

Government of Madras.
Marine (190/0) Department.

ORDINARY MS.

G.O., No. 249.

DATED 4-8-1900.

INDEXED.

[Abstract.]

PORT OF CALICUT.

Informing Messrs Binny & Co., Limited, Madras Agents for the B.I.S.N. Company Limited and certain other merchants, that Government have already carefully considered the question of charging interest for the loan to be advanced to the Calicut Landing and Shipping Fund for the construction of the proposed breakwater and jetty at that port and see no grounds for altering the decision already arrived at.

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60682 and 7.3.00
 " 48 and 12.2.00
 " 322 and 12.6.00
 " 355-6 and 30.6.00

} sent

M A D R A S, 7th. J u l y ..1910.

CURRENT NO.
0794
MARINE

Reed
11-7-60

The CHIEF SECRETARY
To the GOVERNMENT of MADRAS,
OOTACAMUND.

S i r,

IMPROVEMENT OF LANDING & SHIPPING FACILITIES
AT THE PORT OF CALICUT:

We the undersigned Steamer Agents, Merchants and Traders interested in the Import and Export trade of the port of Calicut, would submit the following to Government for their consideration.

2 The port of Calicut has for many years past been inadequately provided with facilities for prompt and safe - landing and shipping of goods. The latter are entirely - - dependant on the state of the weather, especially towards - the end of the season, when through the forces of nature the surf on shore becomes worse and at times puts a stop to all landing and shipping operations. The steamers of the B. I. S. N. Coy, Asiatic S. N. Coy, "Clan" and other lines have - - every year suffered very serious detention there. Last - - year, when there were unusually heavy shipments to the Malabar Coast, the loss sustained by Steamer Companies through deten- - tion was particularly severe.

3 It is, however, not only the Steamer Companies that

that are adversely affected by the lack of proper facilities. The heavy rush of rice traffic from Burma occurs just before the S. W. Monsoon, when traders lay in their Monsoon stocks, and it is specially desirable that the rice should be landed in a dry condition, otherwise it cannot be stored without - deteriorating to a greater or less extent. Indeed, this - question of rice being landed dry has a very important - - - bearing on the health of the poorer classes of the population at and around Calicut, seeing that it seems to have been - - accepted by the medical profession that the consumption of - rice which has become wet before storage is the principal - - cause of beri-beri and other disease amongst natives of this country.

4 With a view to removing these and other disabilities from which the port suffers at present, it has been under - - contemplation to erect a small break-water and pier - with a view to bringing the shore nearer to the vessels by bridging over the surf - at a cost of say Rs 4,50,000.

5 This matter having been strongly represented after the heavy losses incurred last year, Government were good - enough to agree to advance the above sum out of the ports - contributions to the Port Fund, free of interest, but strictly as a loan, repayable in full within a fixed period, as per - - G. O. No. 322 Marine dated 12th October 1909.

6 Subsequently, however, Government issued another - order (G. O. No. 68 Marine dated 7th March 1910) which sets forth that in modification of the previous G. O. the loan - - should bear interest at the rate of $3\frac{1}{2}$ % per annum, and should

should be repayable in 30 years by equal annual instalments. This would involve an additional sum of ₹ 2,43,240 for - - interest, in return for a loan of ₹ 4,50,000, making a repayment of no less than ₹ 6,93,240 necessary.

7 Taking into consideration the fact that the port of Calicut should have at its credit, on account of port dues, a very much larger amount, it seems hard that it should be - - charged such a large amount for a loan out of the Port Funds, which have been raised by contributions from the Steamer - - Companies, Merchants and Agents concerned - in other words - that the Port should pay interest on what is practically its own money.

8 It has been pointed out by Government in this - - connection that the grant of a loan @ $3\frac{1}{2}\%$ interest is in - - itself an appreciable concession, since it involves a withdrawal of Port ~~Trust~~ money invested in $3\frac{1}{2}\%$ Government Paper, the market value of which is at present considerably below par.

