MADRAS RECORD OFFICE.

Government of Madras.

Revenue **DEPARTMENT.**

G.O. No. 2763 — Press ~~Mis.~~

187. 188

Dated 14—11. 1865.

Not to be folded or roughly handled

Proceedings of the Madras Government, Revenue Department,
14th November 1865.

No. 187. Read the following Proceedings of the Madras Government in the Marine Department:—

Communicating to the Departments concerned letter from the Government of India, forwarding a Home Despatch about the collection, &c., of the tolls to be levied at the several ports in India on shipping, passing, or deriving benefit from the Light Vessel stationed at the Little Basses Rocks off Ceylon. } (Here enter 3rd November 1865, No. 233.)

No. 188. ORDER THEREON, 14th November 1865, No. 2,763.

Miscellaneous.

Ordered to be recorded.

(True Extract.)

(Signed) J. GROSE,
Acting Under Secretary to Government.

Exd. S. T. Augustin.

No. 56. Read the following Despatch from the Right Honorable Sir C. WOOD, Bart., Secretary of State for India; to His Excellency the Right Honorable the Governor General of India in Council, dated India Office, London, the 7th April 1865, No. 13.

SIR,—Paragraph 1. A correspondence has taken place during the past year between the Board of Trade, the Lords Commissioners of Her Majesty's Treasury, and this office, as to the mode of providing for the original cost and the annual maintenance of the Light Ship which, as you are aware, has been placed by Her Majesty's Government, with the consent of the Legislative Authority of the Colony of Ceylon, off the Little Basses Rocks off that Island.

2. A copy of that correspondence is herewith transmitted for the information of your Government.* Upon an examination of these papers it will be seen that it was, in the first instance, proposed by the Board of Trade that the Indian Government should contribute six or seven-tenths towards the cost and maintenance of this Light Vessel; and that, not being able to agree to that proposal, and to appropriate the revenue of India for the purpose and in the manner which had been suggested by that Board, I pointed out to the Lords of the Treasury that it had been declared by the Board of Trade, as "the leading principle of British legislation on the subject, that those who use the lights should pay for them;" I observed that such principle accorded with the views entertained by the Supreme Government of India, who, in 1856† (after communicating with the other local authorities), had obtained for the Board of Trade several "Returns of the number and tonnage of vessels which, either after leaving or before arriving at ports in the East Indian Territories, proceed on voyages, the nature of which causes them to pass near enough to the south-eastern Coast of Ceylon to derive benefit from the light;" and had recommended the levying of a toll upon vessels passing within certain limits during the south-west and the north-east monsoons, respectively. This toll, the Government then reported, could be easily collected at the several ports in India. I stated to their Lordships, in conclusion, that if, under the authority of Parliament, any such dues or tolls shall be imposed, they might be collected in all the ports within your jurisdiction by the Officers of your Government, and the amount so collected might be remitted and paid over to the Paymaster General, in the manner and for the purposes required by the Act 18th and 19th Victoria, Cap. 91.

* Letter from Board of Trade, to India Office, dated 7th January 1864, and two enclosures.
Letter from India Office, to Board of Trade, dated 11th February 1864.
Letter from the Lords of the Treasury, to the India Office, dated 24th August 1864, and one enclosure.
Letter from the Lords of the Treasury, to the India Office, dated the 27th October 1864.
Letter from the India Office, to the Lords of the Treasury, dated 9th December 1864.
Letter from the Lords of the Treasury, to the India Office, dated 22nd February 1865, and two enclosures (one being draft Order in Council.)
Letter from India Office, to the Lords of the Treasury, dated 24th March 1865.

† See letter from Government of India, to late Court of Directors, No. 16, Marine Department, dated 24th March 1856, with many enclosures, as to the then projected light on the Basses.

3. The Lords of Her Majesty's Treasury have ultimately determined that the necessary dues for the maintenance of the Little Basses Light Vessel should be levied upon the passing trade, under an order of Her Majesty the Queen in Council, and have communicated to me a copy of the draft of the intended Order, which imposes the due or toll of "one penny per ton of "the burthen of every ship for every voyage," as therein particularly specified, and which draft will be found among the enclosures to the letter from the Secretary to their Lordships, dated the 22nd February 1865, now forwarded to you.

4. The Order in Council, when finally passed, shall be transmitted to you; and I have to request that your Excellency will cause it to be duly published in the *Gazette* for general information, and will make the completest arrangements in your power for the light dues being collected in all the ports within your jurisdiction by Government Officers, and for the amount collected being remitted to this country, as pointed out by the Act of Parliament above-mentioned.

From Sir J. E. TENNANT, Joint Secretary; to the Under Secretary of State, India Office, dated Whitehall, 7th January 1865, No. 13C.

SIR,—I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Secretary of State for India in Council, the enclosed copy of correspondence* which has taken place between the Board of Trade and the Treasury, on the subject of the mode to be adopted for providing for the original cost, and for the annual maintenance of the Light Ship at the Little Basses Rocks off the Coast of Ceylon.

* Letter from Board of Trade of 21st December 1863. Letter from Treasury of 2nd January 1864.

