

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

16th June 1881, No. 280.

Inspections.

Read the following paper :—

From J. H. TAYLOR, Esq., Lieut., R.N.R., Master Attendant, Madras, to the Chief Secretary to Government, dated 25th March 1881, No. 2825 [Current No. 210].

Administrative Department.

I have the honor to forward, for the information of His Excellency the Governor in Council, a full report upon my recent visit to the West Coast Ports of the Presidency, during a portion of which visit, viz., that relating to the inspection of the large ports of Mangalore, Calicut, Beypore, and Cochin, I had the advantage of Colonel Sankey's and Colonel Mead's assistance.

2. I will, however, commence with a description of the condition of the smaller ports about to be brought within the operation of the Ports Act, and which, apart from their historical interests, have others of directly profitable and personal character.

3. The minor ports of South Canara, the first in rotation, are nine in number, many of which enjoy a very large trade individually, and, united, exceed in the value of their duties payable to Government the major port of Mangalore itself, important and valuable as that is. Such history as we can trace, and such local tradition as is available, afford conclusive proof of their existence and industrial condition back to a very distant period, and coupling the opinion of Max Muller as to the identity of algum with sandal wood, the product of these lands, with the extensive native gold workings and mining discoveries, lately brought to light in Wynaad and Mysore, no reasonable doubt, I think, can remain but that this district and Malabar represent the coasts of the ancient land of Ophir, and that the class of vessels that carry on the eastern native trade are admirably adapted to it, and are identical with those trading from these ports to Ezion Eber in the bay of Akaba only a few miles from Jerusalem, in the reign of Solomon; and they are still navigated by cautious and experienced seamen, they are well found, and well manned, and to a sailor's eye present a pleasing and satisfactory prospect, whether at sea or in port, while, as the nature of the trade and the customs of the merchants have not hitherto demanded great saving of time, or high conditions of speed, it is, I think, a very great pity that they are gradually being driven away by the European coasting steamers. The work may be carried on more satisfactorily from the European Merchants' and Steam Companies' point of view, but the ruin of such a development of native industry in building and fitting of vessels, and consequent occupation for a vast number of sea-faring population in their own country, is, I contend, a serious misfortune, particularly when it is remembered how averse the natives of the east are to any change from the manners and customs of their forefathers in every branch of industry.

4. The following table illustrates the trade of the different ports, of which B  rk  r, Kundapur, Udipi, and Mulki are the chief. These ports are inlets from the

sea, and their neighbourhood being rocky, the sites have never changed like the neighbouring ports on the sandy coast of Malabar:—

Ports.	Vessels.	Tonnage.	Value of Exports and Imports.	Duty on Salt.	Duty on other Articles exclusive of Salt.	Total Duty.
			RS.	RS.	RS. A. P.	RS. A. P.
South Canara.						
Mangalore	3,674	205,532	87,26,301	40,714	15,942 5 3	56,656 5 3
Mulki	752	15,262	3,81,333	14,845	304 10 0	15,149 10 0
Munjeshwar	192	5,064	1,34,892	Not known.		
Kumbla	289	5,430	1,26,494	Do.	3,607 5 7	3,607 5 7
Kasaragôd	503	6,686	2,14,904	Do.	6,273 2 0	6,273 2 0
Udipi	785	10,814	7,03,273	9,243	1,533 5 5	10,776 5 5
Bârkûr	982	15,608	7,69,949	39,906	25,045 3 1	64,951 3 1
Kundapur	1,451	27,049	6,61,970	8,781	5,026 6 9	13,807 6 9
Baindûr	436	6,774	96,709	Not known.	175 14 0	175 14 0
Naikinkutta	51	1,045	14,769	Do.		
Total ..	9,115	299,264	1,18,30,594	1,13,489	57,908 4 1	1,71,397 4 1

5. It will be noticed that the sum of Customs duties at the nine minor ports is two-thirds greater than at Mangalore, where hitherto alone port dues have been levied. It is clearly unnecessary that this state of things should continue, and the contemplated change I have so long advocated will soon come into force, and all navigators contribute towards the benefits they enjoy in common.

