are detained alongside more than an hour. In foul weather and during the monsoon.	Double the above rates.			
			6. For a 1 corge boat employed in carrying goods from the Blunder to cargo boats in the back-water.	0	8	0	
			7. For do. do. to vessels near the bar.	0	10	0	
10	Manjeshwar...	Do.	1. For boat of any tonnage employed in receiving or delivering goods to a vessel anchored in the roads; for every corge (1½ ton) the boat is capable of holding.	1	8	0	All goods to be brought down the stream and landed on the bank of the river adjoining the Custom House on the south, and within the following limits, viz.:—On the north, the Sea Custom House; on the south, the bank of the river; on the west, a foot-path leading to the stream; and on the east, a garden belonging to one Ramaya Shanbogue.
			2. For the report boat for each trip.	4	0		
			3. Trip for transhipment.....	.....			
			Return trip.....	.....			
			4. When boats are detained alongside more than an hour. In foul weather and during the monsoon.	Double the above rates.			This is a port of no importance, and consequently was not included among those at which Mr. Morris thought a modified set of Boat Rules might be introduced. There are no separate cargo boats here, but the merchants use their own boats for shipping and landing goods.

(Signed) W. M. CADELL,
Collector.

SOUTH CANARA,
19th January 1866.

DRAFT.

Subsidiary Rules to be observed at the several ports in the District of South Canara.

All boats, canoes, and catamarans at the several ports in South Canara, shall be placed under the management and control of the Superintendent, or Assistant Superintendent of Sea Customs at each port, to whom as Superintendent of Boats will be entrusted the duty of carrying into effect the Rules now to be established.

2. All boats, canoes, and catamarans shall be submitted once in 3 months (or oftener if necessary) for inspection by the Superintendent of Boats, on such day as he may appoint, notice of such intended inspection being given 15 days previously.

3. If on inspection any boat, canoe, or catamaran be found in want of repairs or refitting, the Superintendent of Boats shall detain the License till the same shall have been put in fit and proper order, and shall refuse to allow such boat, canoe, or catamaran to ply, until he shall have returned the License, endorsed to the effect that such repairs have been duly effected.

4. The Superintendent of Boats will, from time to time, according to the season, decide within what hours boats are to leave the beach. But no boat, canoe, or catamaran shall remain alongside any vessel after dark, except in particular cases, the emergency of which shall be determined by the Superintendent of Boats.

5. All goods shall be shipped from, and landed at, the several places appointed for the landing and shipping of goods, or as near thereto as circumstances will admit, unless special permission to the contrary be granted by the Principal Sea Custom Officer.

6. No boat, canoe, or catamaran shall be allowed to ship or land goods on Sunday, without first obtaining permission from the Superintendent of Boats. Any infringement of this rule will be punished by fine or imprisonment under Section 16 of the Boat Rules.

7. No person shall throw into the river or back-water at any port, or into the channels leading into the river, any ballast or rubbish whatever out of any boat, canoe, or catamaran. Boats, canoes, or catamarans found to have been employed for such purposes, will be liable to have their Licenses suspended, or withdrawn, at the discretion of the Collector.

8. The rates of boat-hire, as published under these rules, shall be considered the authorized ordinary charges; but in cases of extraordinary service not therein specified, such as proceeding to a vessel beyond the limits of the port, or rendering aid to a vessel in distress, under circumstances of peril, &c., the Superintendent of Boats shall adjudge to be paid such additional hire as the service may seem to warrant, reporting the same to the Collector for his confirmation.

(Here enter the table of rates of hire).

(Signed) W. M. CADELL,
Collector.

From the Collector of Malabar, to the Secretary to the Board of Revenue; dated Calicut, 16th February 1866, No. 56.

Adverting to the Board's Miscellaneous Circular, dated 26th October 1865, No. CXLVI, (Board No. 6881,) I have the honor to forward, for submission to Government, for approval, Subsidiary Regulations as to amount of license fee, and other points for the Ports of Malabar.

ENCLOSURE No. 1.

Subsidiary Regulations for the Ports of Malabar, called for in Board's Miscellaneous Circular, dated 26th October 1865, No. CXLVI.

Names of Ports.	Limits of shipping and unshipping or line of Port.	Rate of Boat-hire (for all ports in Malabar Coast.)	License Fee.	Cargo.
Cochin.....	Unaltered. *North.*—The boundary pillar. *South.*—The southern boundary pillar. *East.*—The harbour, backwater and its creeks within British Territories. *West.*—Depth of nine (9) fathoms of water.	1. Boat of *two* tons and under, laden or unladen— To all vessels in 3 fathoms.....Rs. 0 6 0 5 fathoms and under..... ,, 0 14 0 7 ,, ,, ,, 1 8 0 over 7 ,, ,, according to agreement. For every ton or fraction of a ton beyond two, one-fourth (¼) of these rates additional. 2. Transhipping trip and return trip *half* the above rates. 3. Trip between 6 P.M., and 5 A.M., in moonsoon and on Sundays and Holidays, *double* the above rates. 4. Detention alongside of vessel more than three (3) hours, *double* the above rates. 5. With an awning 4 Annas additional.	Boats under 2 tons, Rupees 1 8 0 ,, 4 ,, 2 0 0 ,, 6 ,, 3 0 0 ,, 8 ,, 4 0 0 ,, 10 ,, 5 0 0 ,, ,, ,, according to agreement. This is the former rate, with the exception that the first item "boats under one ton" has been struck out.	The Tonnage, less one-third (⅓).
Attaprom. Maddayi. Kurkuyi. Attakuyi.	One hundred (100) yards north and south of each of these places.			
Chowghat.....	The backwater within ¼ mile below the Custom House.			
Velliangode Ponany... ... Kuttai	North to south, 50 yards East to west, 100 do. North to south, 50 do.			
Tanur. Perpengady.	North to south, 100 yards.			
Beypoor. ...	Within the Bar.			
Calicut.....	North and south the boundary pillars, west the depth of nine (9) fathoms water, east the sea-shore and the Kalai river as far as Conolly's Canal.			
Pudiangadi	One mile north and south of Custom House.			
Elatoor ..	East ½ mile above Custom House, one mile north and south of river entrance.			
Kapat. Quilandi. Kolam. Cuddalore. Trekodi.	One hundred (100) yards north and south.			
Badagherry ...	150 yards north and south.			
Kotangal. ... Mutanguel.	Within the Bar. One hundred yards north and south.			
Kalai...	East and west, 30 yards; cannot be enlarged.			
Chombai....	North and south, 50 yards.			
Tellicherry ..	Unaltered.			
Cannanore.....	Between the boundary pillars.			
Baliapatam. Pudiangadi. Etticolum... Kavai.	Fifty (50) yards north and south.			

(Signed) G. A. BALLARD, *Collector.*

From the Acting Collector of Nellore, to the Secretary to the Board of Revenue; dated 31st August 1866, No. 276.

With reference to the Board's Proceedings, dated 21st May last, No. 3555, and Sub-Secretary's Official Memorandum, No. 781, of the 10th instant, I have the honor to refer the Board to the correspondence noted marginally, from which it will be seen that Mr. Dykes has already reported that the only parts in this District to which he would propose to apply the new boat rules are the three ports of Kottapatnam, Itamukkala, and Iskapalli.

1 Collector's letter, dated 23rd July 1864, No. 244, recorded in Board's Proceedings, dated 15th August 1864, No. 5240.
1 Collector's letter, No. 283, dated 30th August 1864, recorded in Board's Proceedings, dated 14th September 1864, No. 6065.
1 Collector's letter, No. 51, dated 1st March 1866.

2. The subsidiary regulations requisite for applying the rules to those ports are detailed in the enclosure to Mr. Dykes's letter of the 23rd July 1864, and were submitted for the approval of Government with the Board's Proceedings, dated 15th August 1864, No. 5240. Pending sanction of those rules, or the issue of any orders on Mr. Dykes's letter, dated 1st March last, No. 51, I do not see that anything further is required in the matter, nor am I aware of any grounds for modifying the proposals then made.

From the Collector of South Arcot, to the Secretary to the Board of Revenue; dated Cuddalore, 4th June 1866, No. 111.

In reference to the Board's Proceedings, dated 21st May, No. 3555, I have the honor to state that the boat rules and the subsidiary rules, copies of which I forwarded with my letter of the 17th May 1864, No. 77, are already in force in the port of Cuddalore, and they have hitherto worked well.

2. Practically there is but little difference between these rules and those sanctioned by the Government of India, and, of course, these last will have the precedence over the others.

3. I have no amendment to suggest to the existing subsidiary rules already in force.

4. As recommended in my letter of the 4th December last, No. 272, and for the reasons therein urged, I would desire that the rules be extended to Porto Novo.

From the Officiating Collector of Tanjore, to the Acting Secretary to the Board of Revenue; dated Vellum, 16th June 1866, No. 150.

In reply to the Board's Proceedings, dated 21st ultimo, I have the honor to state that as a Committee, formed of the Acting Sub-Collector, the Master Attendant, and Mr. Ricketts, were engaged upon the subject of the rates of hire for boats for salt export, I requested them to consider the new boat rules likewise, and let me have the benefit of their joint deliberation.

2. Mr. Hutchins, in reply, states, "that on comparing the amended boat rules with the old "rules of 1847 hitherto in force, we were rather surprised to find that they were identical with "the single exception that the word 'Magistrate' has been in the new rules introduced before the "words 'Justice of the Peace,' in all the penalty sections, and that the words 'other registering "'officer appointed by Government' have been inserted after the terms 'Master Attendant or "'Collector of Sea Customs.'"