2. It will be seen from the letter of the Treasury that the Lords Commissioners only consent to the abandonment of the system of levying tolls, under the provisions of the Act XVIII. and XIX Victoria, Cap. 91, on vessels deriving advantage from the light, on the condition of a fair arrangement being made with the Indian and Ceylon Governments, under which those Governments shall contribute towards the expenses of the Light Ship, applicable both to the original cost of constructions and of maintenance.

3 I am, therefore, to request that you will move the Secretary of State for India to bring the subject under the consideration of the Government of India, with the view of obtaining that Government's consent to contribute six or seven-tenths towards the cost and expenses of maintenance of the Light Ship, as proposed by my Lords in their letter to the Treasury of the 21st December last.

No. 14,642.

OFFICE OF COMMITTEE OF PRIVY COUNCIL FOR TRADE,
Whitehall, 21st December 1863.

SIR,—With reference to the Light Ship which has recently been placed at the Little Basses Rocks, Ceylon, I am directed by the Lords of the Committee of Privy Council for Trade to call attention to the following suggestions concerning the mode of providing for the future annual maintenance of that vessel.

2. At the time when the lighting of the Basses Rocks was placed in the hands of the Board of Trade in 1855, it was considered probable that the light might be maintained, and the cost of erection re-paid, by means of a toll to be levied under the provisions of the Act XVIII and XIX Vic., Cap. 91, on all ships deriving advantage from the light. In the case of the Light House at Cape Race, Newfoundland, dues have, since its erection in 1856, been levied under the provisions of the above-mentioned Act, on vessels benefitting by the light, on their departures from, or arrival at, the several ports of the United Kingdom, and of the British North American Colonies. But great practical objections to this course have been found to arise from the difficulty of levying the dues in so many places, and by so many Governments, and from the complication of accounts. A further objection arises from the fact that the dues can only be levied in British ports, and are consequently a differential tax on the trade of those ports, as compared with the trade of other ports which also benefits by the light. Both these objections will exist to a still greater degree in the case of the Basses. The dues must be levied in the United Kingdom, at the Cape, at the Mauritius, in Ceylon, in the ports of India, at Singapore, and at Hong-kong; and a separate Act for the purpose must be passed in each Colony, whilst the trade between foreign countries and the east, unless going to British ports will escape taxation altogether. A further complication would probably arise from the fact that the dues must vary according to the time of the year, since ships making certain voyages will benefit by the light at one season and not at another.

3. Under these circumstances it appears to the Board of Trade that some other mode of maintaining the light should be resorted to, and they would suggest that as the trade of India will be the greatest gainer by the light, and would have to pay the largest proportion of the dues, if the light were to be maintained by dues, the simplest and best plan would be for the Government of India to contribute a large share of the expense, for the Government of Ceylon to bear something, and for the Imperial Government to pay the remainder.

4. The original cost of the present Light Vessel is £10,000, and the annual cost £2,000.

5. If the vessel succeeds, and is permanently established, a tender will be required to keep up the communications with her.

6. The estimated original cost of the tender is £1,000, and the annual maintenance will be about £300. A spare Light Vessel may also be required, which will cost about £10,000, making the original cost of the three vessels £21,000, and the annual maintenance about £2,300, including wear and tear.

7. The Board of Trade propose that Ceylon shall be asked to contribute one-tenth of the annual cost, and India six or seven-tenths, the remainder being borne by imperial vote.

8. A claim might also be made on India on account of the original cost; but as it has in many cases been the practice of the Home Government to bear the original cost of a light, it will be a question for the Treasury whether it may not in this case be well to follow the same practice.

9. If the Treasury approve of the above proposal, the Board of Trade will communicate with the Secretary of State for India, and for the Colonies. In the mean time it will be necessary to take a vote of £3,500 for the year 1864-65, as explained in the letter from this Department transmitting the annual estimate for Light Houses abroad.

I have, &c.,
(Signed) T. H. FARRER,

THE SECRETARY, TREASURY.

Nos. {18,230 / 18,231} 31/12

TREASURY CHAMBERS,
The 2nd January 1864.

SIR,—I have laid before the Lords Commissioners of Her Majesty's Treasury Mr. Farrer's letter of the 21st ultimo, on the subject of the estimate for the ensuing year for Light Houses abroad, and the maintenance of the Light Ship at the Little Basses Rock, Ceylon; and their Lordships desire me to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that their Lordships concur in the opinion expressed in Mr. Farrer's letter, as to the inconvenience which will result from exacting tolls in respect to the Light Ship near the Little Basses Rock, Ceylon, under the Act XVIII and XIX Vic., Cap. 91, and as to the expediency of resorting, if possible, to other means, both for the reimbursement to this country of a portion of the cost and of the charge of maintenance; and their Lordships will be satisfied if an arrangement can be made with the India Department, and the Colonial Office, by which Her Majesty's Government may be re-paid the cost of construction and of maintenance in the proportions stated.

2. My Lords have to observe that an expense of more than £54,000 has been already incurred by the Imperial Government, in the attempts, some years ago, to construct a Light House on the Great Basses Rock. As the attempt failed, no demand was made on the Indian or Ceylon Government for any contribution; but when it is proposed to abandon the system of exacting passing tolls for the reimbursement of the expenses of the Light Ship amounting to £21,000 to the Imperial Government, and which passing tolls would operate mainly upon the trade of India and Ceylon, my Lords could only consent to the abandonment on the condition of a fair arrangement being made, applicable both to the £21,000, the original cost of construction, and the £2,300 a year, the estimated cost of maintenance.

