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Despatch Abstract.

Ferok a sub-port. &
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of Act X of 1889.

Ferok a sub-port. Requesting
sanction of the Govt of India
constitute — of Bo, port
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BACK PAPER, No. OF 18

READ AGAINST ORDER OF GOVERNMENT, DATED
No.

FURTHER PAPER, No. 319 OF 1895

824/97

ENCLOSURES.

CURRENT No.

STATEMENT WITH PARA.

ORDER, &c., OF GOVERNMENT—A.

PAPERS KEPT OUT OF FILE FOR DESPATCH IN ORIGINAL
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1895.

MARINE DEPARTMENT.

From the Government of
Fort St. George.

Issued

Recd. *Encl.*

Letter, 19th Feb. 1895, No. 60.

FEBRUARY.

Ferokh a Sub-port.

Requesting sanction of the Government of India to constitute — of Beypore, under the provisions of Act X of 1889.

R. 159. Mar. Dj 22-10-88

124 Mar. Dj 3-5-95

BACK PAPER, No. OF 18

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MARINE DEPARTMENT.

K·159·Mar·D 22-10-88

124 Mar. D 3-5-95

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Fort St. George.

Issued

Recd. *Encl.*

Letter, 19th Feb. 1895, No. 60.

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Govt. of {1895} Madras.

MARINE.

Issued

Recd. *Encl.*

G.O., 19th Feb. 1895, No. 59.

FEBRUARY.

Ferokh.

Directing that the Government of India be requested to sanction — being constituted a subport of Beypore under the provisions of Act X of 1889.

MARINE DEPARTMENT.

LETTER—from

THE CHIEF SECRETARY TO THE GOVERNMENT OF FORT ST. GEORGE,

To

THE SECRETARY TO THE GOVERNMENT OF INDIA, FINANCE AND COMMERCE DEPARTMENT.

SIR,

I am directed to request that the sanction of the Government of India may be accorded to Ferokh in the Malabar district being constituted a sub-port of Beypore and brought under the provisions of Act X of 1889.

Section 4 (1) (*a*), Act X of 1889.

2. Since the extension of the railway to Calicut the salt brought to Beypore is landed at Ferokh and the Revenue Department in consequence finds it necessary to declare the place to be a port for the shipment and landing of goods.

3. Copies of the notifications proposed to be issued by this Government and a sketch showing the limits of the new port accompany this letter.

I have the honour to be,
Sir,
Your most obedient servant,

FORT ST. GEORGE,
19TH *February* 1895.

Chief Secretary.

Ed. C. M. Brisson.

APPENDIX.

NOTIFICATION A.

In exercise of the power conferred by section 4 (1) (*a*) of Act X of 1889—the Indian Ports Act—the Governor in Council, with the previous sanction of the Governor-General in Council, is pleased to extend the provisions of the said Act to the port of Ferokh in the district of Malabar, and, under section 4 (2), to define the limits of the said port to be as follows :—

To the North.—A line so drawn that every point in it is 30 yards distant from the southern bank of the Beypore river, the entire line lying to the north of that bank, that is, in the river itself, and terminated on the east and west by the eastern and western limits, respectively, as below defined.

To the South.—The southern bank of the Beypore river lying between the eastern and western limits, as below defined, to fifty yards above high water-mark, spring tides.

To the East.—A line drawn north-west and south-east through a point on the southern bank of the Beypore river, half a mile above the railway bridge.

To the West.—A line drawn due north and south through a point on the southern bank of the Beypore river, half a mile below the railway bridge.

NOTIFICATION B.

In exercise of the powers conferred by section 7 of Act X of 1889—the Indian Ports Act—the Governor in Council hereby appoints the Port Officer at Calicut in the district of Malabar to be Port Conservator of the port of Ferokh in the same district, and the Assistant Port Conservator at Beypore to be also Assistant Port Conservator of Ferokh. The duties of the said Assistant Conservator of the port of Ferokh will be confined to conservancy matters, while the collection of port dues on vessels calling at Ferokh will rest with the Superintendent of Sea Customs at Beypore.

NOTIFICATION C.

With reference to section 6 (2) of Act X of 1889—the Indian Ports Act—notice is hereby given that the following notification will be taken into consideration on the

NOTIFICATION.

In exercise of the powers conferred by section 6 (1) of Act X of 1889—the Indian Ports Act—the Governor in Council hereby declares that the port rules contained in the notifications published at pages 726 and 727 of the *Fort St. George Gazette* of the 22nd October 1889, and republished below, shall be applicable to the port of Ferokh in the district of Malabar with effect from the

I. Entering or leaving Port, Clause (*a*).

All sea-going vessels, on entering or leaving the port between sunrise and sunset, shall fly their national flag, and when entering port, each vessel shall show her number.

II. Berths of Vessels, Clause (*b*).

All vessels within the port shall take such berths as may be assigned them by the Conservator, and shall change their berth, or remove, when required by him.

III. Striking yards and Masts, Clause (*c*).

All vessels within the port shall strike their yards and top-masts on being required to do so by the Conservator whether by signal or otherwise.

IV. Taking in or discharging Ballast or any particular kind of Cargo, Clause (*e*).

(*a*) All vessels taking in or discharging ballast or any particular kind of cargo such as ammunition or other explosives, kerosine oil and timber within the limits of the port shall do so only at such stations as may be set apart from time to time by the Conservator.

(*b*) Ballast and rubbish shall not be thrown overboard within the limits of the port without the special permission of the Conservator.

V. Keeping Free Passages, Clause (*f*).

A free passage shall be kept to all landing places, wharves and anchorages in accordance with such directions as may be issued on the subject by the Conservator, and all vessels shall move when required by the Conservator to clear such passages.

VI. Anchoring and Mooring, Clause (*g*).

(*a*) All vessels within the port shall be anchored or moored in such manner as may be directed by the Conservator.

(*b*) The anchors of all steamers and square-rigged vessels must be buoyed, and care taken that the buoys "watch."

VII. Moving and Warping, Clause (*h*).

(*a*) All vessels within the port shall be moved or warped from place to place as required, and by such means or appliances as may be ordered by the Conservator.

(*b*) No vessel shall cast off a warp that has been made fast to her to assist a vessel moving, without being required to do so by the officer in charge of the vessel moving.

VIII. Cargo Boats, Clause (*k*).

The plying of catamarans, flats, cargo, passenger and other boats, whether for hire or not and whether regularly or only occasionally, in, or partly within and partly without the port, and the quantity of cargo or number of passengers to be carried by any such vessel, shall be subject to such regulations as may be laid down from time to time by Government, and owners of such boats shall be subject to the control of the Conservator, and shall carry out at all times all orders issued by him in connection with the plying of their boats and which are not inconsistent with the regulations issued by Government.

IX. Fires and Lights, Clause (*l*).

(*a*) No vessel shall be fumigated except at a place appointed by the Conservator for that purpose.

(*b*) Pitch or dammer shall not be heated on board vessels within the port, but in a boat alongside or astern; nor shall spirits be drawn off on board such vessels by candle or other unprotected artificial lights.