3. It is, therefore, more a report upon the present state of affairs and their working, which seems requisite, as all that is now altered is the extension of the jurisdiction to Sub-Magistrates, a measure of decided utility.

4. I find that the only ports to which the rules were made applicable by Government are Negapatam, Nagore, and Tranquebar. The rules were, however, subsequently brought into operation by the local authorities at Tirumalavassal, Toputorai, and Muttupettai.

5. Mr. Hutchins goes on to inform me that the Committee came to the determination that the rules should be formally extended to the three ports abovenamed, where they already virtually but informally exist, thus in fact establishing them in all the independent ports, but not in the subordinate ports, as shown in the accompanying list. I may explain that a subordinate port sends its returns and correspondence through an independent port to the Sub-Collector, whereas in the other case these go direct.

Independent ports in which Rules are to apply.	*Subordinate ports.*
Tirumalavasal...	Kodiyampalaiyam.
Tranquebar.	
Nagore.	
Negapatam...	Velanganni.
Toputorai	Point Calimere.
Muttupettai	Adrampatam.
	Ammapatnam.
	Kattumavadi.
	Kottaipatnam.
	Gopalapatnam.
	Sundrapandipatnam.

6. The only subsidiary regulation which occurred to the Committee was the addition of a clause, authorizing the Superintendents of the independent ports to fine to the amount of Rupees 10, for instances of disobedience to the established rules, thereby avoiding the delay and stoppage to work by an adjournment to the nearest Sub-Magistrate. There is doubtless an advantage in allowing petty cases thus to be summarily settled on the spot, but I would make 5 Rupees the maximum penalty which seems sufficient. With this exception, I see nothing to be altered in the rules which have hitherto worked well.

7. Finally, as regards the minor ports. There is no doubt that the rules should be formally established in the six primary ports as laid down by the Committee, but I would further advocate patam and Kattumavadi, under the jurisdiction of Muttupettai. This extension might be tried for one year, and if it answered satisfactorily, we might subsequently consider the propriety of similarly introducing the rules entirely or partially in the other subordinate ports.

From the Collector of Madura, to the Secretary to the Board of Revenue; dated 2nd June 1866, No. 177.

With reference to the Proceedings of the Board of Revenue, No. 3555, dated the 21st May 1866, I have the honor to report that the trade of the ports of this District is so small that I do not see the necessity of applying the boat rules to any of them except Paumben, where the boat rules are already in force.

From the Collector of Tinnevelly, to the Acting Secretary to the Board of Revenue; dated 16th June 1866, No. 226.

In reply to the Board's Proceedings, No. 3555, dated 21st May 1866, I have the honor to inform you that the amended boat rules might advantageously be extended to Tuticorin. I enclose a list of subsidiary rules proposed by the Master Attendant of that port.

Enclosure No. 1.

Subsidiary Boat Rules for the Port of Tuticorin.

All passengers and cargo are to be landed and shipped from the Custom House wharf, cotton, senna, and coffee excepted.

2. No boat is permitted to proceed to any vessel on arrival for any purpose whatever, unless the permission of the Master Attendant or Sea Custom Superintendent be previously obtained.

3. No boat is permitted to leave the shores between 6 P. M. and 6 A. M., unless special permission be obtained previously.

4. All boats returning from the shipping are to proceed direct to the Custom House wharf.

5. All boats taking off and discharging ballast are to obey such instructions as may be issued by the Master Attendant.

6. Boat hire according to the annexed scale is to be considered the regulated charge.

Revised Table of Boat-hire payable at the Port of Tuticorin.

Class of boat.	Amount of boat-hire to the road-stead, or beyond devil's point, for every 10 bales the boat can carry.	Amount of boat-hire to near the key stone rock, for every 10 bales the boat can carry.	Amount of boat-hire to Theruky Pullum, for every 10 bales the boat can carry.	Amount of boat-hire to the inner harbour, for every 10 bales the boat can carry.	Transhipping per trip.	Detention alongside, for every hour after the 1st.
	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.
First class boats carrying from 100 to 150 bales of cotton... ...	1 4 0	1 0 0	0 12 0	0 8 0	5 0 0	2 0 0
Second class boats carrying from 50 to 100 bales of cotton... ...	1 4 0	1 0 0	0 12 0	0 8 0	3 0 0	2 0 0
Third class or small dhony boats, per trip.	5 0 0	3 0 0	2 8 0	2 0 0	2 0 0	1 8 0
Canoe, per trip...	2 0 0	1 8 0	1 0 0	0 8 0	0 8 0	0 8 0

Water and ballast the same as above.

Return trip with cargo or passengers half the above hire.

In foul weather and on Sundays and between 6 P. M. and 6 A. M. canoes are allowed double hire when proceeding beyond the limits of the inner harbour.

(Signed) G. A. PHIPPS,
Master Attendant.

(True Copy.)

(Signed) R. K. PUCKLE,
Collector.

From the Collector of South Canara, to the Secretary to the Board of Revenue; dated Mangalore, 16th August 1866, No. 150.

With reference to the Board's Proceedings, dated the 21st May last, No. 3555, communicating the amended boat rules as sanctioned by the Government of India, and requesting me to

report to which ports I would recommend their application, I have the honor to state that on a reconsideration of the proposals formerly made by me, and also considering that the rules as now finally adopted are of the same stringency as those* now in force at the port of Mangalore, I am not prepared to recommend their extension to all the minor ports in this District, except the following two.

* Boat Rules of 23rd April 1847.

2. The only ports of any importance next to that of Mangalore in this District, and where the trade is considerable, are those of Cundapur and Barkur ; to these ports, I think, the boat rules may with advantage be made applicable.

3. I append draft of Subsidiary Rules which I would recommend to be enforced at these ports, with a statement of the rates of boat-hire, limits of landing places, &c., to be established at each of the two ports above alluded to.

Enclosure No. 1.

Proposed Subsidiary Rules.

1. All boats, canoes, and catamarans at the ports noted in the margin, shall be placed under the management and control of the Superintendent or Assistant Superintendent of Customs at each port, to whom as Superintendent of Boats will be entrusted the duty of carrying into effect the rules for their better management and control.

Cundapur.
Barkur.

2. All boats, canoes, and catamarans shall be submitted once in three months, (or oftener if necessary,) for inspection, by the Superintendent of Boats, on such day as he may appoint, notice of such intended inspection being given fifteen days previously.

3. If on inspection any boat canoe, or catamaran be found in want of repairs or refitting, the Superintendent of Boats shall detain the license till the same shall have been put in fit and proper order, and shall refuse to allow such boat, canoe, or catamaran to ply until he shall have returned the license endorsed to the effect that such repairs have been duly effected.

4. The Superintendent of Boats will from time to time according to the season decide within what hours boats are to leave the beach. But no boat, canoe, or catamaran shall remain alongside any vessel after dark, except in particular cases, the emergency of which shall be determined by the Superintendent of Boats.

5. All goods shall be shipped from and landed at the several places appointed for the landing and shipping of goods, or as near thereto as circumstances will admit unless special permission to the contrary be granted by the principal Sea Customs Officer.

6. No boat, canoe, or catamaran shall be allowed to ship or land goods on Sundays without first obtaining permission from the Superintendent of Boats. Any infringement of this rule will be punished by fine or imprisonment under Section 16 of the Boat rules.

7. No person shall throw into the river or backwater at any point or into the channels leading into the river, any ballast or rubbish whatever out of any boat, canoe, or catamaran. Boats, canoes, or catamarans found to have been employed for such purposes will be liable to have their licenses suspended or withdrawn at the discretion of the Collector.

8. The rates of boat-hire as published under these rules shall be considered the authorized ordinary charges ; but in cases of extraordinary service not herein specified, such as proceeding to a vessel beyond the limits of the port, or rendering aid to a vessel in distress under circumstances of peril, &c., the Superintendent of Boats shall recommend to the Collector such additional hire as the service may seem to warrant and whose award shall be final.

Table of the rates of Hire, &c.

Name of ports.	Rates of Boat-hire.	No. of men to be employed.	Boat-hire.	Limits of landing places.
		Men.	Rs. A. P.	
Cundapur.....	For a boat of 10 corges, or 15 tons burthen, employed in receiving or delivering goods to vessels outside the bar....	9	12 8 0	On the shore in front of the Custom House, and within a space extending to 47 yards north of the Custom House, and up to the distance of forty yards south from the same.
	Do. do. 5 corges, or 7½ tons burthen, employed in do.	5	6 4 0	
	Do. do. 1 corge, or 1½ ton burthen, employed in do....	3	1 8 0	
	For the report boat, each trip. ...	5	1 12 0	
	For a one-corge boat, 1½ ton, with provisions...	3	1 8 0	
	Trip for transhipment...	Half the above rates.		
	Return trip...			
	Receiving or delivering goods at back of the surf...			
	When the boats are detained alongside more than an hour... ...	Double the above rates.		
	In foul weather and during the monsoon...			
	For a one-corge boat carrying goods from the bhunder to larger cargo boats in the backwater..	2	0 5 0	
	Do. do. to vessels lying near the bar...	2	0 5 0	
Barkur..... ...	For a boat of any tonnage employed in receiving or delivering goods to a vessel outside the bar, for every corge (1½ ton) it is capable of holding.....	Not less than 3	1 8 0	In front of the Sea Custom House, and within the following limits, viz :— Between a Warehouse belonging to one Wallal Daz Shet situated to the north of the Custom House, and a drain adjoining another Warehouse belonging to the same individual situated to the south, the intervening space being 48 yards in length on one side (from the walls of the Custom House to the northern Warehouse) and 97 yards on the other (from the Custom House to the drain) situated to the south.
	For the report boat for each trip...	3	1 8 0	
	For a one-corge boat with provisions.	3	1 8 0	
	Trip for transhipment...	Half the above rates.		
	Return trip...			
	Receiving or delivering goods at back of the surf.....			
	When boats are detained alongside more than an hour	Double the above rates.		
	In foul weather and during the monsoon.....			
	For a one-corge boat (1½ ton) carrying goods from the shore to larger cargo boats in the backwater.....	1	0 4 0	
	Do. do. to a vessel lying near the bar.....	1	0 6 0	

Proposed rates of fees for registering boats under Section 2 of the Amended Boat Rules.