6. If we now turn to the District of Malabar, which in climate and general conditions seems to resemble South Canara, with similar communications to the coffee-producing countries, we find the statistics exhibit an entire disagreement:—

Ports.	Vessels.	Tonnage.	Value of Exports and Imports.	Duty on Salt.	Duty on other Articles exclusive of Salt.	Total Duty.
			RS.	RS. A. P.	RS. A. P.	RS. A. P.
Malabar.						
Cochin	2,053	235,061	1,09,47,463	5,457 0 0	19,457 12 3	24,914 12 3
Cannanore	2,201	192,705	33,82,187		690 6 3	690 6 3
Tellicherry	1,969	192,441	77,58,892	5,100 0 0	1,513 0 5	1,513 0 5
Kallai	552	12,674	3,45,811	Not known.		
Badagara	1,254	53,907	18,54,504	Do.		
Quilandi	760	28,308	5,80,426	Do.	1 4 7	1 4 7
Calicut	3,892	304,188	1,11,31,811	20,118 0 0	6,526 5 10	26,644 5 10
Beyypore	1,753	166,936	39,91,739	6,976 0 0	1,155 14 3	8,131 14 3
Tanur	245	8,507	1,27,463	Not known.		
Ponâni	792	42,214	5,41,001	Do.	1 10 1	1 10 1
Chowghat	42	3,724	24,873	Do.		
Total ..	15,453	1,240,665	4,06,86,170	37,651 0 0	29,346 5 8	66,997 5 8

7. A comparison of these tables shows that, while the number of ships, tonnage, and values of exports and imports are more than double those of South Canara, the Customs Revenue is about one-third.

Mangalore is a very large shipping port, though its business is almost entirely confined to native vessels and those of the British India Steam Navigation Company's ships, which are rapidly usurping all coasting trade. But Mangalore is not a port which could at any reasonable expense be converted into a harbour for European vessels, and its improvement from time to time is, under existing condition, all that can be demanded from Government. One of those periods has undoubtedly arrived. The situation is easily understood. Two large rivers, of which, however, the southern is the larger, fall into the sea through one mouth, with a common backwater between them. The Custom House and business centre of the town is about midway between these rivers, and the joint mouth, if it could be fixed, should be there or thereabouts. It used, at no very distant period, to occupy this position, or rather one a little more southerly, and the light-house and port arrangements were constructed with regard to this position, and the sailing directions and anchorage bore reference to it; but in

obedience to a common law on these coasts, it has travelled northward, until it is now opposite the weaker river, and the backwater near the Customs is gradually silting up. Having reached its furthest possible limit northwards, it is obvious this course of things cannot long continue, the larger river must soon force its way out, and if left to itself will, in all human probability, do so at the most southerly end of the sand-spit—a position that would for many years cause embarrassment to trade operations. To prevent this, it is considered advisable to attempt to cut a mouth at a more convenient place, which, if successful, will secure many years of comfort and convenience to the port. The site was fixed upon by Colonel Sankey and Colonel Mead, and approves itself to the Port Officer and myself, and I recommend it should be put in hand at once, so as to be ready during the strongest freshes of next season. There are other questions relating to reclamation and jetties near the Custom House, important in themselves, which may very well remain in abeyance, until the effect of this operation is shown. Its success will depend largely upon the judgment of the superintending officer in selecting the proper moment for the diversion of the stream. The present mouth will, in all probability, rapidly close of its own account, and the present deep bar of (13) thirteen feet water be maintained in the new one. Native vessels have no difficulty in coming in over it at present, but it is a very long pull for boats from the ships in the roads, round into the Custom House. The deposit in front of the Customs, it may be hoped, will disappear under the expected new distribution of the currents. The old jetty has entirely disappeared, and boats unload on the sand-spit, which is formed in front of the Custom House, dry from half ebb to half flood. The light-house is on a lofty position, about a mile inland, and has been undergoing some recent repairs. The light is a good one, and the apparatus in good order. The light store-rooms, which have terraced roofs, continually leak in the monsoon, causing great inconvenience; it would be desirable to have a thatched or tiled roof over the present one, as is seen over all houses on this coast. I have requested the Port Officer to submit a supplemental estimate for this work, which, after being checked, I will submit for approval of Government. The flagstaff is in good order. An improved arrangement for the supply of water to shipping is now completed. The former look-out house has now been converted into a Port Officer's office, and forms a very satisfactory one. The *Margaret Northcote*, drawing six feet water, passed easily into the harbour, and, owing to the rise and fall of tide being greater than in more southern ports, was able to be placed on the bank, and to clean and paint the bottom of the ship, the first opportunity since her return from Bombay in 1878.