I am, &c.,
(Signed) F. PEEL.

JAMES BOOTH, Esq.

INDIA OFFICE,
The 11th February 1864.

SIR,—I have laid before the Secretary of State for India in Council your letter, dated the 7th ultimo, conveying a suggestion from the Lords of the Committee of Privy Council for Trade, that the Indian Government should contribute six or seven-tenths towards the cost and maintenance of the Light Vessel recently placed at the Little Basses Rocks off the Coast of Ceylon

2. I am directed to observe, in reply, that the subject of erecting and maintaining a Light House at the southern part of the Island of Ceylon, appears to have been brought under the consideration of the Home Government of India, at first in 1840, and afterwards in 1848, at the instance of Her Majesty's Secretary of State for the Colonies, with the view of ascertaining whether an application of the Indian Revenues towards defraying, wholly or in part, the cost of the erection of the proposed Light House, would be justifiable on the ground of the advantages which would accrue therefrom to the inhabitants of the British possessions under the Indian Government; but the views then taken of the question seem to have been that the circumstance of the exhibition of Lights upon or near the Island of Ceylon being beneficial to the commerce of Continental India, could not be considered as affording any ground for a claim upon the Indian Revenues: and that it would be contrary to sound principle that the Government of a country, in whose territory or waters a Light may be situated, should expect assistance from other Governments in the construction or maintenance of such Lights.

3. In accordance with that general principle, Light Houses and lights have been established and are maintained at the sole cost and charges of the Government and Revenues of India, not only on various prominent positions on the Coasts and seaboard of the Indian territory, but also on the Alguada Reef and in other localities in the Bay of Bengal and Indian Ocean, which lights are undoubtedly beneficial and advantageous, not to the Continent of India and her Dependencies alone, but to Ceylon and to the trade of all the countries in the neighbourhood, as well as to the navigation of the Indian seas generally. Furthermore, a light has been established and is maintained by and at the cost of the Indian Government upon Perim, an Island in the Straits of Bab-el-Mandeb, beyond the territories under their immediate administration, for the express purpose of facilitating the navigation of the Red Sea. This light is of course available to the ships and vessels of all countries requiring to pass through the Red Sea, either to or from all parts of India and the British Colonies and Settlements, as well as foreign countries, situated either to the eastward or the westward of the immediate locality of the light itself.

4. Under such circumstances, I have to acquaint you that the Secretary of State for India, after giving their Lordships' suggestion his best consideration, sees no reason to question the soundness of the views taken in this matter by the late Home Government of India, and that he is not prepared to contribute towards the original cost or maintenance of the Little Basses Light Vessel from the Revenues of India.

THE SECRETARY, BOARD OF TRADE,
Whitehall.

I am, &c.,
(Signed) T. G. BARING.

TREASURY CHAMBERS,
The 24th April 1864.

MY LORD,—I am commanded by the Lords Commissioners of Her Majesty's Treasury to request that your Lordships will state to the Secretary of State for India in Council that they have received a communication from the Lords of the Committee of Privy Council for Trade, urging that a decision may be come to on the subject of the cost and maintenance of the Little Basses Light Ship, with reference to a letter addressed by the Board of Trade to this Department, on the 25th of February last, copy of which is herewith inclosed.

2. I am to request that you will further state, with reference to the modes proposed in that letter for the maintenance of the light, that my Lords agree with the opinion expressed by the Board of Trade in their concluding remarks as to the first mode, namely, that to expect Ceylon to pay the whole expenses of the light, is out of the question.

3. With regard to the second mode, my Lords deem it necessary to state that they would not feel warranted in proposing to Parliament that those expenses should be borne exclusively by this country; and, as regards the third mode, my Lords are ready to admit that it would not be reasonable to expect that the cost of the Light Ship should fall entirely upon the Revenues of India.

4. The only alternatives, therefore, which seem to remain are either the levying of dues under the Act XVIII, and XIX, Vic., Cap. 91, or a contribution from the Revenues of Great Britain, India, and Ceylon, respectively, on the principle proposed to this Board by the Lords of

the Committee of Privy Council for Trade, in a letter signed by Mr. Farrer and dated 21st December last, which, as my Lords understood, has been communicated to the India Office, and to which the Executive Council of Ceylon has assented.

5. With regard to the former of these two alternatives, the question raised by the letter of the India Office to the Board of Trade, dated 11th February 1864, concerning the principle on which lights of this description should be paid for, is so fully argued in the letter from the Board of Trade to this Department, of the 25th of February last (copy of which is herewith enclosed), that it appears to my Lords unnecessary to add anything further on the subject, more especially since the principle for which the Board of Trade contends, *viz*, that those who use the lights should pay for them, seems to have been admitted by the Imperial Legislature in passing the Act XVIII and XIX Vic., Cap. 91, already referred to, and by the Indian Government in Sir George Clerk's letter of the 23rd of June 1856, and the copy enclosed in it, of the Marine letter from the Government of India, dated 23rd March 1856, No. 16.