(*c*) Vessels while loading cotton shall not have any unprotected lights in the hold or orlop.

(*d*) When gunpowder, ammunition or other explosives in excess of 100 lb. weight are being shipped on board, or being discharged from any vessel within the limits of the port, neither fires, lights nor smoking are under any circumstances to be permitted on board.

X. Signal Lights, Clause (*m*).

The master of any vessel arriving within the port with ammunition, explosives, or over 100 lb. in weight of gunpowder on board as cargo, shall display a red flag B of the commercial code at the fore during day-light, and between sunset and sunrise shall exhibit, when at anchor, a red light over the usual anchor light for such time as the ammunition, explosives or gunpowder may be on board within port limits.

XI. Number of Crew, Clause (*n*).

All vessels within the port shall have on board a sufficient number of crew to perform any duties which may become necessary for the safety of the vessel in regard to veering or heaving in cable, bracing up the yards, striking masts and yards, &c., in case of emergency arising.

XII. Employment of Persons engaged in cleaning or painting Vessels, &c., Clause (*o*).

No person shall be employed in cleaning or painting a vessel or in working in the bilges, boilers or double bottom of a vessel in the port either before or after the hours which may be fixed from time to time by the Conservator for such purposes.

NOTIFICATION D.

In exercise of the powers conferred by sections 33 and 34 of Act X of 1889—the Indian Ports Act—the Governor in Council, with the previous sanction of the Governor-General in Council, is pleased to declare—

(i) That after the expiration of sixty days from the day on which this notification is first published in the *Fort St. George Gazette*, port dues shall be leviable on vessels entering the port specified in the first column of the schedule hereto annexed at the rates laid down in the third column of the said schedule.

(ii) That such dues shall be levied subject to the conditions mentioned in the fourth column and the explanation given at the foot of the said schedule—

SCHEDULE.

Name of port.	Vessels chargeable (sea-going vessels of 15 tons and upwards).	Rate of port dues per ton.	Due how often chargeable in respect of the same vessel.
1	2	3	4
(Western Group) Ferokh.	*Foreign Vessels whether Ships or Steamers.*		
	(i) Vessels calling at only one port within the Western Group—		
	(*a*) Vessels trading with the Straits Settlements.	2 annas	The payment of the due at the port will exempt the ship or steamer for a period of 60 days from liability to pay the due again at that port.
	(*b*) Other vessels	2 annas	The due is payable on each entry into the port.
	(ii) Vessels calling at more than one port within the Western Group—		
	(*c*) Vessels trading with the Straits Settlements.	1½ annas in addition to the due chargeable under i (*a*) at the first port called at.	The payment of the due of the first port called at in the group will exempt the ship or steamer for a period of 60 days from liability to pay the due again at that or any other port in the group.
	(*d*) Other vessels	1½ annas in addition to the due chargeable under i (*b*) at the first port called at.	The due is payable once for the voyage.
	Coasting Vessels.		
	(*e*) Ships calling at any port ..	1 anna	The payment of the due at the port will exempt the ship for a period of 60 days from liability to pay the due again at that port.
	(*f*) Steamers calling at one or more ports within the Western Group.	3 annas	The payment of the due at the first port called at in the group will exempt the steamer for a period of 30 days from liability to pay the due again at that or any other port in the group.

EXPLANATION.

(*a*) "Ship" means a sailing vessel, and "steamer" a steam vessel.

(*b*) "Coasting ship" or "coasting steamer" means respectively a ship or steamer which at any port discharges cargo exclusively from, or takes in cargo exclusively for, any port in the island of Ceylon or in any part of India between the westernmost part of Sind and the south-easternmost part of Burma; and "coasting steamer" includes a coasting steam vessel having a general pass under section 164 of the Sea Customs Act, 1878.

(*c*) "Foreign ship" or "foreign steamer" means respectively a ship or steamer not being a coasting ship or coasting steamer.

NOTIFICATION E.

In exercise of the power conferred by section 46 of Act X of 1889—the Indian Ports Act—the Governor in Council is pleased to direct that the rate of port dues chargeable on any vessel entering the port of Ferokh in ballast and not carrying passengers shall be three-fourths of the rate laid down in Notification D above.

NOTIFICATION F.

In exercise of the power conferred by section 47 of Act X of 1889—the Indian Ports Act—and subject to the proviso thereto, the Governor in Council is pleased to direct that when a vessel enters the port of Ferokh, but does not discharge or take cargo or passengers therein (with the exception of such unshipment and re-shipment as may be necessary for purposes of repair), she shall be charged with a port due at half the rate specified in Notification D above.

1895.

MARINE DEPARTMENT.

K.159. Mar. Dj 22-10-88

124 Mar. Dj 3-5-95

From the Government of Fort St. George.

Issued

Read. *Encl.*

Letter, 19th Feb. 1895, No. 60.

FEBRUARY.

Ferokh a Sub-port.

Requesting sanction of the Government of India to constitute — of Beypore, under the provisions of Act X of 1889.

From Commander W. POWELL, R.I.M., Presidency Port Officer, to the Chief Secretary to Government, dated Madras, 29th January 1895, No. 1688-21-G.

I have the honour to forward herewith the draft notifications called for in Marine Department endorsement No. 2078 of 26th October 1894, on Current No. 893, which is herewith returned.

2. For the reasons given in the Collector's letter read in Board's Proceedings (Separate Revenue), Mis. No. 4087, dated 20th September 1894, I have adhered to the definition of the limits as drawn up by the Collector. They have, however, been re-arranged in the usual order.

3. The Collector, to whom a reference was made as to the person or persons he would nominate for supervising conservancy duties and collecting port dues at Ferokh, has suggested the appointment of the Assistant Port Conservator at Beypore for the former purpose, and the Superintendent of Sea Customs at Beypore for the latter. Notification B has accordingly been drawn up, but the port of Beypore being under the control of the Port Officer at Calicut, I think it expedient that that officer should have control over Ferokh also, and have therefore made provision accordingly in the notification.

ORDER—dated 19th February 1895, No. 59, Marine.

It appears from the foregoing papers that since the railway was extended to Calicut, the salt brought to Beypore is landed at Ferokh. It is therefore desirable that Ferokh should be constituted a sub-port of Beypore in view to the landing and shipping of goods being carried on there. The sanction of the Government of India will accordingly be requested under the provisions of section 4 (1) (*a*) of Act X of 1889.

[Here enter No. 60, dated 19th February 1895.]

(True Extract.)

Chief Secretary.

To the Collector of Malabar.
„ Presidency Port Officer.
„ Revenue Department.

Exd S. J Pereira.

1895.

MARINE DEPARTMENT.

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Ferokh a Sub-port.

Requesting sanction of the Government of India to constitute — of Beypore, under the provisions of Act X of 1889.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—again the following paper:—

G.O., dated 6th June 1894, No. 211, Marine.

Read—the following papers:—

Proceedings of the Board of Revenue (Separate Revenue), dated 9th April 1894, Mis. No. 1526.