				Rs. A. P.
For registering a boat carrying	8 tons and upwards	...	...	... 5 0 0
Do.	do.	6 to 8 tons	... ...	... 4 0 0
Do.	do.	4 to 6 tons	... ...	... 3 0 0
Do.	do.	2 to 4 tons	... ...	... 2 0 0
Do.	do.	1 to 2 tons	... ...	... 1 8 0
Do.	do.	1 ton...	... ...	... 1 0 0

(Signed) W. M. CADELL,
Collector.

16*th August* 1866.

From the Collector of Malabar, to the Secretary to the Board of Revenue; dated Calicut, 28th May 1866, No. 165.

With reference to the Board's Proceedings, No. 3555, dated 21st May 1866, and to the copy of boat rules received therewith, I have the honor to state that I would recommend the application of those rules to all the ports entered in the list formerly sent, under date the 15th February 1866.

2. I would also recommend the adoption of the subsidiary regulations contained in the same list, as they appear to me to be perfectly suitable.

Ordered that the foregoing letters be submitted to Government, with reference to their orders, dated 7th October and 14th December 1865, Nos. 212 and 268, and in continuation of Board's Proceedings of 5th September 1866, No. 6,294.

(True Copies and Extract.)

(Signed) W. HUDLESTON,
Secretary.

To the Chief Secretary to Government,
with copies of Collectors' letters and two enclosures.

No. 4.

ORDER THEREON, 1st October 1866, No. 235.

Recorded, with reference to Proceedings of Government, 21st instant, No. 228.

(True Extract).

J. D. SIM,
Secretary to Government.

Erd. T. Cartledge, Printer.

No. 6,647.

PROCEEDINGS OF THE BOARD OF REVENUE, dated 17th September 1866.

Read again the following letters on the subject of the introduction of new Boat Rules:—

No. 7,491, from South Arcot, dated 4th December 1865, No. 272.
„ 7,414, „ Tanjore, dated 30th November „ „ 398.
„ 1,998, „ Madura, dated 23rd March 1866, „ 109.
„ 7,356, „ Tinnevelly, dated 27th November 1865, „ 451.
„ 506, „ South Canara, dated 19th January 1866, „ 18.
„ 1,127, „ Malabar, dated 16th February „ „ 56.

Read also the following letters on the same subject:—

From T. A. N. CHASE, Esq., Acting Collector of Nellore, to the Secretary to the Board of Revenue, dated 31st August 1866, No. 276.

1. With reference to the Board's Proceedings, dated 21st May last, No. 3,555, and Sub-Secretary's Official Memorandum, No. 781, of the 10th instant, I have the honor to refer the Board to the correspondence noted marginally, from which it will be seen that Mr. Dykes has already reported that the only parts in this District to which he would propose to apply the new boat rules are the three ports of Kottapatnam, Itamukkala, and Iskapalli.

1 Collector's letter, dated 23rd July 1864, No. 244, recorded in Board's Proceedings, dated 15th August 1864, No. 5,240.
1 Collector's letter, No. 283, dated 30th August 1864, recorded in Board's Proceedings, dated 14th September 1864, No. 6,065.
1 Collector's letter, No. 51, dated 1st March 1866.

2. The subsidiary regulations requisite for applying the rules to those ports are detailed in the enclosure to Mr. Dykes's letter of the 23rd July 1864, and were submitted for the approval of Government with the Board's Proceedings dated 15th August 1864, No. 5,240. Pending sanction of those rules, or the issue of any orders on Mr. Dykes's letter, dated 1st March last, No. 51, I do not see that anything further is required in the matter, nor am I aware of any grounds for modifying the proposals then made.

From C. W. READE, Esq., Collector of South Arcot, to the Secretary to the Board of Revenue, dated Cuddalore, 4th June 1866, No. 111.

1. In reference to the Board's Proceedings, dated 21st May, No. 3,555, I have the honor to state that the boat rules and the subsidiary rules, copies of which I forwarded with my letter of the 17th May 1864, No. 77, are already in force in the port of Cuddalore, and they have hitherto worked well.

2. Practically there is but little difference between these rules and those sanctioned by the Government of India, and, of course, these last will have the precedence over the others.

3. I have no amendment to suggest to the existing subsidiary rules already in force.

4. As recommended in my letter of the 4th December last, No. 272, and for the reasons therein urged, I would desire that the rules be extended to Porto Novo.

From G. BANBURY, Esq., Officiating Collector of Tanjore, to the Acting Secretary to the Board of Revenue, dated Vellum, 16th June 1866, No. 150.

1. In reply to the Board's Proceedings, dated 21st ultimo, I have the honor to state that as a Committee, formed of the Acting Sub-Collector, the Master Attendant, and Mr. Ricketts, were engaged upon the subject of the rates of hire for boats for salt export, I requested them to consider the new boat rules likewise, and let me have the benefit of their joint deliberation.

2. Mr. Hutchins, in reply, states, "that on comparing the amended boat rules with the "old rules of 1847 hitherto in force, we were rather surprised to find that they were identical "with the single exception that the word 'Magistrate' has been in the new rules introduced "before the words 'Justice of the Peace,' in all the penalty sections, and that the words 'other re-" 'gistering officer appointed by Government' have been inserted after the terms 'Master Attend-" 'ant or Collector of Sea Customs.'"

3. It is, therefore, more a report upon the present state of affairs and their working, which seems requisite, as all that is now altered is the extension of the jurisdiction to Sub-Magistrates, a measure of decided utility.

4. I find that the only ports to which the rules were made applicable by Government are Negapatam, Nagore, and Tranquebar. The rules were, however, subsequently brought into operation by the local authorities at Tirumalavasal, Toputorai, and Muttupettai.

5. Mr. Hutchins goes on to inform me that the Committee came to the determination that the rules should be formally extended to the three ports abovenamed, where they already virtually but informally exist, thus in fact establishing them in all the independant ports, but not in the subordinate ports, as shown in the accompanying list. I may explain that a subordinate port sends its returns and correspondence through an independant port to the Sub-Collector, whereas in the other case these go direct.

Independant ports in which Rules are to apply.	*Subordinate ports.*
Tirumalavasal...	Kodiyampalaiyam.
Tranquebar.	
Nagore.	
Negapatam....	Velanganni.
Toputorai	Point Calimere.
Muttupettai...	Adrampatam.
	Ammapatnam.
	Kattumavadi.
	Kottaipatnam.
	Gopalapatnam.
	Sundrapandipatnam.

6. The only subsidiary regulation which occurred to the Committee was the addition of a clause, authorizing the Superintendents of the independant ports to fine to the amount of Rupees 10, for instances of disobedience to the established rules, thereby avoiding the delay and stoppage to work by an adjournment to the nearest Sub-Magistrate. There is doubtless an advantage in allowing petty cases thus to be summarily settled on the spot, but I would make 5 Rupees the maximum penalty which seems sufficient. With this exception, I see nothing to be altered in the rules which have hitherto worked well.

7. Finally, as regards the minor ports. There is no doubt that the rules should be formally established in the six primary ports as laid down by the Committee, but I would further advocate that these bye-laws should be extended as an experiment to the large subordinate stations of Adrampatam and Kattumavadi, under the jurisdiction of Muttupettai. This extension might be tried for one year, and if it answered satisfactorily, we might subsequently consider the propriety of similarly introducing the rules entirely or partially in the other subordinate ports.

From V. H. LEVINGE, Esq., Collector of Madura, to the Secretary to the Board Revenue, dated 2nd June 1866, No. 177.

With reference to the Proceedings of the Board of Revenue, No. 3,555, dated the 21st May 1866, I have the honor to report that the trade of the ports of this District is so small that I do not see the necessity of applying the boat rules to any of them except Paumben, where the boat rules are already in force.

From R. K. PUCKLE, Esq., Collector of Tinnevelly, to the Acting Secretary to the Board of Revenue, dated 16th June 1866, No. 226.

In reply to the Board's Proceedings, No. 3,555, dated 21st May 1866, I have the honor to inform you that the amended boat rules might advantageously be extended to Tuticorin. I enclose a list of subsidiary rules proposed by the Master Attendant of that port.

ENCLOSURE No. 1.

Subsidiary Boat Rules for the Port of Tuticorin.

1. All passengers and cargo are to be landed and shipped from the Custom House wharf, cotton, senna, and coffee excepted.

2. No boat is permitted to proceed to any vessel on arrival for any purpose whatever, unless the permission of the Master Attendant or Sea Custom Superintendent be previously obtained.

3. No boat is permitted to leave the shores between 6 P. M. and 6 A. M., unless special permission be obtained previously.

4. All boats returning from the shipping are to proceed direct to the Custom House wharf.

5. All boats taking off and discharging ballast are to obey such instructions as may be issued by the Master Attendant.

6. Boat hire according to the annexed scale is to be considered the regulated charge.

Revised Table of Boat hire payable at the Port of Tuticorin.