Cannanore.—I have already received the orders of Government upon the restoration of the flagstaff lately made over to this department from Military. It remains only to say that I have greatly improved the light by transferring to it the pink chimneys no longer wanted at Pulicat. I tested the red shade supplied by Chance Brothers, about which there has been so much complaint, both here and at Pulicat, and found it to absorb about 60 per cent. of the rays of light. The present pink chimneys, while sufficient in colour to completely justify the appellation of red light, is little inferior to the plain glass. The Chief Engineer and Secretary to Government, Public Works Department, Colonel Sankey, inspected this light from the deck of the S.S. *Margaret Northcote* at night, and his opinion coincides with mine.

Tellicherry.—The remark about the Cannanore Flagstaff applies to this also. The light is to be transferred from the mast to a similar turret to Cannanore, and the change, which will soon be made, will be a great improvement. It was found very difficult to get natives in bad weather to climb the loose rigging and doubtful spars of the old flagstaffs, and inattention to the light was the result, no inspection by the superiors being possible.

The business conducted at Tellicherry is large and increasing. New houses are building, and the place is certainly a prosperous and well-inhabited centre of mercantile industry and activity. It has, however, found a serious rival in the neighbouring port of Badagara, to which I have drawn attention in previous tours, and which has in consequence been introduced into the Ports Act since.

Badagara possesses a river about $1\frac{1}{2}$ miles south of the town, into which large loaded boats can pass, and come up by backwater to town. It is much visited now by steamers with grain, as it is said to possess very superior communication with the Wynaad and cooly rice-consuming positions inland. Some reason for its advancement assuredly exists. It is constantly visited now by rice-laden steamers, although only ten miles from Tellicherry, and when it is remembered how seriously crippled the Madras Railway is by the ill-direction given to its lines in the first instance, notably the one to Beypore, it would seem every inquiry should be made to determine satisfactorily the best direction for a line from the coast to Wynaad and Mysore, before Government is committed to large Railway outlay or guarantee. The matter of a port is a secondary one; they all possess nearly equal facilities, or equal opportunities of improvement.

Quilandi is, perhaps, the most interesting of these West Coast Ports. There are three Quilons mentioned in the histories of the early navigators and travellers, and of these the one under consideration is most probably the chief. It contains the remains of a very large town, with a number of upper-room houses of great size, now falling into decay. From the arrangement of these houses along the inner bank of the river, instead of the beach, as is generally found, it is clear the river was once open for traffic, though since closed under some altered conditions of the interior floods; but in addition to the inner port, Quilandi had also a mud bank of a similar nature to Narrakal and Alleppy, and this bank was resorted to from very early times for refuge during the monsoon, before the others were discovered. The last mention of this bank is to be found in a letter in the possession of Mr. Logan, the Collector of Malabar. It is dated towards the end of the last century, and is written by Sir Ralf Abercrombie. It details the loss of the Government Ship *Morning Star*, which had monsooned there, and was waiting to convey some of the Company's chief officers to Calcutta. A violent storm came on, no doubt a cyclone crossing from the Coromandel side, and in the storm the mud bank broke up, and the ship parted her chains, and was driven on shore, and became a wreck. The inhabitants still have traditions regarding this bank and the ancient importance of the town, and the fishermen say it is even now smoother there than elsewhere during the monsoon. It is slightly sheltered also by the configuration of the land. It seems strange that these invaluable mud harbours have not attracted more attention, and their reputation been handed down. The mud off Calicut, about ten miles from Quilandi, which exercises a beneficial influence on the sea at the former port, is probably a remnant of the bank destroyed at the latter. I also visited the anchorage under Mount Dilly, where twenty native vessels were lost in the cyclone of May 1879, which travelled across from the Coromandel Coast. The mountain and Yella redoubt with the reef beyond give good shelter to small vessels during winds from about W.N.W. round by north to east and south and during the latter half of the south-west monsoon.