Read—the following letter from H. BRADLEY, Esq., Acting Collector of Malabar, to the Secretary to the Commissioner of Salt, Abkári and Separate Revenue, dated 3rd March 1894, Ref. on C. No. 1311, S.C.D.:—

I have the honour to request that early orders may be passed on my letter, dated 2nd September 1893, No. 148, Index, recommending that the warehouse intended for Beypore may be constructed at Ferokh. The Board's Proceedings, No. 462, dated 4th October 1893, shows that no orders have been passed on this question. I beg to add that Ferokh has not yet been constituted a sub-port of Beypore.

Reference thereon, dated 10th March 1894.

The Collector is requested to submit a draft notification under section 11 of Act VIII of 1878 for declaring Ferokh to be a port, defining its limits.

Read—the following letter from H. BRADLEY, Esq., Acting Collector of Malabar, to the Secretary to the Commissioner of Salt, Abkári and Separate Revenue, dated 31st March 1894, Ref. on C. No. 257, S.C.D.:—

In reply to the Board's Reference on General Register No. 2237, dated 10th March 1894, I have the honour to forward herewith a draft notification under section 11 of the Sea Customs Act declaring Ferokh to be a sub-port of Beypore and defining its limits.

Resolution—dated 9th April 1894, Mis. No. 1526.

The notification for declaring Ferokh to be a port for the shipment and landing of goods subordinate to Beypore and for defining its limits is submitted to Government for approval and publication in the *Fort St. George Gazette*.

2. The Collector reports that since the extension of the railway to Calicut the salt brought to Beypore is landed at Ferokh, and that therefore it would be advisable to construct the warehouse intended * for Beypore at Ferokh. The Collector further states that he has suggested to the Presidency Port officer that Ferokh should be constituted a sub-port of Beypore.

* *Vide* G.O., Revenue Department, dated 30th November 1893, Mis. No. 4472.

(True Copies and Extract.)

(Signed) EDMUND MILLETT,
Assistant Secretary.

To the Secretary to Government, Revenue Department.

Copy to the Collector of Malabar.

No. 1763, Mis., Revenue.

* In G.O., 4th February 1893, No. 507, Revenue.

Transferred to the Marine Department with reference to its office-note * No. 175, dated 27th January 1893.

3*rd May* 1894.

(Signed) E. GIBSON,
Secretary to Government.

To the Marine Department.

From Commander W. POWELL, R.I.M., Presidency Port Officer, to the Chief Secretary to Government, dated Madras, 30th May 1894, No. 1688-204-G.

In reply to Marine Department endorsement No. 929, dated 9th May 1894, on Current No. 395 (herewith returned), I have the honour to report that there is no objection to Ferokh being declared a port for the shipment and landing of goods. In order, however, to enable me to submit draft notifications for extending the provisions of Act X of 1889 to this port, a clearer and more complete definition of the north, south, east and west limits of the port is required, and a sketch of such limits is necessary also for transmission by the local Government to the Government of India.

Order—dated 6th June 1894, Mis. No. 211, Marine.

The Presidency Port officer's letter will be communicated to the Revenue Department with the request that the definitions and sketch, which are necessary, may be supplied. A copy of a letter to the Government of India, No. 80, of the 21st February 1893, accompanies for information.

(True Extract.)

(Signed) J. F. PRICE,
Chief Secretary.

To the Revenue Department, with papers returned,
" and copy of No. 80, dated 21st February 1893.
" Presidency Port Officer.

READ—also the following papers :—

Proceedings of the Board of Revenue (Separate Revenue), dated 20th September 1894, Mis. No. 4087.

Read—the following letter from the Collector of Malabar, to the Secretary to the Commissioner of Salt, Abkári and Separate Revenue, dated 9th August 1894, No. 138-Index :—

With reference to the Proceedings of the Board of Revenue (Separate Revenue), dated 20th June 1894, Mis. No. 2698, I have the honour to state that the limits of the sub-port of Ferokh cannot be defined as laid down in G.O., dated 21st February 1893, No. 80, as it is both unnecessary and inadvisable to allow landing and shipping from both the banks of the Mammally-Beypore river, which flows into the sea to the south-west of the Ferokh station. The object of the sub-port is merely to give facilities for landing goods near the station itself.

2. I have therefore the honour to request that the enclosed notification, as slightly modified, may be sent up to Government with a sketch of the river herewith submitted.

3. The Government Order quoted above is herewith returned as requested.

Reference thereon dated 21st August 1894.

The Collector is requested to define the northern limits of the Ferokh port, and, if possible, to state the limits of the port in the form laid down in the Government Order without including the northern bank of the river.

To the Collector of Malabar.

Read—the following letter from the Collector of Malabar, to the Secretary to the Commissioner of Salt, Abkári and Separate Revenue, dated 29th August 1894, No. 155, Index :—

In reply to the Board's Reference on General Register No. 8454 of 1894, dated 21st August 1894, I have the honour to state that the northern limits of the Ferokh port cannot be defined in the form laid down in G.O., dated 21st February 1893, No. 80, without including the northern bank of the Beypore river.

The accompanying map will show that any straight line drawn between the two points at the eastern and western limits on the Ferokh side will permit landing and shipping on the northern bank of the river. The customs officials will not be able to exercise proper supervision over both banks at the same time unless an additional establishment is sanctioned.

2. The northern limit may be defined as follows :—"A line so drawn that every point in it is thirty yards distant from the southern bank of the river, the entire line lying to the north of that bank, *i.e.*, in the river itself."

The enclosures are herewith returned.

Resolution—dated 20th September 1894, Mis. No. 4087.

Submitted to Government with reference to G.O., Revenue Department, dated 15th June 1894, Mis. No. 2335.

2. The Collector states that the limits of the sub-port of Ferokh cannot be defined in the manner in which the limits of the port of Gopalpur have been defined in the Government's letter of 21st February 1893, No. 80, Marine Department, because it is unnecessary and inadvisable to allow landing and shipping on the north bank of the Mammally-Beypore river. The Collector's notification may, however, be recast in the accompanying form.

3. The sketch submitted by the Collector is forwarded herewith.

(True Copies and Extract.)

(Signed) EDMUND MILLETT,
Assistant Secretary.

To the Secretary to Government, Revenue Department, with a sketch and notification.
Copy to the Collector of Malabar, with notification.

No. 3955, Revenue.

Transferred to the Marine Department.

12*th October* 1894.

(Signed) E. GIBSON,
Ag. Secretary to Government.

No. 2078.

Forwarded to the Presidency Port Officer with reference to G.O., dated 6th June 1894, No. 21, for early return with the requisite draft notifications.

26*th October* 1894.

(Signed) J. F. PRICE,
Chief Secretary.

From Commander W. POWELL, R.I.M., Presidency Port Officer, to the Chief Secretary to Government, dated Madras, 29th January 1895, No. 1688-24-G.

I have the honour to forward herewith the draft notifications called for in Marine Department endorsement No. 2078 of 26th October 1894, on Current No. 893, which is herewith returned.