Class of boat.	Amount of boat hire to the road-stead, or beyond devil's point, for every 10 bales the boat can carry.	Amount of boat hire to near the key stone rock, for every 10 bales the boat can carry.	Amount of boat hire to Theruky Pullum, for every 10 bales the boat can carry.	Amount of boat hire to the inner harbour, for every 10 bales the boat can carry.	Transhipping per trip.	Detention alongside, for every hour after the 1st.
	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.
First class boats carrying from 100 to 150 bales of cotton	1 4 0	1 0 0	0 12 0	0 8 0	5 0 0	2 0 0
Second class boats carrying from 50 to 100 bales of cotton	1 4 0	1 0 0	0 12 0	0 8 0	3 0 0	2 0 0
Third class or small dhony boats, per trip.	5 0 0	3 0 0	2 8 0	2 0 0	2 0 0	1 8 0
Canoe, per trip	2 0 0	1 8 0	1 0 0	0 8 0	0 8 0	0 8 0

Water and ballast the same as above.

Return trip with cargo or passengers half the above hire.

In foul weather and on Sundays and between 6 P. M. and 6 A. M., canoes are allowed double hire for going beyond the limits of the inner harbour.

(Signed) G. A. PHIPPS,
Master Attendant.

(True Copy.)

(Signed) R. K. PUCKLE,
Collector.

From W. M. CADELL, Esq., Collector of South Canara, to the Secretary to the Board of Revenue, dated Mangalore, 16th August 1866, No. 150.

1. With reference to the Board's Proceedings, dated the 21st May last, No. 3,555, communicating the amended boat rules as sanctioned by the Government of India, and requesting me to report to which ports I would recommend their application, I have the honor to state that on a re-consideration of the proposals formerly made by me, and also considering that the rules as now finally adopted are of the same stringency as those* now in force at the port of Mangalore, I am not prepared to recommend their extension to all the minor ports in this district, except the following two.

* Boat Rules of 23rd April 1847.

2. The only ports of any importance next to that of Mangalore in this district, and where the trade is considerable, are those of Cundapur and Barkur; to these ports, I think, the boat rules may with advantage be made applicable.

3. I append draft of Subsidiary Rules which I would recommend to be enforced at these ports, with a statement of the rates of boat hire, limits of landing places, &c., to be established at each of the two ports above alluded to.

—

ENCLOSURE No. 1.

PROPOSED SUBSIDIARY RULES.

1. All boats, canoes, and catamarans at the ports noted in the margin shall be placed under the management and control of the Superintendent or Assistant Superintendent of Customs at each port, to whom as Superintendent of Boats will be entrusted the duty of carrying into effect the rules for their better management and control.

Cundapur.
Barkur.

2. All boats, canoes, and catamarans shall be submitted once in three months, (or oftener if necessary,) for inspection, by the Superintendent of Boats, on such day as he may appoint, notice of such intended inspection being given fifteen days previously.

3. If on inspection any boat, canoe, or catamaran be found in want of repairs or refitting, the Superintendent of Boats shall detain the license till the same shall have been put in fit and proper order, and shall refuse to allow such boat, canoe, or catamaran to ply until he shall have returned the license endorsed to the effect that such repairs have been duly effected.

4. The Superintendent of Boats will from time to time according to the season decide within what hours boats are to leave the beach. But no boat, canoe, or catamaran shall remain alongside any vessel after dark, except in particular cases, the emergency of which shall be determined by the Superintendent of Boats.

5. All goods shall be shipped from and landed at the several places appointed for the landing and shipping of goods, or as near thereto as circumstances will admit unless special permission to the contrary be granted by the principal Sea Customs Officer.

6. No boat, canoe, or catamaran shall be allowed to ship or land goods on Sundays without first obtaining permission from the Superintendent of Boats. Any infringement of this rule will be punished by fine or imprisonment under Section 16 of the Boat rules.

7. No person shall throw into the river or backwater at any port, or into the channels leading into the river, any ballast or rubbish whatever out of any boat, canoe, or catamaran. Boats, canoes, or catamarans found to have been employed for such purpose [illegible] have their licenses suspended or withdrawn at the discretion of the Collector.

8. The rates of boat hire as published under these rules shall be considered the authorized ordinary charges; but in cases of extraordinary service not herein specified, such as proceeding to a vessel beyond the limits of the port, or rendering aid to a vessel in distress under circumstances of peril, &c., the Superintendent of Boats shall recommend to the Collector such additional hire as the service may seem to warrant and whose award shall be final.

(Draft) 215

Subsidiary Rules to be observed at the several ports in the District of South Canara.

1 All Boats, Canoes and Catamarans at the several Ports in South Canara shall be placed under the management and control of the Superintendent or Assistant Superintendent of Sea Customs at each Port, to whom as Superintendent of Boats will be entrusted the duty of carrying into effect the Rules now to be established.

2. All Boats, Canoes and Catamarans shall be submitted once in 3 months (or oftener if necessary) for inspection by the Superintendent of Boats, on such day as he may appoint, notice of such intended inspection being given 15 days previously.

3. If on inspection, any boat, Canoe, or catamaran be found in want of repairs or refitting, the Supt of Boats shall detain the License till the same shall have been put in fit & proper order, and shall refuse to allow such Boat, Canoe or Catamaran to ply until he shall have returned the License

License endorsed to the effect that such repairs have been duly effected.

4. The Supt of Boats will from time to time according to the Season decide within what hours boats are to leave the beach. But no Boat, Canoe or Catamaran shall remain alongside any Vessel after dark, except in particular cases, the emergency of which shall be determined by the Superintendent of Boats.

5 All goods shall be shipped from, and landed at, the several places appointed for the landing and shipping of goods, or as near thereto as circumstances will admit, unless special permission to the contrary be granted by the Principal Sea Custom Officer.

6 No Boat, Canoe or Catamaran shall be allowed to ship or land goods on Sunday, without first obtaining permission from the Supt of Boats - any infringement of this rule will be

be punished by fine, or imprisonment under Section XVII of the Boat Rules.

7. No person shall throw into the River or backwater at any Port, or into the Channels leading into the river, any Ballast or rubbish whatever out of any Boat, Canoe or Catamaran - Boats Canoes or Catamarans found to have been employed for such purposes will be liable to have their Licenses suspended, or withdrawn, at the discretion of the Collector.

8. The rates of Boat hire, as published under these rules shall be considered as ordinary charges, but in cases of extraordinary service not therein specified such as proceeding to a Vessel beyond the limits of the Port, or rendering aid to a Vessel in distress, under circumstances of peril, the Superintendent of Boats shall adjudge to be paid such additional hire as the service may seem to warrant, reporting the same to the Collector for his confirmation -

(Here enter the table of Rates of Hire)

W. H. Seabrook
Collector

E. & O. E. Wilson

From C. W. READE, Esq., Collector of South Arcot, to W. HUDLESTON, Esq., Secretary to the Board of Revenue, dated Cuddalore, 4th December 1865, No. 272.

1. I have the honor to acknowledge receipt of the Board's Proceedings, dated 26th October 1865, No. 146, and in reply to state that the Boat Rules, and the Subsidiary Rules, already in force in the Port of Cuddalore, work well, and do not seem to require any change.

2. The Rules so far as this District is concerned, require only to be extended to Porto Novo, and in view to this, I have in my letter of the 17th May 1864, No. 77, submitted for sanction a revised set of Rules which appear to have been overlooked by the Board, the only addition I should desire to make to them is to authorize the Superintendent of Sea Customs of Porto Novo to issue licenses for boats plying at that port, which will obviate the necessity of their coming to Cuddalore to the great inconvenience of all concerned. The scale of fees to be the same as that in Rule 2 of 1847.

Exd. R. H. Lee.

From C. W. READE, Esq., Collector of South Arcot, to W. HUDLESTON, Esq., Secretary to the Board of Revenue, dated Cuddalore, 4th December 1865, No. 272.

1. I have the honor to acknowledge receipt of the Board's Proceedings, dated 26th October 1865, No. 146, and in reply to state that the Boat Rules, and the Subsidiary Rules, already in force in the Port of Cuddalore, work well, and do not seem to require any change.

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Exd. R. H. Lee.

From G. L. MORRIS, Esq., Collector of Tanjore, to the Acting Secretary to the Board of Revenue, dated Vellum, 30th November 1865, No. 398.

With reference to the Board's Miscellaneous Circular, No. CXLVI., (Board No. 6,881,) dated the 26th October 1865, I have the honor to forward, herewith, an original letter from Mr. Plumer, Acting Sub-Collector, in charge of the Sea Custom Department, regarding the several points referred to in paragraph 6 of the Order of Government, dated the 7th October 1865, No. 212, and recorded in the Board's Proceedings above quoted.

ENCLOSURE No. 1.

From C. G. PLUMER, Esq., Acting Sub-Collector of Tanjore, to the Collector of Tanjore, dated Negapatam, 27th November 1865, No. 291.

1. As requested in your endorsement, No. 404, dated the 4th instant, on the Board's Miscellaneous Circular, No. CXLVI., I have the honor to give my opinion on the several points referred to in paragraph 6 of the Government Order of the 7th ultimo.

2. To enable me to draw up uniform regulations on these points for all the ports in the district, I have obtained from the several Sea Custom Superintendents information as to the rules at present in force at their respective ports, together with their opinion as to the regulations which should be adopted in future. This information has been received, and I now proceed to discuss each point in the order in which it comes in the Government Order.

3. *License fee.*—The fees at present levied from boat-owners under the rules, are called survey fees, or fees for registry. They are, however, in fact license fees, as they are paid after the survey of the boat has been made, and on receipt of license. The present scale of fees adopted at all the ports, is that laid down in paragraph 2 of the Boat rules, and I see no reason for making any alteration in the revised rules. The Sea Custom Superintendents have proposed that boat-owners should be called upon to pay a license fee, in addition to the survey fee, which they now pay; I am of opinion that one fee inasmuch as they can fairly be expected to pay.