On the occasion in question the cyclone wind was north-westerly, and the vessels rode safely in close proximity to one another, but unfortunately enough of the cyclone centre formation survived the passage across the Peninsula, and the interruption arising from the ghâts, and the vortex passing over Mount Dilly, the vessels were caught in the change of wind to the southward, and being driven against one another, and overcome by the storm, all became wrecks. There need be no reflection on their action as seamen.

Calicut.—The chief point upon which attention was drawn during this visit was the condition of the Calicut Pier. This structure shows evident signs of weakness, and some of the timbers and much of the planking are decaying, but the chief disability under which it labors is the financial one. It is an iron screw-pile pier, with timber beams and planking, and was set up in 1870-71 at a cost of Rs. (70,400) seventy thousand and four hundred under the impression that it would command such support from the mercantile community as would justify its erection and upkeep. Its history hitherto has, however, been all downhill. Its position is so far from the native head-quarters and the old Custom House, which is among the grain godowns, that the native trade never uses it, and it would be inequitable and impolitic to compel

them to do so. A new European Custom House and Port Office combined, with large godowns for storing goods, has been constructed at the inner end of the pier, and thus the European and Native trade are almost completely separated. The sea opposite Calicut partakes largely of the mud bank element, and is much smoother than any other part of the coast, except Narrakal and Alleppy, and protection to the native vessels is also afforded by the Coote reef. The native vessels lie close to shore, and shipment and landing of cargo, which is chiefly in bags, is easy. But it is not so with the coffee shipped by the European merchants, which is chiefly in cases, and the pier is to them a very great convenience, and secures their produce from wet. The large godowns also attached to the new Custom House enable them to keep their consignments safe and dry pending shipment. The pier has been hitherto constructed and supported entirely from Port Funds, and the godowns from Provincial, but the benefits to the community are mutual, and the charges should, I consider, be consolidated, and a complete fusion established between the two. The godowns want little repair; the pier, though only nine years old, is rapidly deteriorating in all but the piles. The Acting Collector, Mr. McWatters, agrees with me in this arrangement. I propose, therefore, to charge a fee of (8) eight annas a ton on all goods using either the pier or the godown, or both; if this proposal recommends itself to the merchants, and they support it by their custom, I think the repairs may be at once sanctioned. Colonel Sankey made a careful scrutiny in the condition and wants of the structure, and an estimate is about to be submitted of the probable cost of restoration, but I am decidedly of opinion that some good understanding should be arrived at with the European merchants before Government is committed to a large outlay.

A certain amount of damage has been done by attempts to land machinery for gold-mine operations in weights unsuited to the strength of the pier, and this should be stopped. One and half tons I consider the maximum weight the pier can safely lift and carry; all above that should go to Beypore. It merely involves a visit from the merchant, or his representative, to verify the good condition of his shipment before taking delivery, and, as vessels arrive at rare intervals, no real difficulty stands in the way. The beach end of the pier is now high and dry, owing to the groynes thrown out in 1879, and to a natural reformation* of the coast line, the previous estimate* for four new buoys is, therefore, unnecessary. The pier having been built, it