2. For the reasons given in the Collector's letter read in Board's Proceedings (Separate Revenue), Mis. No. 4087, dated 20th September 1894, I have adhered to the definition of the limits as drawn up by the Collector. They have, however, been re-arranged in the usual order.

3. The Collector, to whom a reference was made as to the person or persons he would nominate for supervising conservancy duties and collecting port dues at Ferokh, has suggested the appointment of the Assistant Port Conservator at Beypore for the former purpose, and the Superintendent of Sea Customs at Beypore for the latter. Notification B has accordingly been drawn up, but the port of Beypore being under the control of the Port Officer at Calicut, I think it expedient that that officer should have control over Ferokh also, and have therefore made provision accordingly in the notification.

ORDER—dated 19th February 1895, No. 59, Marine.

It appears from the foregoing papers that since the railway was extended to Calicut, the salt brought to Beypore is landed at Ferokh. It is therefore desirable that Ferokh should be constituted a sub-port of Beypore in view to the landing and shipping of goods being carried on there. The sanction of the Government of India will accordingly be requested under the provisions of section 4 (1) (*a*) of Act X of 1889.

[Here enter No. 60, dated 19th February 1895.]

(True Extract.)

Chief Secretary.

To the Collector of Malabar.
„ Presidency Port Officer.
„ Revenue Department.

Exd S. J. Pereira.

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(*d*) When gunpowder, ammunition or other explosives in excess of 100 lb. weight are being shipped on board, or being discharged from any vessel within the limits of the port, neither fires, lights nor smoking are under any circumstances to be permitted on board.

X. Signal Lights, Clause (m).

The master of any vessel arriving within the port with ammunition, explosives, or over 100 lb. in weight of gunpowder on board as cargo, shall display a red flag B of the commercial code at the fore during day-light, and between sunset and sunrise shall exhibit, when at anchor, a red light over the usual anchor light for such time as the ammunition, explosives or gunpowder may be on board within port limits.

XI. Number of Crew, Clause (n).

All vessels within the port shall have on board a sufficient number of crew to perform any duties which may become necessary for the safety of the vessel in regard to veering or heaving in cable, bracing up the yards, striking masts and yards, &c., in case of emergency arising.

XII. Employment of Persons engaged in cleaning or painting Vessels, &c., Clause (o).

No person shall be employed in cleaning or painting a vessel or in working in the bilges, boilers or double bottom of a vessel in the port either before or after the hours which may be fixed from time to time by the Conservator for such purposes.

NOTIFICATION D.

In exercise of the powers conferred by sections 33 and 34 of Act X of 1889—the Indian Ports Act—the Governor in Council, with the previous sanction of the Governor-General in Council, is pleased to declare—

(i That after the expiration of sixty days from the day on which this notification is first published in the *Fort St. George Gazette*, port dues shall be leviable on vessels entering the port specified in the first column of the schedule hereto annexed at the rates laid down in the third column of the said schedule.

(ii) That such dues shall be levied subject to the conditions mentioned in the fourth column and the explanation given at the foot of the said schedule—

SCHEDULE.

Name of port.	Vessels chargeable (sea-going vessels of 15 tons and upwards).	Rate of port dues per ton.	Due how often chargeable in respect of the same vessel.
1	2	3	4
	Foreign Vessels whether Ships or Steamers.		
(Western Group) Ferokh.	(i) Vessels calling at only one port within the Western Group—		
	(*a*) Vessels trading with the Straits Settlements.	2 annas	The payment of the due at the port will exempt the ship or steamer for a period of 60 days from liability to pay the due again at that port.
	(*b*) Other vessels	2 annas	The due is payable on each entry into the port.
	(ii) Vessels calling at more than one port within the Western Group—		
	(*c*) Vessels trading with the Straits Settlements.	1½ annas in addition to the due chargeable under i (*a*) at the first port called at.	The payment of the due of the first port called at in the group will exempt the ship or steamer for a period of 60 days from liability to pay the due again at that or any other port in the group.
	(*d*) Other vessels	1½ annas in addition to the due chargeable under i (*b*) at the first port called at.	The due is payable once for the voyage.
	Coasting Vessels.		
	(*e*) Ships calling at any port ..	1 anna	The payment of the due at the port will exempt the ship for a period of 60 days from liability to pay the due again at that port.
	(*f*) Steamers calling at one or more ports within the Western Group.	3 annas	The payment of the due at the first port called at in the group will exempt the steamer for a period of 30 days from liability to pay the due again at that or any other port in the group.

EXPLANATION.

(*a*) "Ship" means a sailing vessel, and "steamer" a steam vessel.

(*b*) "Coasting ship" or "coasting steamer" means respectively a ship or steamer which at any port discharges cargo exclusively from, or takes in cargo exclusively for, any port in the island of Ceylon or in any part of India between the westernmost part of Sind and the south-easternmost part of Burma; and "coasting steamer" includes a coasting steam vessel having a general pass under section 164 of the Sea Customs Act, 1878.

(*c*) "Foreign ship" or "foreign steamer" means respectively a ship or steamer not being a coasting ship or coasting steamer.

NOTIFICATION E.

In exercise of the power conferred by section 46 of Act X of 1889—the Indian Ports Act—the Governor in Council is pleased to direct that the rate of port dues chargeable on any vessel entering the port of Ferokh in ballast and not carrying passengers shall be three-fourths of the rate laid down in Notification D above.

NOTIFICATION F.

In exercise of the power conferred by section 47 of Act X of 1889—the Indian Ports Act—and subject to the proviso thereto, the Governor in Council is pleased to direct that when a vessel enters the port of Ferokh, but does not discharge or take cargo or passengers therein (with the exception of such unshipment and re-shipment as may be necessary for purposes of repair), she shall be charged with a port due at half the rate specified in Notification D above.

J&B. 15/2/95.

APPENDIX.

NOTIFICATION A.

In exercise of the power conferred by section 4 (1) (*a*) of Act X of 1889—the Indian Ports Act—the Governor in Council, with the previous sanction of the Governor-General in Council, is pleased to extend the provisions of the said Act to the port of Ferokh in the district of Malabar, and, under section 4 (2), to define the limits of the said port to be as follows :—

To the North.—A line so drawn that every point in it is 30 yards distant from the southern bank of the Beypore river, the entire line lying to the north of that bank, that is, in the river itself, and terminated on the east and west by the eastern and western limits, respectively, as below defined.

To the South.—The southern bank of the Beypore river lying between the eastern and western limits, as below defined, to fifty yards above high water-mark, spring tides.

To the East.—A line drawn north-west and south-east through a point on the southern bank of the Beypore river, half a mile above the railway bridge.

To the West.—A line drawn due north and south through a point on the southern bank of the Beypore river, half a mile below the railway bridge.

NOTIFICATION B.