9 While admitting the force of this argument, we would respectfully urge that the matter may be viewed in its - - broader aspects, and we venture to submit that Port ~~Trust~~ Funds would be more appropriately and profitably utilized in developing the facilities of the port than in investment in Government Paper.

10 Steamers and vessels are charged port dues, not on the tonnage of cargo landed and shipped at a port, but on the registered tonnage of the steamers, which of late years has been undoubtedly on the increase. Take for instance the - - following figures relating to the port of Cochin, taken from

from the Report of the Chamber of Commerce for the year -
1905/06:

1870/71..	No. of Vessels..1460..	Tons..131,487.	Port Dues	13,606- 9-3
1905/06. "	" ..1494..	" ..7,36,282 ..	"	92,999-15-1

11 At Calicut there is no Chamber of Commerce, so that we are not in a position to give the figures, but they may reasonably be taken as on a similar proportion to the above. The first period was the year in which the small Government pier or jetty was built, and the second about the time that landing and shipping fees were introduced. The first pier was paid for by Government out of the revenue of the port.

12 The Indian Ports Act 1889, which defines the objects to which contributions to Port Funds shall be devoted, does not, apparently by oversight, take cognizance of open roadsteads, which may possibly account for the fact that Calicut is still unprovided with the facilities which are necessary to bring it more up-to-date with other ports on the West Coast. We would nevertheless submit that open roadsteads, at which considerable quantities of cargo are landed and or shipped, are entitled to similar trade facilities as protected ports and we have the honor to request that Government will give the matter due consideration, and see their way to granting the concession applied for viz., to advance the port of Calicut the necessary sum for building a pier and break-water out of the port's ^{own} contributions to Port funds, free of interest. If this is done, we are confident that not only will the trade of the port develop, but the native population will

- - 5 - -

will benefit in health by getting their food supplies - -
landed expeditiously and in a dry condition.

We have the honor to be,

S i r,

Your most obedient Servants,

FOR THE BRITISH INDIA STEAM NAVIGATION COY., LTD.
BINNY

Binny
Manager.

AGENTS.

Wilson & Co.

Agents
Ariane S.N. Co.

agents *Best & Co.*

Ellerman (Ld.) & Wall Lines

Gordon Woodroffe & Co.

agents *Clan Line*

per pro. *PARRY & CO.*
Mannister

for DYMES & Co., LTD.,

A. H. Deane

Director

Martin Delpiu

Cuo 794400

to be sent only

Despo 18-7-10
Messrs (ref: ho) No. 794-1 of 18-7-10
to Messrs. Briny Ho. Ho, Radras
Agent for the Port of Co. Ho.

Espleneau,

I am directed to acknowledge the receipt of your letter of 7th July 1910, suggesting that the loan to be advanced from the Union Port Fund to the Calicut Landing and Shipping Fund for the construction of the proposed breakwater and jetty ^{at the Port} should be free of interest, and to state that the matter is under consideration.

15-7-10
WPA
15-7-10

15-7-10

NOTES.

Nagui Depu

Regarding grant of loan free of interest to
the Calicut Landing Shipping Fund for
the construction of a breakwater and quay.

(Cus 794)

From Messrs. Baring & Co. ^{of London,} Agents for the
British India Steam Navigation Co. Ltd.
re. 2. 7. 30.

From the U.S.

to No. 68 Nov. 27. 30.

Messrs. Baring & Co. Agents for the British
India Steam Navigation Co. Ltd., and
other Steamers Agents and Merchants,
protest against the order of this port
charging interest for the loan to be
advanced to the Calicut Landing
and Shipping Fund from the
Minor Ports Fund for the construction
of the breakwater and quay at that
port.

Para 7 of Dec.

This is from
assumption
that funds are
paid for the
improvements
ports & not for
one of them only
same

2. They point out that taking into
consideration the fact that the port
of Calicut should have at its credit
on account of port dues an amount
considerably in excess of that now
required in connection with the
improvements to the port, it would be
hard that it should be charged
such a large amount as Rs 243,240

by

by way of interest on practically its own money. It is further pointed out that this port has received little benefit from the amounts that have been paid as port dues, and that trade facilities to the port should properly be afforded from Port funds. They therefore request that no interest be charged on the loan to be advanced for the improvements contemplated to the port.