* No. 480, dated 29th September 1880, from the Chief Engineer, Public Works Department.

would be a great pity to adopt any retrograde policy towards it, but the objects for which Port Funds are raised are so clearly laid down in the Act that the expenses of such an adjunct to trade operations can only be very partially debited to that source. The chief benefit it confers is on the merchant and boat-owner, and certainly not more than half the upkeep and repairs and establishment should be debited to Port Funds. I have called for such returns as may throw light on the export and import tonnage, but they have not yet come in, and I am unwilling to delay this report. As soon as they are received, and a fair scheme enunciated, the whole shall be submitted to Government.

The lighthouse alterations and improvement of the light are in suspense, owing to the inexplicable interference of the Marine Survey Department, who objected to the fortnight's notice of extinction of the Armeghon Light, which is to be put in position at Calicut, and upon which interference the Government of India, in opposition to their Order,† dated 13th August 1880, No. 2142, have decided that a six weeks' notice is to be given. The important port of Calicut will thus be left practically unlighted for a much longer than the contemplated period (for the temporary country lanthorn raised fifteen feet from the ground, and in the midst of scores of native ship masts is virtually no assistance to ships in the offing). The work was after completion, both here and at Armeghon. The Public Works Department is, however, so weak now that it is impossible to say where officers on either side and men can be reallotted to this work. I would not have recommended to Government the extinction of any other light at short notice, but Armeghon is exceptional, it is very rarely

† Vide G.O., No. 466, dated 16th Sept. 1880.

seen, and a fortnight's notice is ample to the coasting steamers and native trade, who might make it in trading to Kottapatam. The only vessels that the additional period of notice could help are sailing ships coming round the Cape to Masulipatam, and an extension of six weeks is obviously of no use to them, who make their voyages in months, and, moreover, there are none on their way out. I have enlarged upon this point, as I am very anxious that His Excellency the Governor in Council should not consider I had hastily advised the first course taken, to which the sanction of Government was given. My experience is wider than that of any officer in the Marine Survey, and I am willing to meet the responsibility of the simple action taken in this case.

Beyppore needs little mention, the only thing to be repaired is the flagstaff and the causeway between the Rocky Islet and the main. As far as any question of a harbour is concerned, I trust that my former letter* and Colonel Sankey's examination have shown its impossibility under any reasonable conditions. How any harbour could have been considered in connection with the Madras Railway, and the expense of a line to Beyppore on that account have been sanctioned, I cannot imagine. The original idea that mails and passengers would land here, and crossing over to Madras find their way by other steamers to Calcutta, thus saving a week, has in practice exploded without any result. The bar at this port being about eight feet at high water affords facilities for weights being rafted over and landed at the cranes within the backwater, and the port thus serves as a useful adjunct to Calicut.

Of Ponáni, Cranganore, and Chowghat it need only be observed that they have had their day, and there seems no prospect of any return to prosperity, while the relief to the backwater remains fixed as at present.

Cochin.—So much has been written about Cochin of late, and its claims to extraordinary promotion so pressed upon Government, that there seems hardly anything to add to the report of Colonel Sankey and myself, and the expected report from Mr. Parkes, who is now on a visit to the port.

But a few general remarks on this and similar ports on the West Coast may not be without some interest.

The enormous backwaters extending about 120 miles from north to south on this coast place it in an entirely exceptional position. The sea coast seems to be only a fringe of sand thrown up by the sea, and deposited in the alluvial mud brought down in course of ages from the distant ghâts. This fringe has been pierced previously under differing circumstances, and in different ages, in many places in turn, and ports formed at the junction of the backwater with the sea, and just at present Cochin affords the chief exit to the effluent waters of the greatest portion of the whole backwater, while the strength of the outgoing flood, as it never rises to any height (as it would in rivers where rocky banks and high grounds combined to swell the torrents), cuts out a deep basin for itself just where the *fauces terræ*, to use Mr. Robertson's expression, offer greatest resistance. This pot hole is common to all such mouths, and only differ in the case of Cochin, being larger and deeper in proportion as the mouth is larger and the action inland uninterrupted.