In exercise of the powers conferred by section 7 of Act X of 1889—the Indian Ports Act—the Governor in Council hereby appoints the Port Officer at Calicut in the district of Malabar to be Port Conservator of the port of Ferokh in the same district, and the Assistant Port Conservator at Beypore to be also Assistant Port Conservator of Ferokh. The duties of the said Assistant Conservator of the port of Ferokh will be confined to conservancy matters, while the collection of port dues on vessels calling at Ferokh will rest with the Superintendent of Sea Customs at Beypore.

NOTIFICATION C.

With reference to section 6 (2) of Act X of 1889—the Indian Ports Act—notice is hereby given that the following notification will be taken into consideration on the - - - - - - - - - - -

NOTIFICATION.

In exercise of the powers conferred by section 6 (1) of Act X of 1889—the Indian Ports Act—the Governor in Council hereby declares that the port rules contained in the notifications published at pages 726 and 727 of the *Fort St. George Gazette* of the 22nd October 1889, and republished below, shall be applicable to the port of Ferokh in the district of Malabar with effect from the - - - - - - - - -

I. Entering or leaving Port, Clause (a).

All sea-going vessels, on entering or leaving the port between sunrise and sunset, shall fly their national flag, and when entering port, each vessel shall show her number.

II. Berths of Vessels, Clause (b).

All vessels within the port shall take such berths as may be assigned them by the Conservator, and shall change their berth, or remove, when required by him.

III. Striking yards and Masts, Clause (c).

All vessels within the port shall strike their yards and top-masts on being required to do so by the Conservator whether by signal or otherwise.

IV. Taking in or discharging Ballast or any particular kind of Cargo, Clause (e).

(*a*) All vessels taking in or discharging ballast or any particular kind of cargo such as ammunition or other explosives, kerosine oil and timber within the limits of the port shall do so only at such stations as may be set apart from time to time by the Conservator.

(*b*) Ballast and rubbish shall not be thrown overboard within the limits of the port without the special permission of the Conservator.

19th FEBRUARY 1895, No. 60, MARINE.

with sketch

MARINE DEPARTMENT.

LETTER—from

THE CHIEF SECRETARY TO THE GOVERNMENT OF FORT ST. GEORGE,

To

THE SECRETARY TO THE GOVERNMENT OF INDIA, FINANCE AND COMMERCE DEPARTMENT.

3 Cls Despd 25/2/95 with Sketch

W 15 Feb

SIR,

I am directed to request that the sanction of the Government of India may be accorded to Ferokh in the Malabar district being constituted a sub-port of Beypore and brought under the provisions of Act X of 1889.

Section 4 (1) (*a*), Act X of 1889.

2. Since the extension of the railway to Calicut the salt brought to Beypore is landed at Ferokh and the Revenue Department in consequence finds it necessary to declare the place to be a port for the shipment and landing of goods.

3. Copies of the notifications proposed to be issued by this Government and a sketch showing the limits of the new port accompany this letter.

I have the honour to be,
Sir,
Your most obedient servant,

FORT ST. GEORGE,
February 1895.

~~Chief Secretary.~~

18/2/95

J.S.B. 15/2/95.

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[Appendix.

Exd. C. M. Brisson.

Do letter
Annexure

19th February 1895, No. 60, Marine.

MARINE DEPARTMENT.

Letter—from

The Chief Secretary to the Government of Fort St. George,

To

The Secretary to the Government of India, Finance and Commerce Department.

Sir,

I am directed to request that the sanction of the Government of India may be accorded to Ferokh in the Malabar district being constituted a sub-port of Beypore and brought under the provisions of Act X of 1889.

Section 4 (1) (*a*), Act X of 1889.

2. Since the extension of the railway to Calicut the salt brought to Beypore is landed at Ferokh and the Revenue Department in consequence finds it necessary to declare the place to be a port for the shipment and landing of goods.

3. Copies of the notifications proposed to be issued by this Government and a sketch showing the limits of the new port accompany this letter.

I have the honour to be,
Sir,
Your most obedient servant,

Fort St. George,
February 1895.

~~Chief Secretary.~~

[Appendix.

Exd. C. M. Brisson.

19th February 1895, No. , Marine.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

Read—again the following paper:—

G.O., dated 6th June 1894, ~~Mis.~~ No. 211, Marine.

Read—the following papers:—

Proceedings of the Board of Revenue (Separate Revenue), dated 9th April 1894, Mis. No. 1526.

Read—the following letter from H. BRADLEY, Esq., Acting Collector of Malabar, to the Secretary to the Commissioner of Salt, Abkári and Separate Revenue, dated 3rd March 1894, Ref. on C. No. 1311, S.C.D.:—

I have the honour to request that early orders may be passed on my letter, dated 2nd September 1893, No. 148, Index, recommending that the warehouse intended for Beypore may be constructed at Ferokh. The Board's Proceedings, No. 462, dated 4th October 1893, shows that no orders have been passed on this question. I beg to add that Ferokh has not yet been constituted a sub-port of Beypore.

Reference thereon, dated 10th March 1894.

The Collector is requested to submit a draft notification under section 11 of Act VIII of 1878 for declaring Ferokh to be a port, defining its limits.

Read—the following letter from H. BRADLEY, Esq., Acting Collector of Malabar, to the Secretary to the Commissioner of Salt, Abkári and Separate Revenue, dated 31st March 1894, Ref. on C. No. 257, S.C.D.:—

In reply to the Board's Reference on General Register No. 2237, dated 10th March 1894, I have the honour to forward herewith a draft notification under section 11 of the Sea Customs Act declaring Ferokh to be a sub-port of Beypore and defining its limits.

Resolution—dated 9th April 1894, Mis. No. 1526.

The notification for declaring Ferokh to be a port for the shipment and landing of goods subordinate to Beypore and for defining its limits is submitted to Government for approval and publication in the *Fort St. George Gazette*.

2. The Collector reports that since the extension of the railway to Calicut the salt brought to Beypore is landed at Ferokh, and that therefore it would be advisable to construct the warehouse intended * for Beypore at Ferokh. The Collector further states that he has suggested to the Presidency Port officer that Ferokh should be constituted a sub-port of Beypore.

* *Vide* G.O., Revenue Department, dated 30th November 1893, Mis. No. 4472.

(True Copies and Extract.)

(Signed) EDMUND MILLETT,
Assistant Secretary.

To the Secretary to Government, Revenue Department.

Copy to the Collector of Malabar.

TH FEBRUARY 1895, No. , MARINE.

From Commander W. POWELL, R.I.M., Presidency Port Officer, to the Chief Secretary to Government, dated Madras, 29th January 1895, No. 1688-21-G.

I have the honour to forward herewith the draft notifications called for in Marine Department endorsement No. 2078 of 26th October 1894, on Current No. 893, which is herewith returned.

2. For the reasons given in the Collector's letter read in Board's Proceedings (Separate Revenue), Mis. No. 4087, dated 20th September 1894, I have adhered to the definition of the limits as drawn up by the Collector. They have, however, been re-arranged in the usual order.