6. My Lords would, however, call the attention of the Secretary of State to the remarks in Mr. Farrer's letter of the 25th of February last, as to the understanding with the then Indian Government, upon which the work was originally undertaken, and their Lordships cannot doubt but that every aid will be given by the Indian Government in the exaction of dues under the Act XVIII and XIX Vic., Cap. 91, in the event of that mode of maintenance being adopted.

7. At the same time there appear to my Lords many objections of a practical nature to this course from the difficulty of levying dues on so many places, and by so many Governments, as well as from the circumstance that the exaction of such dues will operate as a differential tax upon the trade of Great Britain and her Dependencies, as compared with the trade of other countries which will also benefit by the light.

8. My Lords are, therefore, on the whole disposed to agree with the Board of Trade in regarding the second alternative, *viz.*, a joint contribution as preferable.

9. In conclusion, my Lords have to request that the Secretary of State for India in Council will give the subject his further consideration, and favor them with his views, at as early a period as be convenient, as to which of these modes for maintaining the Light Ship at the Little Basses may appear to him preferable for adoption.

I am, &c.,
(Signed) F. PEEL.

To LORD WOODHOUSE.

BOARD OF TRADE,
Whitehall, 25th February 1864.

SIR,—I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the information of the Lords Commissioners of Her Majesty's Treasury, the inclosed copy of a letter which they have received from the India Office, stating that the Secretary of State declines to contribute to the expense of the Little Basses Light Ship.

2. The principles on which the Secretary of State founds his objection, appear to be—"that "it would be contrary to sound principle that the Government of a country, in whose territory or "waters a light may be situated, should expect assistance from other Governments in the con- "struction or maintenance of such light."

3. If the principle so stated were limited to the case of two or more wealthy and wholly independent countries, and were qualified by the addition that the country in whose territory the light is situate may, if and so far as it can, tax the trade which passes the light in order to pay for it, this Board could not object to the principle stated by the Secretary of State for India, which would be in accordance with existing facts. But if by this principle it is meant that every country or Colony which possesses a separate territorial jurisdiction, is bound on that account to pay for all the lights which the passing trade may require on its shores, or that its Government is not to lay the burden on those who derive immediate benefit from the lights, the principle is not in accordance with existing facts, and must, if adopted, lead to very disastrous consequences. The leading principle of British Legislation on the subject has been that those who use the lights shall pay for them,

and consequently the whole of the lights on the Coasts of Great Britain and Ireland, as well as on the outlying stations of Gibraltar and Heligoland, are paid for by dues on the ships which pass the lights. A similar course has been recently adopted for the lighting of the Turkish Coasts, and of the upper part of the Red Sea. In these cases there is little difficulty in the collection of the requisite dues; and the principle that those who benefit shall pay, is easily and fairly carried into effect by the countries within whose territories the light are situate. Some countries, France for instance, prefer to pay for their lights out of the public purse, whilst they also levy a tonnage tax on shipping, which, though paid into the Public treasury without being appropriated to lights, is more than sufficient to pay for them; others again, as is, my Lords believe, the case with the United States, pay for their lights out of their general revenues without any direct tax on shipping.

4. But there is a class of cases in which these modes of constructing and maintaining lights are not applicable, *viz.*, the case of small or comparatively poor countries, which, having little trade themselves, lie in the way of ships bound from and to other countries. In these cases, the country in which the lights are situate does not need the lights for its own trade, or needs them but little—its own revenues are inadequate to the burden, and it has no means of taxing the passing trade for whose benefit the lights are needed.

5. It would be unjust and impossible to require such a country to construct or maintain the lights, and the passing trade must go without lights, unless some means can be found to maintain them independently of the country itself.

6. Consequently, in the case of the Bahamas, of the Folkland Islands of Newfoundland, and of the Ionian Islands funds have been procured by the instrumentality of the Imperial Parliament for erecting and maintaining lights much needed by the passing trade, which the Colonies themselves would not or could not erect. In most of these cases the funds have been provided out of the public purse of this country, because the British Government had no means of obtaining contributions from those who are to benefit by the lights. But by the Act XVIII and XIX, Vic., Cap. 91, the Imperial Parliament distinctly asserted the principle that the expenses of lights so situate, should, if and so far as might be practicable, be borne by those who benefit by them, and this principle has been carried into effect in the case of Cape Race, by imposing a tax on all ships which, before or after passing the Light, enter or leave British ports. At the same time, it was proposed to pay for the construction and maintenance of the Great Basses Light in the same manner; and the then Indian Government, to whom the proposal was communicated through the Board of Control, not only did not object to it, but recommended that a toll should be levied—and forwarded to this Board, Returns of the Trade which should, in their opinion, be required to pay such toll in Indian ports.

7. Upon this understanding, the sanction of the Treasury was obtained, and the cost of construction was advanced by means of a vote of Parliament. It is, therefore, now too late for the Government of India to contend that the cost of this light ought to be wholly borne either by Ceylon or by the Imperial Government; and the only question would seem to be whether it should be defrayed by a toll as originally proposed, or by the means suggested in my letter to the Treasury of the 21st of December 1863, the reasons for preferring the latter course were fully stated in that letter; but it may be here remarked that the principal of these reasons was the difficulty of collecting the tolls which must fall on the Indian Government, and the unfairness of exempting vessels not bound to British ports, which principally affects East Indian trade. Under these circumstances, it appeared to the Board of Trade that the best course for the interests of India, would be that the several Governments should contribute, and to this opinion they still adhere.