4. *Charge for Boat hire.*—The present charges for boat hire vary at each port, and it is very difficult to lay down a uniform scale of charges for all the ports. I think, however, that the scale, as given below, is a fair one for all the ports in this district, except Muthupettai. There, the Sea Custom House is seven miles from the sea. It is, at present, the custom to charge two different rates, one for the passage from the Sea Custom House to the mouth of the river, and another rate from the mouth of the river to the vessel. I think, therefore, in fixing a scale of charges, it will be necessary to give a discretionary power to the chief officer of Customs in each district to vary the rate according to the requirements of each port, though, as previously stated, I think that, in this district, Muthupettai is the only port for which the proposed rate is not adapted.

Proposed rate of charges for Boat hire, &c.,

		Rs.	A.	P.
I.	Ordinary trip within five fathoms	2	0	0
II.	To ship in more than do. do.	3	0	0
III.	Boats detained alongside for each hour over one hour extra	0	8	0
IV.	Trip going and returning	3	0	0
V.	Do. between 6 P. M. and 5 A. M.			
VI.	Do. in foul weather, or from 15th October to 15th December.			
	Small sized boats, known as half boats, half the above fare.	0	5	0
	Catmaran trips	2	0	0
	In Muthupettai, in addition to the above charges, from the mouth of the river to the Sea Custom House, per trip			

5. *Limits of landing place.*—These must be fixed separately, with reference to the position of each port. No uniform rules can be laid down; they should be left, as at present, to be fixed by the chief officer of Customs in each district.

6. *Amount of cargo and number of passengers.*—At present, at Negapatam and Nagore, the boats are divided into full boats of four tons and upwards; and half boats below four tons. The former carry four and half tons of cargo and thirty passengers; the latter, half the amount of cargo, and half the number of passengers. At Negapatam and Velanganni, boats carrying a heavier load than the above cannot cross the bars of their rivers.

I would propose to fix a uniform maximum rate of three-quarter ton of cargo, and six passengers to one ton register.

Number of Crew.

In fair weather, for boats of four tons and upwards, one Tindal and eight Lascars,
In foul weather, for do., do. one Tindal and eleven Lascars.
In fair weather, for boats under four tons, one Tindal and four Lascars.
In foul weather, for do. do. one Tindal and six Lascars.

7. *Hours between which boats should ply.*—Boats may ply between 6 A. M. and 5 P. M. No cargo or passengers shall be landed or shipped before or after those hours.

N. B.—This rule not to apply to the coasting steamers, but in all cases where boats are used after hours, the extra hire shall be paid.

The boats should ply in turn. The owner or Tindal of any boat plying out of turn, shall be liable, on conviction before a Magistrate, to a fine not exceeding Rupees 20, or, in default of payment, to simple imprisonment for a term not exceeding one calendar month.

Exd. T. Cartledge.

From V. H. LEVINGE, Esq., Collector of Madura, to the Secretary to the Board of Revenue, dated 23rd March 1866, No. 109.

1. I beg to submit the Subsidiary Regulations called for in paragraph 6 of the Order of Government in the Revenue Department, dated 7th October 1865, No. 212, conveyed in the Board's Proceedings, dated the 26th idem, No. 6,881, and to solicit the attention of the Board to the last paragraph of my letter to them, bearing date the 9th June 1864, No. 133.

2. I think that the ferry boats, &c., plying across the Paumben Channel should be placed under some supervision and restriction as to lading. The boatmen use their boats at all times and seasons, by which accidents are known often to occur. They care very little for the safety of passengers and overcrowd their boats.

ENCLOSURE No. 1.

ABSTRACT.—Subsidiary Regulations to be observed at the Ports of Paumben, Keelakarai, Dempatam, and Tondy in the District of Madura.

SCHEDULE A.

Limits of Landing-places.

Ports and subsidiary Ports.	Description of limits where the landing and shipping should take place.	Distance within which the goods, &c., should be landed and shipped.
		Yards.
Paumben	*During the South wind.*	
	On the beach in front of the Sea Customs Office towards the north	200 E. to W.
	During the Northerly wind.	
	On the beach near Terkwady...	200 S. to N.
	On do. south of Koondoogal	200 S. to N.
	On the beach between the School and Chittaramaniagaren's Madam	200 S. to N.
Rameswaram ...	On the beach between the limits of the town and "Agani Theertham"	50 S. to N.
Mandapam ...	*During the North wind.*	
	South of the village...	100 E. to W.
	During the South wind.	
	North of the village...	100 E. to W.
	South of the village...	100 E. to W.
	East of the village	100 S. to N.
Vaithalay...	South of Chuttrum	100 E. to W.
Marakapattanam.	West of the Sea Customs Office	300
Pillay Madam ...	At the present Landing-place...	100
Kilakary...	In front of Sanguvetti	100
Yeruvadi	At the usual place	80
Muttupettai.....	East of the Sea Customs Office between the garden of Mahomed Ibrohi Nina Marakayi and lane in front of the shop of Packiri Chetti	150
Valinokam... ...	Between the Chank Godown and Kuttayan Chetty's Tope...	100
Devipatam.....	Between Mosque and village...	100
	Between the Viga river and the Chuttrum's Palmyra Tope..	100
Teruppalagudi ...	East of the village	100
Morepanny	In front of the Sea Custom House	150
Attangarai... ...	In front of Vattanam Salt Station	80
Mudiveerenpatnam.	In front of Chinnatambi's Godown	80
Tondy	In front of Aliyar Ambalagar's Godown	80
Damotharapatnam	At the usual Landing-place	80
Nambuthaly.....		80
Pudupatnam.....		80
Karengadu		80

MADURA,
23rd March 1866.

(Signed) V. H. LEVINGE,
Collector.

SCHEDULE B.

Boat, &c., Hire.

	Fair weather.	Foul weather, or against strong tide.	Extra hire on Sunday.
PAUMBEN.	Rs. A. P.	Rs. A. P.	Rs. A. P.
CARGO BOATS.			
For each trip either to the North Road-stead, or the basin, to import or export goods to and from the Customs House	2 0 0	3 0 0	1 0 0
For each trip to Tirky Pullum to do. do. ...	1 0 0	1 8 0	0 8 0
For each trip to Coondoogul Harbour to do. do. ...	4 0 0	6 0 0	1 8 0
For each trip to lighten vessels by receiving goods at the North Road-stead, and delivering the same at the basin or *vice versa*	3 0 0	5 0 0	1 0 0
For each trip to do. do. at Coondoogaul Harbour or *vice versa*	5 0 0	7 8 0	1 8 0
In lightening vessels should a laden boat not be discharged in twenty-four hours, for every succeeding day	1 0 0	1 8 0	... ...
Hire of a Cargo-boat per day without the crew to weigh vessels in distress	7 0 0	... ...	1 0 0
Hire of a Cargo-boat per day without crew to be along side of vessels, oar the cargo or such other jobs...	1 0 0	... ...	... ...
CANOES.			
For each trip to the North Road-stead to any part of the Channels with goods, passengers, or letters.	0 4 0	0 8 0	0 2 0
For each trip to Coondoogaul Harbour with do. do.	0 8 0	1 0 0	0 4 0
NOTE.—The North Road-stead is situated at the northern entrance to the Channel.			
The basin is situated centrically between the two entrances of the Channel and opposite to the Pilot Office.			
Tirky Pullum is situated inside the reef, and extends from the Light House point to the westward as far as the Flags staff.			
Coondoogaul Harbour is situated at the Southern entrance of the Channel.			
KEELAKARAI.			
CARGO DHONIES.			
For each trip to import and export goods to and from the Customs House to the reef in the sea...	2 12 0	3 6 0	1 6 0
Do. do. do. to beyond the reef	3 4 0	4 0 0	1 8 0
BOATS.			
For do. do. to the reef in the sea	2 0 0	2 8 0	1 0 0
For do. do. to beyond the reef	2 8 0	3 2 0	1 4 0
CANOE.			
For do. do. to the reef in the sea	0 12 0	1 0 0	0 6 0
For do. do. to beyond the reef	1 0 0	1 4 0	0 8 0
DEVIPATAM.			
For each trip of a Dhoney...	3 8 0	5 4 0	1 10 0
For do. do. of a Boat	2 8 0	3 12 0	1 4 0
For do. do. of a Canoe	1 0 0	1 8 0	0 8 0

SCHEDULE B.—(*Concluded*).

Boat, &c., Hire.

	Fair weather.	Foul weather, or against strong tide.	Extra hire on Sunday.
TONDY.	Rs. A. P.	Rs. A. P.	Rs. A. P.
For each trip of a Dhoney...	3 8 0	5 4 0	1 10 0
For do. do. of a Boat	2 8 0	3 12 0	1 4 0
For do. do. of a Canoe	1 0 0	1 8 0	0 8 0
HIRE BY THE DAY IN ALL PORTS.			
For a Dhoney with crew	7 0 0	8 0 0	... ...
For a Boat do.	5 0 0	6 0 0	... ...
For a Canoe large do.	3 0 0	3 8 0	... ...
For a do. small do.	1 8 0	2 0 0	... .

MADURA,
23rd March 1866.

(Signed) V. H. LEVINGE,
Collector.

Exd. R. H. Lee.

SCHEDULE B.

Boat, &c., Hire.