3. The Collector, to whom a reference was made as to the person or persons he would nominate for supervising conservancy duties and collecting port dues at Ferokh, has suggested the appointment of the Assistant Port Conservator at Beypore for the former purpose, and the Superintendent of Sea Customs at Beypore for the latter. Notification B has accordingly been drawn up, but the port of Beypore being under the control of the Port Officer at Calicut, I think it expedient that that officer should have control over Ferokh also, and have therefore made provision accordingly in the notification.

ORDER—dated 14 February 1895, No. 57, Marine.

It appears from the foregoing papers that since the railway was extended to Calicut, the salt brought to Beypore is landed at Ferokh. It is therefore desirable that Ferokh should be constituted a sub-port of Beypore in view to the landing and shipping of goods being carried on there. The sanction of the Government of India will accordingly be requested under the provisions of section 4 (1) (a) of Act X of 1889.

~~(True Extract)~~

Chief Secretary.

18/2/95

To the Collector of Malabar. 11 sc
" Presidency Port Officer. 6
" Revenue Department.

dispd 25/2/95 FSB. 15.2.95.

Exd. S. J. Pereira.

From Commander W. POWELL, R.I.M., Presidency Port Officer, to the Chief Secretary to Government, dated Madras, 29th January 1895, *No. 1688-21-G.*

I have the honour to forward herewith the draft notifications called for in Marine Department endorsement No. 2078 of 26th October 1894, on Current No. 893, which is herewith returned.

2. For the reasons given in the Collector's letter read in Board's Proceedings (Separate Revenue), Mis. No. 4087, dated 20th September 1894, I have adhered to the definition of the limits as drawn up by the Collector. They have, however, been re-arranged in the usual order.

3. The Collector, to whom a reference was made as to the person or persons he would nominate for supervising conservancy duties and collecting port dues at Ferokh, has suggested the appointment of the Assistant Port Conservator at Beypore for the former purpose, and the Superintendent of Sea Customs at Beypore for the latter. Notification B has accordingly been drawn up, but the port of Beypore being under the control of the Port Officer at Calicut, I think it expedient that that officer should have control over Ferokh also, and have therefore made provision accordingly in the notification.

ORDER—dated 14 February 1895, No. 57, Marine.

It appears from the foregoing papers that since the railway was extended to Calicut, the salt brought to Beypore is landed at Ferokh. It is therefore desirable that Ferokh should be constituted a sub-port of Beypore in view to the landing and shipping of goods being carried on there. The sanction of the Government of India will accordingly be requested under the provisions of section 4 (1) (*a*) of Act X of 1889.

~~(True Extract.)~~

Chief Secretary.

To the Collector of Malabar.
" Presidency Port Officer.
" Revenue Department.

Exd. S. J. Pereira.

Marine (1895) Department.

CURRENT No. 71

From

The Presidency Port Officer,

Madras,

To

The Chief Secy. to Government,

Marine Department,

Fort St. George.

RECEIVED
29 JAN 1895
GOVERNMENT OF MADRAS

No. 1688 / 24 G

Dated 29th } January 1895.
Received 29th }
Repd 30th
Encls 6 & mar
C.no.893
No enclosures

Subject.

Forwarding Draft Notification extending the Indian Ports Act to the port of Ferok in the District of Malabar.

REVENUE SECRETARIAT.

84.

OFFICE NOTE. No. 8

Station Fort St. George date 5 Feby. 1895.

Rec'd 6/2
Encl 1 & mel 15
marine 395

CHIEF SECRETARIAT

From The Revenue Secretary,

To

The Chief Secretary.

With reference to office note dated 2nd February 1895 No 196, the undersigned has the honour to forward the original Endorsement dated 3rd May 1894 No 1768 on Board's Proceedings dated 9 April 1894 No 1526 Mis. which explains the necessity for Constituting Perokh a subport of Beypore.

L. Gibson
Secy. to Government

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73
500—17-11-93.

CHIEF SECRETARIAT,

Fort St. George, 2-2-95

OFFICE NOTE. 1-196

From: ~~Under~~
THE ~~CHIEF~~ SECRETARY,

To The ~~Under~~ Secretary to Govt
Revenue Dept

The undersigned has the honor to request that Proceedings of the Board of Revenue (Separate Revenue) No 1526 d/ 9th April 1894, returned to the Revenue Dept with Marine G.O. No 211 d/ 6th June 1894 regarding ~~the proof of~~ Perokh, may be obtained and forwarded to the Marine Dept together with the connected papers on the subject.

Draft notice for extending the Salt act to Perokh leave was rec'd from the ~~Under~~ Secretary to Govt but they cannot be forwarded for the approval of the G. of I. without the previous papers which show the necessity for constituting Perokh a subport of Beypore.

Marine (1895) DEPARTMENT.

From 71

THE PRESIDENCY PORT OFFICER,

Madras,

To

THE CHIEF SECY. TO GOVERNMENT,

MARINE DEPARTMENT,

Fort St. George.

No. 1688
JAN. 24

Dated 29th
Received 29th } January 1895.
Read 30th
Encls 6 & mar
C.R. 893
Noted:

Subject.

Forwarding Draft Ratification extending the Madras Ports Act to the Port of Perokh in the District of Malabar.

for the former purpose and the Superintendent of Sea Customs at Beypore for the latter. Notification B has accordingly been drawn up, but the port of Beypore being under the control of the Port Officer at Calicut I think it expedient that that Officer should have control over Tirorkh also, and have therefore made provision accordingly in the Notification.

I have the honor to be

Sir,

Your Most Obedient Servant

H. D. Bandelay
Personal Assistant
for Presidency Port Officer.

CURRENT No. 71

No. 1688/24 4

PRESIDENCY PORT OFFICE,

Heading. *Madras, 29th January 1895.*

From

Commander W. Powell R. I. M.
~~THE~~ PRESIDENCY PORT OFFICER,

MADRAS,

To

THE CHIEF SECRETARY TO GOVERNMENT,

MARINE DEPARTMENT,

FORT ST. GEORGE.

SIR,

I have the honor to forward herewith the Draft Notifications called for in Marine Department endorsement No 2078, of 26th October 1894 on Current No 893, which is herewith returned.

2. For the reasons given in the Collector's letter read in Board's Proceedings (separate Revenue) No 4087, Miscellaneous, dated 20th September 1894 I have adhered to the definition of the limits as drawn up by the Collector. They have, however, been re-arranged in the usual order.

3. The Collector to whom a reference was made as to the person or persons he would nominate for supervising conservancy duties and collecting port dues at Ferokh, has suggested the appointment of the Assistant Port Conservator at Beypore for

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Notification F.

In excercise of the power conferred by section 47 of Act X of 1889 — the Indian Ports Act — and subject to the proviso thereto, the Governor in Council is pleased to direct that when a vessel enters the port of Perak but does not discharge or take cargo or passengers therein (with the exception of such transhipment and reshipment as may be necessary for purposes of repair) she shall be charged with a port due at half the rate specified in Notification D above.

H D Bamber
Personal Assistant
For Presidency Port Officer.