8. In conclusion, my Lords would observe that the only funds available for the light are—

1st.—The general Revenues of Ceylon.

2nd.—The Public purse of this country.

3rd.—The Revenues of India.

4th.—A toll on ships passing the lights and entering British Ports.

9. To expect Ceylon to pay the whole expenses of the light, is out of the question. The Treasury, as at present advised, refused to pay those expenses, and the Government of India refuse to pay directly towards the expenses, either of construction or maintenance, and must also, it would seem, if they adhere strictly to the principles stated in their letter, refuse to pay towards these expenses by a toll levied on shipping in their ports. In this case the light must be abandoned—a result which the Board of Trade would deeply regret for the sake of trade generally, but more especially for the sake of the trade of India. Under these circumstances, they request the further opinion of the Treasury.

I have, &c.,
(Signed) T. H. FARRER.

THE SECRETARY, TREASURY.

TREASURY CHAMBERS,
The 27th October 1864.

SIR,—I am commanded by my Lords Commissioners of Her Majesty's Treasury to request you to call the attention of the Secretary of State for India in Council, to the letter of this Board of the 24th of August last, and I am to state that my Lords have received a further pressing communication from the Board of Trade on the subject of the Floating Light at the Little Basses Rocks, Ceylon, involving arrangements for maintaining the light in an efficient state; and as these arrangements cannot be carried out until some decision is come to upon the important points specified in the letter of this Board above referred to, my Lords request that the Secretary of State for India in Council may be moved to favor this Board with his views upon the question at his earliest convenience.

I am, &c.,
(Signed) F. PEEL,

H. MERIVALE, ESQ.

INDIA OFFIE,
The 9th December 1864.

SIR,—With reference to your letter of the 27th of October, I am directed to acquaint you, for the information of the Lords Commissioners of Her Majesty's Treasury, that your letter of the 24th of August, with its inclosure (being a copy of a letter from the Secretary to the Board of Trade, dated 25th of February 1864), as to the mode of providing for the cost and maintenance of the Light Ship at the Little Basses Rocks off Ceylon, was duly laid before, and has been considered by, the Secretary of State for India in Council.

2. It will appear by reference to the correspondence which took place in the years 1855 and 1856, as noticed in Mr. Farrer's letter above-cited, that the then Home Government of India, at the request of the Board of Trade, consulted the Supreme Government *in* India upon this question, and that Government (after communicating with the other Local Governments) furnished Returns "of the number and tonnage of vessels which, either after leaving or "before arriving at ports in the East Indian Territories, proceed on voyages, the nature "of which causes them to pass near enough to the south-eastern Coast of Ceylon to "derive benefits from the proposed lights." They recommend that a toll should be levied on all vessels passing within certain specified limits during the south-west and north-east monsoons, respectively; and they observed that these tolls could be easily collected at the several ports in India, but that it would be necessary that the local legislature should pass a law to authorize the levy of the Basses Light Dues *in India*, unless an Act of Parliament be passed for the purpose.

3. The recent correspondence with the Board of Trade, and your letter of the 24th of August, raise a totally different question. They ask for a large contribution from the Revenue of India towards defraying the original cost of the Little Basses Light, and its future maintenance; and upon this, Sir Charles Wood has caused the Board of Trade to be informed that he

did not question the soundness of the views which had already been taken by his predecessors in the Home Government of India, and that he was not prepared to contribute from her Revenues in the manner and for the purpose suggested by that Board.

4. The Secretary of State, however, has no objection to the application of the principle, as stated in Mr. Farrer's letter to the Treasury, of the 25th February 1864, *viz.*, "that the leading "principle of British Legislation on the subject has been, that those who use the lights should "pay for them," which indeed accords with the recommendation of the Government of India, that tolls should be levied on the passing shipping for the maintenance of this light.

5. The necessity for any local enactment to authorize the collection of these tolls in India, appears to Sir Charles Wood to have been superseded by the Act of Parliament XVIII and XIX Vic., Cap. 91, which was passed to facilitate the erection and maintenance of Colonial Light Houses, and which empowers Her Majesty by Order in Council to impose dues or tolls in respect of such lights; and I am directed to state that, if under the authority of that Act, any light dues or tolls shall be imposed upon the shipping which passes the Little Basses Light, or derives benefit therefrom, the Secretary of State in Council is prepared to direct the Government of India to make arrangements for the collection of the Light dues or tolls thus imposed in all the ports within their jurisdiction, and for the amount so collected being remitted and paid over to the Paymaster General, in the manner and for the purposes required by the 5th Section of the Act above-mentioned.

THE RIGHT HONORABLE FREDERICK PEEL,
Secretary, Treasury.

I am, &c.,
(Signed) H. MERIVALE.

TREASURY CHAMBERS,
The 2nd February 1865.

SIR,—With reference to the former correspondence on the subject of the Little Basses Light Ship, and particularly to your letter of the 9th of December last, I am directed by the Lords Commissioners of Her Majesty's Treasury to transmit herewith copy of a letter from the Board of Trade, dated the 15th instant, together with copy of its enclosure, and I am to request that you will submit the same to the Secretary of State for India in Council, and request that my Lords may be favored with any observations which may occur to him in regard to the proposed order in Council, and as to the steps which will be taken for collecting, in the ports of India, the toll on shipping specified in the order.