	Fair weather.	Foul weather, or against strong tide.	Extra hire on Sunday.
PAUMBEN.	Rs. A. P.	Rs. A. P.	Rs. A. P.
CARGO BOATS.			
For each trip either to the North Road-stead, or the basin, to import or export goods to and from the Customs House	2 0 0	3 0 0	1 0 0
For each trip to Tirky Pullum to do. do. ...	1 0 0	1 8 0	0 8 0
For each trip to Coondoogul Harbour to do. do. ...	4 0 0	6 0 0	1 8 0
For each trip to lighten vessels by receiving goods at the North Road-stead, and delivering the same at the basin or *vice versa*	3 0 0	5 0 0	1 0 0
For each trip to do. do. at Coondoogaul Harbour or *vice versa*	5 0 0	7 8 0	1 8 0
In lightening vessels should a laden boat not be discharged in twenty-four hours, for every succeeding day	1 0 0	1 8 0	... ...
Hire of a Cargo-boat per day without the crew to weigh vessels in distress	7 0 0	... ...	1 0 0
Hire of a Cargo-boat per day without crew to be along side of vessels, oar the cargo or such other jobs...	1 0 0	... ...	... ...
CANOES.			
For each trip to the North Road-stead to any part of the Channels with goods, passengers, or letters.	0 4 0	0 8 0	0 2 0
For each trip to Coondoogaul Harbour with do. do.	0 8 0	1 0 0	0 4 0
NOTE.—The North Road-stead is situated at the northern entrance to the Channel. The basin is situated centrically between the two entrances of the Channel and opposite to the Pilot Office. Tirky Pullum is situated inside the reef, and extends from the Light House point to the westward as far as the Flags staff. Coondoogaul Harbour is situated at the Southern entrance of the Channel.			
KEELAKARAI.			
CARGO DHONIES.			
For each trip to import and export goods to and from the Customs House to the reef in the sea...	2 12 0	3 6 0	1 6 0
Do. do. do. to beyond the reef	3 4 0	4 0 0	1 8 0
BOATS.			
For do. do. to the reef in the sea	2 0 0	2 8 0	1 0 0
For do. do. to beyond the reef	2 8 0	3 2 0	1 4 0
CANOE.			
For do. do. to the reef in the sea	0 12 0	1 0 0	0 6 0
For do. do. to beyond the reef	1 0 0	1 4 0	0 8 0
DEVIPATAM.			
For each trip of a Dhoney...	3 8 0	5 4 0	1 10 0
For do. do. of a Boat	2 8 0	3 12 0	1 4 0
For do. do. of a Canoe	1 0 0	1 8 0	0 8 0

SCHEDULE B.—*(Concluded).*

Boat, &c., Hire.

	Fair weather.	Foul weather, or against strong tide.	Extra hire on Sunday.
TONDY.	Rs. A. P.	Rs. A. P.	Rs. A. P.
For each trip of a Dhoney...	3 8 0	5 4 0	1 10 0
For do. do. of a Boat	2 8 0	3 12 0	1 4 0
For do. do. of a Canoe	1 0 0	1 8 0	0 8 0
HIRE BY THE DAY IN ALL PORTS.			
For a Dhoney with crew	7 0 0	8 0 0	... ...
For a Boat do.	5 0 0	6 0 0	... ...
For a Canoe large do.	3 0 0	3 8 0	... ...
For a do. small do.	1 8 0	2 0 0	... .

MADURA,
23rd March 1866.

(Signed) V. H. LEVINGE,
Collector.

Exd. R. H. Lee.

From A. WEDDERBURN, Esq., Collector of Tinnevelly, to R. A. DALYELL, Esq., Acting Secretary to the Board of Revenue, dated 27th November 1865, No. 451 :—

1. In reference to the Board's Miscellaneous Circular, CXLVI, Board No. 6,881, dated 26th October 1861, I have the honor, herewith, to forward a draft* of Subsidiary Rules, and a Table of boat hire payable at the port of Tuticorin, prepared by the Deputy Collector, Mr. Underwood, in communication with the Master Attendant at Tuticorin.

* Copy.

2. I also append a copy of Mr. Underwood's letter, in which he suggests a slight increase to the present license fee as more likely to make boatmen care for their license, and recommends that the charge for boat hire should not be reduced, as boatmen are scarce at Tuticocin.

From W. E. UNDERWOOD, Esq., Deputy Collector of Tuticorin, to A. WEDDERBURN, Esq., Collector of Tinnevelly, dated 17th November 1865, No. 221 :—

1. As requested, I have personally communicated with Captain Phipps, the Master Attendant at this port, and have the honor to submit a draft of Subsidiary Rules and charges for boat hire, under Act IX. of 1846.

2. We are of opinion that it is not advisable to reduce the license fee; a slight increase would make the owners of boats value their licenses, which now they do not.

3. The present license fee is only one Rupee for canoes, and five Rupees for larger boats.

4. The charge for boat hire cannot be reduced; it is sufficiently low; boatmen are scarce.

Subsidiary Boat Rules for the Port of Tuticorin.

All boats and canoes shall be submitted twice during each year, or oftener if required, for the inspection of the Master Attendant, who will give notice of such inspection ten days previous. Boats and canoes found in want of repairs or stores will be prevented from plying until put into fit and proper order.

All boats and canoes are strictly prohibited from leaving the beach after dark, or remaining alongside any vessel at night, except in particular cases permission to meet emergencies can be obtained from the Master Attendant.

All goods shall be shipped and landed on the Custom House Jetty, or as near thereto as circumstances will conveniently admit, unless special permission to the contrary be granted.

No boats or canoes shall be allowed to ship or land goods on a Sunday, (Mail Steamer excepted). Permission for canoes proceeding with provisions to ship in the roads will be granted, on application; any infringement of this Rule will be punished by fine or imprisoment under Section 21 of the printed Rules.

Boats and canoes are prohibited proceeding to vessels arriving from Ceylon, with Native passengers, until the report from such vessels has been received, when, if the Passengers are in a healthy state, permission will be granted for their being landed.

The boat hire, according to the annexed Table, shall be considered the authorized rates; but in cases of extraordinary service, not therein specified, the Master Attendant shall adjudge to be paid such additional hire as the service may seem to warrant.

Boats and canoes are prohibited from carrying cargo or passengers in excess of the quantity or number stated on the license.

(Signed) G. A. PHIPPS,
Master Attendant.

17th November 1865.

(Signed) W. E. UNDERWOOD,
Deputy Collector.

Table of Boat Hire payable at the Port of Tuticoorin.

Class of Boats.	Amount of boat hire to the Road-stead, or beyond Devil's Point, for every ten bales the boat can carry.			Amount of hire to near the Key-Stone Rock, for every ten bales the boat can carry.			Amount of hire to near Therukapallum, for every ten bales the boat can carry.			Amount of hire to the Inner Harbour, for every ten bales the boat can carry.			Transhipping per trip.			Detention alongside, for every hour after the first.		
	RS.	A.	P.	RS.	A.	P.	RS.	A.	P.	RS.	A.	P.	RS.	A.	P.	RS.	A.	P.
Frist Class Boats, carrying from 100 to 150 bales of Cotton	1	4	0	1	0	0	0	12	0	0	8	0	5	0	0	2	0	0
Second Class Boats, carrying from 50 to 100 bales..	1	4	0	1	0	0	0	12	0	0	8	0	3	0	0	2	0	0
Third Class, or small Dhony Boats, per trip	5	0	0	3	0	0	2	8	0	2	0	0	2	0	0	1	8	0
Canoe, per trip	2	0	0	1	8	0	1	0	0	0	8	0	0	8	0	0	8	0

Water and Ballast, the same as above.

Return trip with cargo or passengers, half the above hire.

In foul weather, and on Sundays, and between 6 A.M. and 6 P.M., canoes are allowed double hire when proceeding beyond the limits of the Inner Harbour.

TUTICORIN,
24th June 1861.

(Signed) J. SILVER,
Collector.

(True Copy.)

(Signed) G. A. PHIPPS,
Master Attendant.

(Signed) W. E. UNDERWOOD,
Deputy Collector.

(True Copies.)

(Signed) A. WEDDERBURN,
Collector.

Exd. R. H. Lee.

No 4
Enclosure to Mr Pro 7th Oct
No. of Ans. to Mr Cad
to Board A. D. 9 dated 19
Jany 1866 No 018.

Dy Trans Rules.

Ans. to Mr Cad No 28 of 66
1st Petition, 16th Jan. 66

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From W. M. CADELL, Esq., Collector of South Canara, to W. HUDLESTON, Esq., Secretary to the Board of Revenue, dated Mangalore, 19th January 1866, No. 18.

I have the honor to reply to the Board's Miscellaneous Circular, No. CXLVI, Board No. 6,881, dated the 26th October 1865, and to submit herewith the enclosed Statement,* and which contains all the particulars required by Government in paragraph 6 of their Order of the 7th October 1865, Military Department, No. 212

* With Subsidiary Rules.

ENCLOSURE No. 1.

ABSTRACT.—Draft of Subsidiary Rules to be observed at the several ports in the District of South Canara.

ENCLOSURE No. 2.

SOUTH CANARA.

Statement showing the amount of License Fees for registering boats ; the rates of boat hire ; limits of landing places, &c., proposed for the Ports in the District of South Canara, with reference to Board's Miscellaneous Circular, No. CXLVI., Board No. 6,881, dated 26th October 1865.