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O. No. 71

Notification E

168

In exercise of the power conferred by section 46 of Act X of 1889 — the Indian Ports Act — the Governor in Council is pleased to direct that the rate of port dues chargeable on any vessel entering the port of Perak in ballast and not carrying passengers shall be three fourths of the rate laid down in Notification D above.

H D Bamber
Personal Assistant
For Presidency Port Officer.

Schedule.

Name of Port	Vessels chargeable (sea-going vessels of 15 tons and upwards).	Rate of Port Dues per ton.	Due how often chargeable in respect of the same vessel.
1	2	3	4
	Foreign Vessels whether Ships or Steamers.		
(Western Group) Perak	(i) Vessels calling at only one port within the ~~Eastern or~~ Western Group.		
	(a) Vessels trading with the Straits Settlements.	2 annas	The payment of the due at the port will exempt the ship or steamer for a period of 60 days from liability to pay the due again at that port.
	(b) Other vessels	2 annas	The due is payable on each entry into the port.
	(ii) Vessels calling at more than one port within the ~~Eastern or~~ Western Group.		
	(c) Vessels trading with the Straits Settlements.	1½ annas in addition to the due chargeable under i (a) at the first port called at.	The payment of the due at the first port called at in the group will exempt the ship or steamer for a period of 60 days from liability to pay the due again at that or any other port in the group.
	(d) Other vessels	1½ annas in addition to the due chargeable under i (b) at the first port called at.	The due is payable once for the voyage.
	Coasting Vessels.		
	(e) Ships calling at any port ..	1 anna	The payment of the due at the port will exempt the ship for a period of 60 days from liability to pay the due again at that port.
	(f) Steamers calling at one or more ports within the ~~Eastern or~~ Western group.	3 annas	The payment of the due at the first port called at in the group will exempt the steamer for a period of 30 days from liability to pay the due again at that or any other port in the group.

EXPLANATION.

(a) "Ship" means a sailing vessel, and "steamer" a steam vessel.

(b) "Coasting ship" or "coasting steamer" means respectively a ship or steamer which at any port discharges cargo exclusively from, or takes in cargo exclusively for, any port in the island of Ceylon or in any part of India between the westernmost part of Sind and the south-easternmost part of Burma; and "coasting steamer" includes a coasting steam-vessel having a general pass under section 164 of the Sea Customs Act, 1878.

(c) "Foreign ship" or "foreign steamer" means respectively a ship or steamer not being a coasting ship or coasting steamer.

H D Bamber
Personal Assistant
~~For~~ Presidency Port Officer.

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Notification D.

In exercise of the powers conferred by sections 33 and 34 of Act X of 1889—the Indian Ports Act—the Governor in Council, with the previous sanction of the Governor General in Council, is pleased to declare ——

(i) That after the expiration of sixty days from the day on which this notification is first published in the Fort Saint George Gazette port dues shall be leviable on vessels entering the port specified in the first column of the schedule hereto annexed at the rates laid down in the third column of the said schedule;

(ii) That such dues shall be levied subject to the conditions mentioned in the fourth column and the explanation given at the foot of the said schedule.

Schedule

V. Keeping Free Passages, Clause (*f*).

A free passage shall be kept to all landing places, wharves and anchorages in accordance with such directions as may be issued on the subject by the Conservator, and all vessels shall move when required by the Conservator to clear such passages.

VI. Anchoring and Mooring, Clause (*g*).

(*a*) All vessels within the port shall be anchored or moored in such manner as may be directed by the Conservator.

(*b*) The anchors of all steamers and square-rigged vessels must be buoyed, and care taken that the buoys "watch."

VII. Moving and Warping, Clause (*h*).

(*a*) All vessels within the port shall be moved or warped from place to place as required, and by such means or appliances as may be ordered by the Conservator.

(*b*) No vessel shall cast off a warp that has been made fast to her to assist a vessel moving, without being required to do so by the officer in charge of the vessel moving.

VIII. Cargo Boats, Clause (*k*).

The plying of catamarans, flats, cargo, passenger and other boats, whether for hire or not and whether regularly or only occasionally, in, or partly within and partly without the port, and the quantity of cargo or number of passengers to be carried by any such vessel, shall be subject to such regulations as may be laid down from time to time by Government, and owners of such boats shall be subject to the control of the Conservator, and shall carry out at all times all orders issued by him in connection with the plying of their boats and which are not inconsistent with the regulations issued by Government.

IX. Fires and Lights, Clause (*l*).

(*a*) No vessel shall be fumigated except at a place appointed by the Conservator for that purpose.

(*b*) Pitch or dammer shall not be heated on board vessels within the port, but in a boat alongside or astern; nor shall spirits be drawn off on board such vessels by candle or other unprotected artificial lights.

(*c*) Vessels while loading cotton shall not have any unprotected lights in the hold or orlop.

(*d*) When gunpowder, ammunition or other explosives in excess of 100 lb. weight are being shipped on board, or being discharged from any vessel within the limits of the port, neither fires, lights nor smoking are under any circumstances to be permitted on board.

X. Signal Lights—Clause (*m*).

The master of any vessel arriving within the port with ammunition, explosives, or over 100 lb. in weight of gunpowder on board as cargo, shall display a red flag B of the commercial code at the fore during day-light, and between sun-set and sun-rise shall exhibit, when at anchor, a red light over the usual anchor light for such time as the ammunition, explosives or gunpowder may be on board within port limits.

XI. Number of Crew—Clause (*n*).

All vessels within the port shall have on board a sufficient number of crew to perform any duties which may become necessary for the safety of the vessel in regard to veering or heaving in cables, bracing up the yards, striking masts and yards, &c., in case of emergency arising.

XII. Employment of Persons engaged in cleaning or painting Vessels, &c., Clause (*o*).

No person shall be employed in cleaning or painting a vessel or in working in the bilges, boilers or double bottom of a vessel in the port either before or after the hours which may be fixed from time to time by the Conservator for such purposes.

H S Bandeley
Personal Assistant
For Presidency Port Officer.

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Notification C.

With reference to section 6(2) of Act X of 1889 – the Indian Ports Act — Notice is hereby given that the following notification will be taken into consideration on the _____.

Notification.

In exercise of the powers conferred by section 6(1) of Act X of 1889 - the Indian Ports Act — the Governor in Council hereby declares that the Port Rules contained in the Notifications published at Pages 726 and 727 of the Fort Saint George Gazette of the 24th October 1889, and republished below, shall be applicable to the port of Tirur in the District of Malabar with effect from the _____.

I. Entering or leaving Port, Clause (*a*).

All sea-going vessels, on entering or leaving the port between sunrise and sunset, shall fly their national flag, and when entering port, each vessel shall show her number.

II. Berths of Vessels, Clause (*b*).

All vessels within the port shall take such berths as may be assigned them by the Conservator, and shall change their berth, or remove, when required by him.

III. Striking yards and Masts, Clause (*c*.)

All vessels within the port shall strike their yards and top-masts on being required to do so by the Conservator whether by signal or otherwise.