H. MERIVALE, ESQ., C. B.

I am, &c.,
(Signed) F. PEEL,

BOARD OF TRADE,
Whitehall, 15th February 1865.

SIR,—I am directed by the Lords of the Committee of Privy Council for Trade, to acknowledge the receipt of your letter of the 20th of December last, expressing the approval of the Lords Commissioners of Her Majesty's Treasury of a tender for the Light Vessel at Little Basses, and of an increase in the salary of the Master Attendant at Galle; and requesting the Board of Trade, in consequence of the Indian Government having declined to contribute from the resources of India, to prepare an order in Council for levying dues for the maintenance of the Little Basses Light Vessel, under the Act XVIII and XIX Vic., Cap. 91.

2. In reply, I am to inclose a draft copy of an order in Council for the purpose in question, and to observe that it is prepared in accordance with the recommendations contained in a copy of the Marine letter from the Government of India, dated 24th March 1846, No. 16.

3. I am also to observe that, in the opinion of the Board of Trade, the amount of dues levied should be sufficient to cover the interest on the outlay, as well as the expense of the annual maintenance of the Light Vessel; and as the Board of Trade does not possess and cannot procure accurate returns, so as to form an estimate of the tonnage which will become liable to the dues, the sum of one penny per ton has been inserted in the draft order as an adequate toll, and it can be reduced if it should prove larger than is required to raise the necessary amount.

4. As the greater part of the dues will have to be collected in India, I am to suggest that the draft Order should be submitted to the India Office before being submitted to Her Majesty in Council; and with regard to the question put by the Treasury, whether the Indian Government can collect the toll without further legislation in India, I am to observe that it appears rather a matter for the decision of the India Office, than of the Board of Trade.

THE SECRETARY, TREASURY.

I am, &c.,
(Signed) T. H. FARRER.

AT THE COURT AT
The *day of*

Whereas by the Merchant Shipping Act Amendment Act 1855, it is enacted that in any case in which any Light House, Buoy, or Beacon had been or should be thereafter erected or placed on or near the Coasts of any British possession by or with the consent of the Legislative Authority of such possession, Her Majesty might by order of Council fix such dues in respect thereof to be paid by the Owner or Master of every ship which passes the same or derives benefit therefrom as Her Majesty might deem reasonable.

And, whereas a Light Vessel has by and with the consent of the Legislative Authority of the Colony of Ceylon been placed on the Little Basses Rock in the said Colony and a light is exhibited thereon.

And whereas the several classes of ships following, that is to say—

Every ship which in the same voyage by the southward of Ceylon shall cross a line drawn from the southermost point of Ceylon to the north-westermost point of the Island of Sumatra, and also a line from the southermost point of Ceylon to Cape Guardufin on eastern Coast of Africa and *vice versa*.

Every ship which in any voyage to or from any place in the Maldive Islands shall cross a line drawn from the southermost point of Ceylon to the south-westermost point of Sumatra.

Every ship which in any voyage from any port on the eastern side of Africa, south of Cape Guardufin or from any port in Madagascar, Bourbon, Mauritius, or any Island adjacent to the same, including the Seychelles and the Chagos Islands, or in any voyage in which such ship shall have rounded the Cape of Good Hope eastward shall cross a line drawn from the southermost point of Ceylon to the southermost point of the Coast of Tenasserim, and shall between the 1st day of April and the 30th day of September, both included, arrive at any point situated north of such line.

Every ship which having departed between the 1st day of October and the 31st day of March, both included, from any port situated to the northward of such Light, and also to the westward of the 90th meridian of longitude east from Greenwich in any voyage to any port on the eastern Coast of Africa, south of Cape Guardufin or to any port in Madagascar, Bourbon, Mauritius, or any Island adjacent thereto including the Seychelles and the Chagos Island, or in any voyage in which such ship shall round the Cape of Good Hope westward cross the latitude of the said light on the eastward side of the said light will pass the said Light Vessel and will derive benefit therefrom.

Now, therefore, Her Majesty in exercise of the powers vested in Her by the said recited Act by and with the advice of Her Privy Council, is pleased to direct that from and after the date of this present order the dues in respect of the said Light Vessel upon Little Basses Rocks to be paid for every such ship as aforesaid, except ships belonging to Her Majesty, Her heirs and successors, shall be one penny per ton of the burthen of every such ship for every such voyage as aforesaid.

INDIA OFFICE,
The 24th March 1865.

SIR,—I have to acknowledge the receipt of your letter of the 22nd ultimo, with copy of a letter from the Board of Trade, dated the 15th ultimo, inclosing the draft of an Order in Council for levying dues for maintaining the Light Vessel off the Little Basses Rocks near Ceylon, and I am directed by the Secretary of State for India, after having considered the subject in Council, with reference to the previous correspondence respecting this light, to communicate the following observations

for the information of the Lords Commissioners of Her Majesty's Treasury, in reply to your letter.