No.	Names of Ports.	Rates of fees for registering Boats.	Rates of boat hire.	Men to be employed.	Rate of boat hire.	Limits of landing places.	Remarks.
					RS. A. P.		
1	Mangalore...	For a boat carrying 8 tons and upwards. RS. 5 0 0	1. For a boat carrying 10 corges (or 15 tons) employed in receiving or delivering goods to a vessel anchored in the roads or outside the bar.	9	14 0 0	On the wharf in front of the Custom House, viz., between the Look-out-house on the south, and a drain to the north connected with the tank behind the Custom House, the intervening space measuring 103 yards in length and about 23 yards in breadth from the Custom House to the borders of the Wharf.	The Boat Rules of the 23rd April 1847 are already in force at this port.
		Do. do. 6 to 8 tons 4 0 0					
		Do. do. 4 to 6 tons 3 0 0					
		Do. do. 2 to 4 tons 2 0 0					
		Do. do. 1 to 2 tons 1 8 0					
		Do do 1 ton... ... 1 0 0	2. For do. of 5 corges (or 7½ tons') burthen employed in do. do.	5	7 0 0		
			3. For a boat carrying from 3 to less than 5 corges (4½ to 7½ tons) employed in do. to be charged for according to the actual capacity of the boat, viz., for every corge (or 1½ ton) it is capable of holding.	5	1 6 5		
			4. For a boat of 2 or 2½ corges (or 3¾ tons') burthen employed in receiving or delivering goods to a vessel anchored in the Roads, or outside the bar.	5	3 8 0		
			5. For a boat of 1 corge (1½ ton's) burthen employed in do.	5	1 12 0		
			6. For the report boat, for each trip.	5	1 12 0		
			7. For a 1 corge boat with provisions.	5	1 8 0		
			8. Trip for transhipment return trip.	Half the above rates.			
			9. For receiving or delivering goods at back of the surf.				
			10. When the boats are detained alongside more than an hour.	Double the above rates.			
			11. In foul weather and during the monsoon.				
			12. For a boat of 1 corge (1½ ton) employed in carrying goods from the wharf to a large cargo boat lying in the back-water.	1	0 5 0		
			13. For do. do. for carrying goods from the shore to vessels lying inside or near the bar.	2	0 8 0		
2	Mulky.....	The same rates as those proposed for Mangalore may be adopted for this port.	1. For a boat of any tonnage employed outside the bar, for every corge (or 1½ ton) of its burthen.	Not less than 4.	1 4 0	Within the limits of the open yard in front of the Custom House, measuring 90 yards in length from north to south. The eastern limit of the landing place to be the hedge on the border of the paddy fields belonging to one Chettu Markala, and on the west the bank of the river, the intervening space measuring 53 yards in breadth.	This is not a port of any importance, and the Boat Rules are not in force here. However, it is one of the minor ports at which Mr. Morris thought that a modified set of Rules might be introduced if the Board were of opinion that some Rules ought to be enforced. A road lately opened, moreover, has placed this port in communication with the interior, so as to allow of bullock traffic coming down. The number of cargo boats maintained at this port is six.
			2. For the report for each trip..	4	1 4 0		
			3. For a 1 corge (1½ ton) boat with provisions.	4	1 4 0		
			4. Trip for transhipment return trip.	Half the above rate.			
			5. Receiving or delivering goods at back of the surf				
			6. When the boats are detained alongside for more than an hour.	Double the above rates.			
			7. In foul weather and during the monsoon.				
			8. For a boat of 1 corge (1½ ton's) burthen employed in carrying goods to a munjee (larger cargo boat) lying in the back-water.	2	0 6 0		

Statement showing the License Fees for registering Boats, &c.—*(Continued.)*

No.	Names of Ports.	Rates of fees for registering Boats.	Rates of boat hire.	Men to be employed.	Rate of boat hire. RS. A. P.	Limits of landing places.	Remarks.
3	Malpe.....	The same rates as those proposed for Mangalore may be adopted for this port.	1. For a boat of any tonnage taken outside the bar for every corge it is capable of holding.	Not less than 3.	1 0 0	The limits of the landing place are to be as follows :— A space measuring 17 yards in length from the shop, belonging to one Annapa Bhat, to the bank of the river, and 37 yards in breadth from the said shop to the Warehouse belonging to one Budna Saiba.	The system of registration may be introduced at this port, notwithstanding that Mr. Morris omitted it in the list of the minor ports where he thought the said rules might be introduced, inasmuch as the port is gradually becoming one of importance on account of its being situated near the Town of Udipi, and the traffic having increased since the opening of the Agoomby ghat. It also affords shelter to vessels during the rainy season, as it lies close to the Dhareya Bahedurghur Island. There are at present 7 cargo boats in use at the port.
			2. For the report boat for each trip.	Do.	1 0 0		
			3. For a 1 corge boat with provisions.	Do.	1 0 0		
			4. Trip for transhipment return trip. Receiving or delivering goods at back of the surf.	Half the above rates.			
			5. When the boats are detained alongside for more than an hour. In foul weather and during the monsoon.	Double the above rates.			
			6. For a 1 corge (or 1½ ton) boat, carrying goods from the shore to a larger cargo boat in the backwater :				
			If to the west.....	1	0 3 0		
			If to the north.....	1	0 2 0		
4	Barkur.....	Do.	1. For a boat of any tonnage employed in receiving or delivering goods to a vessel outside the bar for every corge (1½ ton) it is capable of holding.	Not less than 3.	1 8 0	In front of the Sea Custom House, and within the following limits, viz. :—	The system of registration is not in force at this port. The increase of commerce in consequence of the opening
			2. For the report boat for each trip.	3	1 8 0	Between a wharehouse belonging to one Wallab Day Shet, situated to the north of the Custom House and the drain adjoining another warehouse belonging to the same individual, situated to the south of the Custom House, the intervening space measuring 48 yards in length on one side, from the walls of the Custom House to the northern warehouse, and 97 yards from the said Custom House to the Drain above alluded to.	of the Khokarny and other roads in the vicinity, and the brisk trade carried on here with the foreign port of Goa however, warrant their introduction, as recommended by Mr. Morris. For the present the port has ready for use thirty-one cargo boats.
			3. For a 1 corge (1½ ton) boat with provisions.	3	1 8 0		
			4. Trip for transhipment return trip. Receiving or delivering goods at back of the surf.	Half the above rates.	.....		
			5. When boats are detained alongside more than an hour. In foul weather and during the monsoon.	Double the above rates.	.....		
			6. For a 1 corge boat (1½ ton) carrying goods from the shore to a larger cargo boat in the back-water.	1	0 4 0		
			7. Do. do. do., to a vessel lying near the bar.	1	0 6 0		
5	Kundapur ...	The same rates as those proposed for Mangalore may be adopted for this port.	1. For a boat of 10 corges (15 tons') burthen employed in receiving or delivering goods to vessels outside the bar.	9	12 8 0	On the shore in front of the Custom House and within a space of 47 yards on the north, and 40 yards on the south of the Custom House.	This is a sea port of considerable importance, and its trade warrants the introduction of the Boat Rules. The number of cargo boats, large and small, at this port is eighteen.
			2. For do. do., of 5 corges (7½ tons) employed in do.	5	6 4 0		
			3. For a boat of 1 corge (1½ ton) employed in do.	3	1 8 0		
			4. For the report boat, each trip...	5	1 12 0		
			5. For a 1 corge boat (1½ ton) with provisions.	3	1 8 0		
			6. Trip for transhipment return trip. Receiving or delivering goods at back of the surf.	Half the above rates.	.....		
			7. When the boats are detained alongside more than an hour. In foul weather and during the monsoon.	Double the above rates.	.....		

Statement showing the License fees for registering boats, &c.—*(Continued.)*

No.	Names of Ports.	Rates of fees for registering Boats.	Rates of boat hire.	Men to be employed.	Rate of boat hire. Rs. A. P.	Limits of landing places.	Remarks.
	Kundapur.—(*Concluded.*)	The same rates as those proposed for Mangalore may be adopted for this port.	8. For a 1 corge boat carrying goods from the Bhunder to a larger cargo boat lying in the back water.	2	0 5 0		
			9. Do. do. to vessels lying near the bar.	2	0 5 0		
6	Baindur.....	Do.	1. For a boat of any capacity taken outside the bar, for every corge (1½ ton) it is capable of holding.	Not less than 4.	1 0 0	On the other side of the river opposite the Sea Custom House, and in a garden measuring 75 yards in length, and 25 yards in breadth.	This is an inferior minor port, with very limited trade in it, and the Boat Rules are not in force here. The number of cargo boats at this port is seven.
			2. For the report boat each trip...	4	1 0 0		
			3. For a boat with provisions.	4	1 0 0		
			4. Trip for transhipment. For return trip. Receiving or delivering goods at back of the surf.	Half the above rates.			
			5. When the boats are detained alongside more than an hour. In foul weather and during the monsoon.	Double the above rates.			
			6. For a 1 corge boat employed in receiving or delivering goods to a vessel inside the bar.	2	0 2 0		
			7. Do. to a corge boat in the back-water.	1	0 1 0		
7	Naikenkotta.	Do.	1. For a boat of any capacity employed in receiving or delivering goods to a vessel anchored in the sea, for every corge it is capable of holding.	Not less than 4.	1 0 0	On the sea-shore in front of the Custom House and within 50 yards thereof.	Do. do. number of cargo boats six.
			2. For the report boat, each trip...	4	1 0 0		
			3. For a boat with provisions ...	4	1 0 0		
			4. Trip for transhipment ..... Return trip	Half the above rates.			
			5. When the boats are detained along side more than an hour. In foul weather and during the monsoon.	Double the above rates.			
8	Kumbla	The same rates as those proposed for Mangalore may be adopted for this port.	1. For a boat carrying 10 corges (15 tons and upwards) employed in receiving or delivering goods to a vessel outside the bar.	9	12 8 0	In front of the Sea Custom House, and within the following limits :— On the south the drain adjoining the garden belonging to one Venktesha Naika. On the north, the wall of the garden belonging to one Kungama Haji.	This is also a minor Port of some importance, and the Boat Rules may be introduced here, as recommended by Mr. Morris. There are no separate cargo boats here, but the merchants use their own boats.
			2. For a boat of five corges (7½ tons) employed in do. do.	5	6 4 0		
			3. For a 1 corge boat (1½ ton) do. do.	5	1 8 0		
			4. For the report boat each trip.	5	1 8 0		
			5. For a 1 corge boat with provisions.	5	1 8 0		
			6. Trip for transhipment ..... Return trip..... Receiving or delivering goods at back of the surf	Half the above rates.			
			7. When the boats are detained alongside more than an hour. In foul weather and during the monsoon.	Double the above rates.			
			8. For a 1 corge boat employed in carrying goods from the Bunder to cargo boats in the back-water.	1	0 4 0		
			9. Do. do. to vessels lying inside the bar.	2	0 8 0		
9	Cassergode ...	Do.	1. For a boat of any tonnage employed in receiving or delivering goods to a vessel lying outside the bar, for every corge it is capable of holding.	Not less than 5.	1 8 0	On the stairs in front of the Sea Custom House and immediately below it to the north-west.	The port being of some importance, the Boat Rules may be enforced here.