But this has not always been so. Other ports have occupied the same position in former times, and yet others may do so again. Up to a few centuries ago Cranganore was the greatest port in this neighbourhood; and Ponáni and several other conveniently entered and much frequented ports carried off the trade, which has from the time of Hiram and Solomon been very large; but in the year 1341, as we are told, during some convulsion of nature, which was probably a cyclone, during which the winds kept back the normal flow of water, and torrents of rain so filled the backwater that another breach became imperative, and on this occasion it took place at Cochin. So complete was this opening, and so favorably does Cochin occupy a central position in the general watershed of the countries of Travancore and Cochin, that it has remained intact to this day, to the ruin of the other more ancient ports. It has, however, been several times threatened, as in 1867-68, when it was feared Cochin

itself would be cut off from the main, and groynes were rapidly thrown out to save the situation. It seems to me, therefore, to exist considerably upon sufferance, and even a measure such as is contemplated in the Chamber of Commerce, by concentrating, and so withholding the effluent force of water, in order to remove the bar and scour, the present shallow mile might turn the scale, and nature seek relief at some other point. But if this danger is pronounced chimerical by better opinion than mine, a successful harbour at Cochin might still find a certain foe in the restless ingenuity of man. The Government of Travancore has but to construct a similar opening to its gigantic backwater at Alleppy, and the *raison d'être* of the former would assuredly fail. Deprived of half its inland supply of flood water, its deep water basin would immediately commence to level up, to what extent can of course only be surmised by comparison with others, like Mangalore for instance, and its bar raise itself until not more than half the present depth of water would be obtainable. I have reason to know that this idea is familiar already to Travancore authorities, and it suggests grave consideration to a Government owning property in neither, or being in a position to exercise control for its own, or the general benefit. I should be very glad to have these assertions disproved by competent authority, and such doubts dispelled, as, so long as they continue to exist, they go far to justify the opinion I have expressed in several previous letters to Government, viz., that a satisfactory and reliable harbour cannot be made out of the mouth of any Indian backwaters in this Presidency.

There seems to be a general opinion that smuggling to a large extent goes on in and about Cochin, owing to the facilities offered by the juxta-position of British and Native limits. Dubash boats are met with outside Cochin at all hours of the night, who board all ships, and make tender of their services in any direction that may be required, it being understood that no honest purpose can be served before daylight, even if the vessel is intending to anchor at the port. The Cochin boats, as is self-evident in so large a trading port, have plenty of custom, and the recent complaint of the Chamber of Commerce against the levy of a trifling annual license fee is entirely at variance with their exultant statements regarding the trade and condition of Cochin when made with reference to a harbour. But I will return to the subject of boat licenses in a concluding paragraph.

I mention the report regarding smuggling, because it bears directly upon the reciprocity between the British and Cochin Governments. It is currently reported that a sum of Rs. (1,10,500) one lakh ten thousand and five hundred is paid annually by the Madras Government in compensation for the loss of revenue to the Cochin State, owing to Custom collections being drawn by Madras. The Sirkar revenue being thus provided, there is nothing but a moral obligation on its part to prevent smuggling, and almost nothing seems to be done.

But on the other hand the Cochin Custom revenue collected by Madras in this past year is, including salt, only Rs. (24,915) twenty-four thousand nine hundred and fifteen, without reckoning the establishment for collection; unless, therefore, some other element enter into the calculation, Cochin does not come out profitably.

But it is in comparison with the chiefly native ports in the neighbourhood that Cochin shows its inferiority in value for revenue purpose, as for instance—

	RS.
Cochin, total duty	24,915
Mangalore	56,656
Barkur	64,951
Mulki, Kumbala, }	25,029
Kásargód	
Udipi, Kundapur	24,583

I have bracketed some of the humbler ports, as is done at Calicut and Beyppore, &c., &c., but it will be easily seen what important positions they hold in a revenue point of view.