2. As the proposed order in Council appears to have been drafted by the Board of Trade, in accordance with the general recommendations of the Government of India in the year 1856, the Secretary of State for India does not see any material objections to it; and when the same shall have been duly passed by Her Majesty the Queen in Council, Sir Charles Wood will be prepared to transmit it to the Government of India, with directions for them to publish it for general information, and to make the completest arrangements in their power for the light dues or tolls thereby imposed, being collected in all ports within their jurisdiction by Officers of the local Governments, and for the amount so collected being duly remitted to the proper Department of Her Majesty's Government in this country, as prescribed by the Act of the 18th and 19th Vic., Cap. 91.

3. The Board of Trade have justly remarked that the amount of dues levied should be sufficient to cover the interest on the outlay, as well as the expense of the annual maintenance of the Light Vessel; and Sir Charles Wood observes that they have, therefore, inserted in the draft order "the sum of one penny per ton," as an adequate toll—the Board suggesting that such due "can be reduced if it should prove larger than is required to raise the necessary amount."

4. Sir Charles Wood does not possess any better means than the Board of Trade for judging of the "adequacy" of the toll now proposed by them for recouping the expenses of first establishing and efficiently maintaining the Light Vessel; but as any toll (however moderate it may seem to be) will be felt as a burden upon the trade of India, Sir Charles Wood trusts that the Lords of the Treasury will bear in mind the suggestion which the Board of Trade have offered for the reduction of the Little Basses Light dues, and will act upon it as soon as they can do so with safety,

I am, &c.,
(Signed) HERMAN MERIVALE.

THE RIGHT HON'BLE FREDERICK PEEL,
Secretary, Treasury.

No. 1297.

Copy forwarded to the Government of Madras for information and guidance, and with a request that the necessary steps may be taken for the purpose indicated in paragraph 4 of the Despatch.

(By Order.)
(Signed) A. M. MONTEATH,
Under Secy. to the Govt. of India,

HOME DEPARTMENT, MARINE,
SIMLA, *6th June* 1865.

No. 57. ORDER THEREON, 29th June 1865, No. 140.

Resolved that the foregoing letter be communicated to the Superintendent of Marine, and that he be requested to state what arrangements he would propose for the collection, at the several ports, of the Light dues to be levied upon trading vessels passing, within certain specified limits, the Little Basses Rocks off Ceylon.

(True Extract).

(Signed) W. Huddleston
Ag. Secy. to Government.

To the Superintendent of Marine.

Exd. J. Tulloch.

Read the following :—

No. 7. Despatch from the Right Honorable the Secretary of State for India, to His Excellency the Right Honorable the Governor General of India in Council; dated India Office, London, 9th August 1865, No. 30.

With reference to the instructions conveyed in the concluding paragraph of the Despatch in this Department, dated the 7th April 1865, No. 13, copies of two further letters from the Board of Trade,—relative to the arrangements to be made for collecting and bringing to account the Tolls to be levied at the several ports in India, on shipping passing or deriving benefit from the Light Vessel stationed at the Little Basses Rocks off Ceylon—are forwarded, herewith, for your Excellency's information, and for the guidance of the Marine authorities, together with a copy of the Order of Her Majesty in Council, authorizing the levy of the said tolls.

Dated 14th June 1865.
Dated 27th July 1865.
Dated 18th May 1865.

2. A box, addressed to the Master Attendant, Calcutta, containing 25 (twenty-five) additional copies of the Order in Council, and the Forms and Books referred to in the letter from the Board of Trade of the 27th July 1865, has been shipped as freight for your Presidency, by the Overland Route, by the Steamer which sailed from Southampton on the 4th instant.

3. The parcel Ticket of the Peninsular and Oriental Steam Navigation Company for the same is transmitted herewith.

From the Secretary to the Board of Trade, to the Under Secretary of State, India Office; dated Whitehall, 14th June 1865.

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copies of an Order in Council for levying dues for the Little Basses Light Vessel at Ceylon, and I am to request that you will move the Secretary of State for India to cause the same to be forwarded to the proper authorities in India, with the view of making arrangements for the collection of the tolls at the various ports in India.

2. As regards the mode of collecting the tolls, I am to state that the course pursued with respect to the Cape Race Light House has been to require payment at the port of clearance before the vessel sails, and so far as relates to the United Kingdom, the Board of Trade have requested the Commissioners of Customs to issue instructions to the Collectors to collect the tolls for the Little Basses Light Ship before the vessel clears on her outward voyage, and in case of vessels arriving in the United Kingdom, not to demand the tolls if a certificate is produced shewing that the toll has been paid in India or any other British possession, and I am to intimate that, in the opinion of the Board of Trade, this would be a desirable course to adopt with regard to the tolls to be collected in India.

3. In the case of vessels arriving in Indian ports, it would be necessary that the tolls should be demanded, if the certificate is not produced shewing that the toll for the voyage has been paid for at the port from which the vessel has cleared.

4. My Lords request that the authorities in India will cause an account to be rendered quarterly to the Board of Trade of the amount of tolls received in India, and that an order for the payment of the tolls received may be transmitted to Her Majesty's Paymaster General in London.

5. The necessary forms to be used for the collection will be forwarded in a few days for transmission to the Indian authority. Five per cent. commission will be allowed, to defray the cost of collection.

6. The Colonial Office has been requested to make arrangements with the Governors of the Cape of Good Hope, British Kaffraria, Natal, Mauritius, Hong Kong, and Labuan, for bringing the matter before their respective Governments, with the view of obtaining either the formal assent of the respective Colonial Legislatures to the levying of tolls in the Colonies and British possessions named, or the adoption of some other equally efficient arrangement for securing the payment of the tolls.