IV. Taking in or discharging Ballast or any particular kind of Cargo, Clause (*e*).

(*a*) All vessels taking in or discharging ballast or any particular kind of cargo such as ammunition or other explosives, kerosene oil and timber within the limits of the port shall do so only at such stations as may be set apart from time to time by the Conservator.

(*b*) Ballast and rubbish shall not be thrown overboard within the limits of the port without the special permission of the Conservator.

71

Mar. Y. 211 96-6-94

Notification B.

138

In exercise of the powers conferred by section 7 of Act X of 1889 — the Indian Ports Act — the Governor in Council hereby appoints the Port Officer at Calicut in the District of Malabar to be Port Conservator of the port of Ferok in the same District, and the Assistant Port Conservator at Beyppore to be also Assistant Port Conservator of Ferok. The duties of the said Assistant Conservator of the port of Ferok will be confined to conservancy matters while the collection of Port dues on vessels calling at Ferok will rest with the Superintendent of Sea Customs at Beyppore.

H. D. Bambridge
Personal Assistant.
For Presidency Port Officer.

To the East. — A line drawn north-west and south east through a point on the southern bank of the Beyppore river half a mile above the Railway Bridge.

To the West. — A line drawn due north and south through a point on the Southern bank of the Beyppore river half a mile below the Railway Bridge.

H. D. Bambridge
Personal Assistant.
For Presidency Port Officer.

1895
Mar. Dept.
Enclos. No. 1
To
G. No. 71

Notification A

128

In exercise of the power conferred by Section 4 (1) (a) of Act X of 1889 — the Indian Ports Act — the Governor in Council, with the previous sanction of the Governor General in Council, is pleased to extend the provisions of the said Act to the port of Ferok in the District of Malabar, and under Section 4 (2) to define the limits of the said port to be as follows: —

To the North. — A line so drawn that every point in it is 30 yards distant from the Southern bank of the Beypore River, the entire line lying to the North of that bank, that is, in the river itself, and terminated on the east and west by the Eastern and Western limits, respectively, as below defined.

To the South. — The southern bank of the Beypore River lying between the Eastern and Western limits, as below defined, to 50 yards above high water mark, spring tides.

per Gulpin 4/10

4,000 copies. 20-8-94.

Revenue 1894. Dept

Board of Revenue
(Separate Revenue),
MADRAS.

Current No. 893

Marine Dept

To The Secretary to Government Revenue Department.

Endorsement. No. 3955 dated 20th Sept 94

Transferred to the Marine Dept.

L. Gibson.
Asst Secretary to Government.

CHIEF SECRETARY'S GOVERNMENT OF MADRAS 20 OCT 1894

GOVERNMENT OF MADRAS 13 OCT 94

Read 3 Oct. Encls 2

Proceedings, dated 20th September 1894
No. 4087 Mis.

Subject.

Submitting to Government a draft notification declaring Ferok in Malabar to be a port and defining its limits.

With an endorsement.

D/ 26th October 1894 No. 2078
Forwarded to the Presidency Port Officer with reference to G.O. dt 6 June 1894, No. 211, for early return with the requisite draft notifications

4681

Reads 30.10.94

3 OCT 94

Redmaine
Chief Secry

J.D.B. 24/10

Government order, Revenue Department
dated 15th June 1894, Miscellaneous, No 2335.

The Collector states that the limits of the
port of Tirur cannot be defined in
manner in which the limits of the port
Gopalpur have been defined in the Govern-
ent's letter of 21st February 1893, No 89,
ancil department, because it is unnecessary
and inadvisable to allow landing and
shipping on the North bank of the Mammally
Baypore river. The Collector's notification
may however be recast in the accompanying form.

3. The sketch submitted by the Collector
is forwarded herewith.

(True Copy and Extract)

Assistant Secretary.

To

The Secretary to Government, Revenue department

with a sketch and notification

Copy to the Collector of Malabar

with notification.

Exd
1/10/94.

"without including the Northern Bank of the Bernpore river.

The accompanying map will show that any straight line drawn between the two points at the Eastern and Western limits on the Lerok side will permit landing and shipping on the Northern bank of the river. The Customs Officer will not be able to exercise proper supervision over both banks at the same time unless an additional establishment is sanctioned.

2. The northern limit may be defined as follows:— "A line so drawn that every point in it is 30 yards distant from the southern bank of the river, the entire line lying to the north of that bank, i.e. in the river itself."

The enclosures are herewith returned."

Resolution.

Submitted to government with reference

modified may be sent up to Government with a sketch of the river herewith submitted.

3. The Government order quoted above is herewith returned as requested."

Read, also the following Board's reference thereon to the same officer, dated 21st August 1894:-

"The Collector is requested to define the Northern limits of the Lerok port, and if possible to state the limits of the port in the form laid down in the Government order without including the Northern bank of the river."

Read also the following letter from the same officer, dated 29th August 1894. No 1575 Customs:-

"In reply to the Board's reference on General Register number 9475 of 1894, dated 21st August 1894, I have the honour to state that the northern limits of the Lerok port cannot be defined in the form laid down in Government order dated 21st February 1893, no 80,

REVENUE BOARD OFFICE MADRAS

Proceedings of the Board of Revenue

(Separate Revenue),

Dated 20th September 1894.

No. 4087. Mis.

Read the following letter from the collector of Malabar dated 9th August 1894, No 138 Judrs. 94. —:

" With reference to the Proceedings of the Board of Revenue (Separate Revenue) dated 20th June 1894, No 2698 mis, I have the honour to state that the limits of the subport of Tirur cannot be defined as laid down in Government order dated 21st February 1893. no 80, as it is both unnecessary and inadvisable to allow landing and shipping from both the banks of the Mammalley Beyppore river which flows into the sea to the South west of the Tirur station. The object of the subport is merely to give facilities for landing goods near the station itself.

2. I have therefore the honour to request that the enclosed notification as slightly

limits as above defined.

The Southern bank of the Beyppore river lying between the eastern and western limits as above defined to within 50 yards of high water mark spring tides.

(Signed) Edmund Millett
Assistant Secretary.

1894

893

Notification

Under Section 11 of the Sea Customs Act (VIII of 1878) the Right Honorable the Governor in Council is pleased to declare Ferok in the Malabar District to be a port for the shipment and landing of goods subordinate to Beypore and to define its limits as specified below -

East. A line drawn northeast and southeast through a point on the Southern bank of the Beypore river half a mile above the Railway Bridge.

West. A line drawn due north and south through a point on the Southern bank of the Beypore river half a mile below the Railway Bridge.

North. A line so drawn that every point in it is 30 yards distant from the Southern bank of the river, the entire line lying to the north of that bank ie, in the river itself, and terminated

ORDINARY, PRINTED.

Mar. Department.
G.O., dated 22 Feb. 95
No. 61.

INDEXED.

First copy sent to Press. 22/2
Returned for signature. 27/2/95
Despatched in print. 28/2/95

[Despatch Abstract.]

Change of name of Port. Directing publication in the Fort St. George and South Canara District Gazettes of notification changing the name of the port "Barkur or Hangarakatta" to "Hangarakatta".

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