In conclusion, I have to bring to the notice of Government that, during this inspection of the ports on the West Coast, my attention was drawn to the large number of small boats called canoes working there. They average in size about one

ton, and in their sphere of employment are great helps to trade, but owing to their size they cannot compete for the same share of work as boats of larger tonnage are able to do. The owners of the small boats, therefore, complain that they are required to pay the same amount of license fees as is paid by the large boats, whose profits are considerably greater. The reasonableness of the complaint is obvious enough, when it is considered that a boat of 73 tons as is to be found at Cocanada, or of 24 tons at Tuticorin, or of $27\frac{1}{2}$ tons at Calicut, has not to pay more than a canoe of 1 ton. The same comparison applies to boats at other ports and all Masula boats.

Under G.O., dated the 10th May 1880, No. 181, the Madras scale of fees is now charged, viz., Rs. (5) five per boat, without regard to size, and while I strongly adhere to the principle that all boats should be made to contribute towards the conservancy and improvement of ports, towards which Port Funds are devoted, I never intended, in recommending the levy of annual license fees, that a *uniform* rate should be paid. I suggested that Re. (1) one per ton should be charged, as it would fall rateably on boats according to their tonnage, which was fair, since the greater the tonnage of a boat, the larger would be its profits, while it also benefited the most from piers, wharves, jetties, dredging, &c., maintained at the ports. I beg now respectfully to recommend the following revised scale of fees to be charged for the annual licensing of boats:—

	License Fee.			Inspection Fee.			
	RS.	A.	P.	RS.	A.	P.	
Boats under $1\frac{1}{2}$ tons per boat ..	1	0	0	1	0	0	The license fee to be credited to Port Fund. The inspection fee to be taken by the measuring officer.
All Masula boats per boat ..	1	8	0	1	0	0	
Do. 2 tons to 5 tons per ton ..	1	0	0	1	0	0	
Every additional ton	0	8	0				

I trust that the above rates will meet with the approval of Government, and solicit that early orders may be passed thereon, also on the latter part of my letter, No. 11,054, dated 14th December last, regarding the disposal of the fees collected under the Madras scale, which are still held in deposit pending final orders.

ORDER THEREON, 16th June 1881, No. 280.

The issue of orders on this interesting report has been delayed by an accident. Since its receipt the question of boat fees and licenses for canoes on the West Coast has been considered by Government and a report on the subject called for in the Proceedings marginally noted. Orders have been passed in the Public Works Department in regard to Mangalore harbour.

No. 224, dated 12th May 1881, Marine.
No. 153, dated 19th March 1881, Marine.
(No. 501 W., dated 24th February 1881, Public Works Department).

2. The Master Attendant will now submit separately for consideration the other proposals made in the report.

(True Extract.)

[Signature]
Offg. Chief Secretary.

To the Master Attendant, Madras.
" Public Works Department.
" Revenue Department.
" Board of Revenue.
" Resident in Travancore and Cochin.

Exd. J. Wright and E. C. Shunker.

24-2-81 to 501 w
22-3- 782 w

25-2-81

P. H. C. No 3779

Gobt. of (1881) Madras

MARINE.

P. H. C. June

To
THE MASTER ATTENDANT,
Madras.
&c., &c., &c.

B No 1625 W of 30th June/81

Recorded.

CM

27/6/81

G

Dated June, 16th.

Issued

Recd.

June 27th

Encl.

G.O., 16th June 1881, No. 280.

S. G. C.

JUNE.

West Coast Ports.—The Master Attendant, Madras, informed that since the receipt of his report upon his recent visit to the West Coast ports of the Presidency, certain points noticed in it have been disposed of and that officer requested to submit separately for consideration the other proposals made in the report.

S. G. 2nd Circle

23/6/81
22-6-81

N. 1625 w

W. H. C. J. C.

1- copy to C. G. 4-7-81