Statement showing the License fees for registering Boats, &c.—(*Concluded.*)

No.	Names of Ports.	Rate of fees for registering Boats.	Rates of Boat hire.	Men to be employed.	Rate of boat hire.	Limits of landing places.	Remarks.
					RS. A. P.		
9	Cassergode.—(*Concluded.*)	The same rates as those proposed for Mangalore may be adopted for this port.	2. For the report boat for each trip.	4	1 8 0		There are no separate cargo boats at this port, but the merchants use their own boats.
			3. For a 1 corge boat with provisions.	4	1 8 0		
			4. Trip for transhipment ..... Return trip. ..... Receiving or delivering goods at back of the surf.	Half the above rates.			
			5. When boats are detained alongside more than an hour. In foul weather and during the monsoon.	Double the above rates.			
			6. For a 1 corge boat employed in carrying goods from the Bunder to cargo boats in the back-water.	1	0 8 0		
			7. For do. do. to vessels near the bar.	1	0 10 0		
10	Manjeshwar ...	Do.	1. For boat of any tonnage employed in receiving or delivering goods to a vessel anchored in the roads; for every corge (1½ ton) the boat is capable of holding.	Not less than 4.	1 8 0	All goods to be brought down the stream and landed on the bank of the river adjoining the Custom House on the south, and within the following limits, viz:— On the north, the Sea Custom House; on the south, the bank of the river, on the west, a foot path leading to the stream; and on the east, a garden belonging to one Ramaya Shanbogue.	This is a port of no importance, and consequently was not included among those at which Mr. Morris thought a modified set of Boat Rules might be introduced. There are no separate cargo boats here, but the merchants use their own boats for shipping and landing goods.
			2. For the report boat for each trip.	4	1 8 0		
			3. Trip for transhipment ..... Return trip.	Half the above rates.			
			4. When boats are detained alongside more than an hour. In foul weather and during the monsoon.	Double the above rates.			

(Signed) W. M. CADELL,
Collector.

SOUTH CANARA,
19th January 1866.

54

№ 5

Encl^s in the Pres of the
D^e of Rev^s to the Secy
to Gov^t N_D_ dated
17 Sept 66 № 6847

C. I. O.

Regt Boat Rules

In M he 28/66
1^m Dett 111 Lab 3

Subsidiary Regulations for the Ports of Malabar called for in Boards' Misc: Circ: of 26th October 1865. No CXLVI

53

Names of Ports.	Limits of Shipping and Unshipping or Line of Port.	Rate of Boat Hire (for all ports in Malabar Coast)	License Fee.	Cargo.	Remarks.
Cochin	Unaltered. North. the boundary pillar South. the Southern boundary pillar East. the harbour, backwater & its creeks within British territories. West. Depth of nine (9) fathoms of water				
Allaprom Maddayi Kurkuyi Allakuyi	One Hundred (100) yards North and South of each of these places.				
Chowghat	The backwater within ¼ mile below the Custom house.				
Vellangode Ponany Kuttai	North to South 50 yards. East to West 100 yards North to South 50 yards				
Parony Tanur Perpongady	North to South, 100 Yards.				
Boypoor	within the Bar.				
Calicut	North & South the boundary pillars. West the depth of nine (9) fathoms water. East the Sea shore & the Kalai river as far as Conolly's Canal.				
Pudiangadi	One Mile North & South of Custom House.				
Elatoor	East ¼ mile above Custom house. One Mile North & South of river entrance.				
Kapat Quilandi Kolam Kuddalore Trekodi	One hundred (100) yards North & South.				
Badagherry	150 yards North & South.				
Kolangal	within the Bar.				
Mutangnel	100 yds North & South. East & West 30 yds. cannot be enlarged				
Kalai	North & South 30 yds.				
Chombai	Unaltered.				
Tellicherry					
Cannanore	Between the Boundary Pillars				
Baliapatam Pudiangadi Ellicolum Kavai	Fifty (50) yards North & South.				

Collector.

In a Letter from
the Collector of
Malabar Dated
16th Feby 1864
No 56.

Inl. 1177 C 1866

Subsidiary Regulations
for the Ports of Malabar
Called for in Boards
Misc: Cir. of 26th Oct: 1865
No CXLVI

Mas. 1st Oct. 66 In No 3.

Table of the rates of Hire, &c.

Name of ports.	Rates of Boat hire.	No. of men to be employed.	Boat hire. Rs. A. P.	Limits of landing places.
Cundapur....	For a boat of 10 corges, or 15 tons burthen, employed in receiving or delivering goods to vessels outside the bar.	9	12 8 0	On the shore in front of the Custom House, and within a space extending to 47 yards north of the Custom House, and up to the distance of forty yards south from the same.
	Do. do. 5 corges, or 7½ tons burthen, employed in do.	5	6 4 0	
	Do. do. 1 corge, or 1½ ton burthen, employed in do	3	1 8 0	
	For the report boat, each trip ...	5	1 12 0	
	For a one-corge boat, 1½ ton, with provisions	3	1 8 0	
	Trip for transhipment	Half the above rates.		
	Return trip			
	Receiving or delivering goods at back of the surf...			
	When the boats are detained alongside more than an hour	Double the above rates.		
	In foul weather and during the monsoon...			
	For a one corge boat carrying goods from the bhunder to larger cargo boats in the backwater ..	2	0 5 0	
	Do. do. to vessels lying near the bar	2	0 5 0	
Barkur.....	For a boat of any tonnage employed in receiving or delivering goods to a vessel outside the bar, for every corge (1½ ton) it is capable of holding	Not less than 3	1 8 0	In front of the Sea Custom House and within the following limit, viz :— Between a Warehouse belonging to one Wallal Daz Shet situated to the north of the Custom House, and a drain adjoining another Warehouse belonging to the same individual situated to the south, the intervening space being 48 yards in length on one side (from the walls of the Custom House to the northern Warehouse) and 97 yards on the other (from the Custom House to the drain) situated to the south.
	For the report boat for each trip ...	3	1 8 0	
	For a one-corge boat with provisions.	3	1 8 0	
	Trip for transhipment	Half the above rates.		
	Return trip			
	Receiving or delivering goods at back of the surf...			
	When boats are detained alongside more than an hour	Double the above rates.		
	In foul weather and during the monsoon			
	For a one-corge boat (1½ ton) carrying goods from the shore to larger cargo boats in the backwater ...	1	0 4 0	
	Do. do. to a vessel lying near the bar	1	0 6 0	

... rates of fees for registering be... ction 2 of the ... Boat Rules.

			Rs.	A.	P.
For registering a boat carrying 8 tons and upwards			5	0	0
Do.	do.	6 to 8 tons...	4	0	0
Do.	do.	4 to 6 tons...	3	0	0
Do.	do.	2 to 4 tons...	2	0	0
Do.	do.	1 to 2 tons...	1	8	0
Do.	do.	1 ton	1	0	0

16th August 1866.

(Signed) W. M. CADELL, Collector.

From G. A. BALLARD, Esq., Collector of Malabar, to the Secretary to the Board of Revenue, dated Calicut, 28th May 1866, No. 165.

1. With reference to the Board's Proceedings, No. 3,555, dated 21st May 1866, and to the copy of boat rules received therewith, I have the honor to state that I would recommend the application of those rules to all the ports entered in the list formerly sent, under date the 15th February 1866.

2. I would also recommend the adoption of the subsidiary regulations contained in the same list, as they appear to me to be perfectly suitable.

Ordered that the foregoing letters be submitted to Government, with reference to their orders, dated 7th October and 14th December 1865, Nos. 212 and 268, and in continuation of Board's Proceedings of 5th September 1866, No. 6,294.

(True Copies and Extract.)

Secretary.

To the Chief Secretary to Government,
with copies of Collectors' letters and two enclosures.

Copy to the Collector of Nellore.
" to the Collector of South Arcot.
" to the Collector of Tanjore.
" to the Collector of Madura.
" to the Collector of Tinnevelly.
" to the Collector of South Canara.
" to the Collector of Malabar.

Exd. T. Cartledge.

1st October 1866 R: 235-
Rended. with reference
to Proceedings of Government,
of the 9th instant
21st Instant R: 228-

PROCEEDINGS OF THE BOARD OF REVENUE,

No.

Read 1866. Department.

Page 18...

No. 6,647.

Submitting letters from certain Collectors, reporting Ports to which amended Boat Rules may be made applicable, and stating what subsidiary regulations are necessary.