3. It is subd. that there is nothing new in the arguments now advanced by the Merchants and Shipping Agents which was not considered before. The matter was fully discussed in the notes to p. 68 Mar: 8 7-3-10, to which attention is invited. It was recognized that there was nothing to prevent Port funds being expended on the works in question, but the cost was however decided to be charged to the Landing and Shipping fund and interest charged for the loan with ref. to paras. 3 and 13 of p. 355 Mar: 8 30-6-05. It is for consideration whether the reasons for the position taken up by the port.

Para 12th of Due.

Pages 5 to 10 of info. C

Para. 1, page 10 of notes.

B

Govt. showed to explained in detail to the merchants. The Collector of Malabar has with reference ^{para 50} G.O. No. 68 Mar: 27.3.10, recently sent proposals to raise the Landing and Shipping fees at the port to meet the extra expenditure, and a draft letter to the Govt. of India is under consideration. Orders are requested.

15.7.10

15.7.10

1. The case was exhaustively considered before G.O. No. 68. Mar: 7th March 1910 was passed. It was considered expedient to charge interest on the loan & I submit that the decision already arrived at may be adhered to.

2 If it is decided to do this, submitted that perhaps, no detailed reply to the memorialists ^{setting forth reasons} is necessary. They may be told that Govt. have already carefully considered the matter & see no grounds for altering the decision arrived at.

15.7.10

21.7.10.

C.S.

Box 30
C. 28.7
R 25.7

Yes.

The reason for not making a loan free of interest from Port funds was adequately explained in G.O. No. 68 of 7th March 1910. I may note, too, that the local mercantile community have accepted the decision in this G.O. without demur, and are prepared to have the landing and shipping fees materially raised.

Isur
23/7

H

There is no reason to revise the orders already passed.


23/7/10

Naruni Sepu

For the U.S.

A draft Isur is subd. for approval.

M.
27.7.10
27.7.10

Type as altered.
Isur
29.7.10.

Cs.
Isur
29.7.10.

Isur
29.7.10.

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Received in No. 27-7-10

Isur & Isur
29/7

[G.]
[6]

10,000-25-9-07

Marine DEPARTMENT

Port of Calicut

READ Informing Messrs Binny & Co., Ltd., Madras, Agents for the B.I. S.N. Co: Ltd. & certain other merchants, that Govt. have already carefully considered the question of charging interest for the loan to be advanced to the Calicut Landing and Shipping Fund for the construction of the proposed breakwater and jetty at that port and see no grounds for altering the decision already arrived at.

(C. No. 794) From Messrs Binny & Co., Ltd., Madras, Agents for the British India Steam Navigation Co. Ltd., d/7-7-10

LETTER

~~ORDER~~ No. 249, dated 4. 8. 10. 190

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C. Fair put up

To

Messrs Binny & Co., Limited, Madras

Agents for the B.I.S.N. Co.,
Ltd.

Gentlemen,

In continuation of letter No. 794-1, dated 18-7-10, I am directed to inform you that the decision arrived at by Govt. that interest should be charged on the loan ^{which it is proposed to} advanced from the Minor Ports Fund to the Calicut Landing

and

Intd
1.8.10
DESPATCHED
4 AUG 1910

p. 6 of p. v. c

and Shipping Fund for the construction of a breakwater and jetty at that port was reached after careful deliberation, *that the facts are not proper and C-*

2. Your representation has received due consideration and I am to add that the Govt. are unable to find in it any grounds for receding from the position already taken up by them in ~~the~~ this matter.

J.W.B.
29-7-10.

DESPATCHED
4 AUG 1910

DATE GIVEN FOR ISSUE _____

" COPIED _____

" EXAMINED _____

" SIGNED _____

190 .

[illegible]