From the Secretary to the Board of Trade, to the Under Secretary of State, India Office; dated Whitehall, 27th July 1865.

Referring to the letter from this Department of the 14th ultimo, I am directed by the Lords of the Committee of Privy Council for Trade to forward to you, as under, for transmission to the authorities in India, the necessary forms and books required for the collection of the tolls in respect of the Little Basses Rock Light Vessel, Ceylon.

L. V. 7.—Forms of receipt to be issued to persons paying the Dues—100 Books of 25 Forms.
L. V. 8.—Forms of applications for re-payment of Dues—150 Forms.
L. V. 9.—Account to be rendered by the Collectors of each Port for amount of Revenue collected—200 Forms.
L. V. 10.—Books of Forms similar to L. V. 9, for the Collectors to keep a record of the Revenue received—50 Books.

At the Court at *Windsor*, the 18th day of May 1865.

PRESENT:—

The QUEEN'S Most Excellent Majesty in Council.

Whereas, by "The Merchant Shipping Act Amendment Act, 1855," it is enacted that in any case in which any lighthouse, buoy, or beacon had been, or should be thereafter, erected or placed on or near the coasts of any British possession, by or with the consent of the legislative authority of such possession, Her Majesty might, by Order in Council, fix such dues in respect thereof to be paid by the owner or master of every ship which passes the same, or derives benefit therefrom, as Her Majesty might deem reasonable:

And whereas a light-vessel has, by and with the consent of the legislative authority of the colony of Ceylon, been placed on the Little Basses Rock, in the said colony, and a light is already exhibited therein:

And whereas the several classes of ships following, that is to say:—

Every ship which in the same voyage by the southward of Ceylon shall cross a line drawn from the southernmost point of Ceylon to the north-westernmost point of the Island of Sumatra, and also a line from the southernmost point of Ceylon to Cape Gardafui, on the eastern coast of Africa, and *vice versa*:

Every ship which, in any voyage to or from any place in the Maldive Islands, shall cross a line drawn from the southernmost point of Ceylon to the north-westernmost point of Sumatra:

Every ship which in any voyage from any port on the eastern coast of Africa, south of Cape Gardafui, or from any port in Madagascar, Bourbon, Mauritius, or any island adjacent to the same, including the Seychelles and the Chagos Islands, or in any voyage in which such ship shall have rounded the Cape of Good Hope eastward, shall cross a line drawn from the southernmost point of Ceylon to the southernmost point of the coast of Tenasserim, and shall, between the first day of April and the thirtieth day of September, both included, arrive at any port situate north of such line:

Every ship which having departed between the first day of October and the thirty-first day of March, both included, from any port situate to the northward of such light, and also to the westward of the 90th meridian of longitude east from Greenwich, in any voyage to any port on the eastern coast of Africa, south of Cape Gardafui, or to any port in Madagascar, Bourbon, Mauritius, or any island adjacent thereto, including the Seychelles and the Chagos Islands, or in any voyage in which such ship shall round the Cape of Good Hope westward, shall cross the latitude of the said light on the eastward side of the said light, will pass the said light-vessel and will derive benefit therefrom:

Now, therefore, Her Majesty, in exercise of the powers vested in Her by the said recited Act, by and with the advice of Her Privy Council, is pleased to direct that, from and after the date of this present Order, the dues in respect of the said Light Vessel upon Little Basses Rock,

to be paid for every such ship as aforesaid, except ships belonging to Her Majesty, her heirs and successors, shall be one penny per ton of the burthen of every such ship for every such voyage as aforesaid.

(Signed) A. HELPS.

No. 2745.

Copy of this Despatch and of its enclosures forwarded to the Government of *Fort Saint George*, in continuation of endorsement, No. 1297, dated the 6th June 1865.

(By Order),
(Signed) A. M. MONTEATH,
Under Secy. to the Govt. of India.

HOME DEPARTMENT,
MARINE,
The 12th October 1865.

No. 8. ORDER THEREON, 3rd November 1865, No. 233.

Communicated to the Superintendent of Marine, and, with Proceedings, 29th June last, No. 140, to the Accountant General and to the Board of Revenue.

2. The Order of Her Majesty in Council, dated 18th May last, will be published in the *Fort Saint George Gazette*.

(True Extract).

Chief Secretary.

To the Superintendent of Marine.
" Accountant General,
" Board of Revenue,
" Revenue Department,
with No. 140 of 1865.

Exd. J. H. Burns.

Rev. 1865. Depart
Pro: of Govt for Nov.
No. 3186.
Proceedings of the
Madras Govt. in
the Marine Dept.

Dated 3d. Novr.
Received 9th Novr. 1865.
C-1- No. 233.

Pro: Marine Dept. 15th Nov. 65
C-1- 124

Communicating to
the Depts concurrence in the letter
from the Govt of India for-
warding a Home Despatch
about the collection of
the tolls to be levied at the
several ports in India on
shipping passing or deri-
ving benefit from the
Light Vessel stationed
at the little Basses Rocks
off Ceylon - No. 2763.

No. 187 & 188.

RECORDED.

14th Novr 1865. L