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Financial DEPARTMENT.
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[Despatch Abstract.]

Representing the A.G. Report the
adjustments to be carried out
in the accounts of the current
year & to forward the usual
statements showing the
current balance under
Part 2 Marine Fund for 1894-95

FURTHER PAPER, No.

174/96

OF 189

686/96

974/96

307

READ AGAIN ORDER OF GOVERNMENT, DATED
189 , No. , MISCELLANEOUS.

ENCLOSURES.

CURRENT No.

STATEMENT WITH DITTO.

ORDER OF GOVERNMENT A A

LETTER OF GOVERNMENT.

STATEMENT WITH DITTO.

PAPERS NOT FILED UP, BEING MEANT FOR DESPATCH
IN ORIGINAL (not paged).

N.B.—

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No. 334, MARINE, 14TH NOVEMBER 1895.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—the following paper :—

From Commander C. W. HEWETT, R.I.M., Acting Presidency Port Officer,
to the Chief Secretary to Government, dated Madras, 12th October 1895,
No. 1769/290-G.

I have the honour to forward herewith the Report on the Administration of the
Madras Port Department (including the reports of the Agent for Government
Consignments and Deputy Conservator of the Port of Madras) for the official year
1894-95.

ENCLOSURES.

REPORT ON THE ADMINISTRATION OF THE MADRAS PORT DEPARTMENT FOR THE OFFICIAL YEAR 1894-95.

Official Staff.—Commander W. J. Powell, R.I.M., Presidency Port Officer,
availed himself of sixty days' privilege leave from 2nd October 1894, Commander
C. W. Hewett, R.I.M., Deputy Port Conservator, Madras, acting for him, and Mr.
H. D. Baddeley, Agent for Government Consignments, for Commander Hewett.

The department lost the services of a young officer in Mr. C. S. Johnson, Port
Officer of Pámban, who died at Auckland (New Zealand) on 21st June 1894 while on
medical leave.

The appointment of a Port Officer for the port of Tellicherry having been
sanctioned, Mr. H. S. Brown, Port Officer of Vizagapatam, was transferred to Telli-
cherry, Mr. F. Icely from Bimlipatam to Vizagapatam, and Mr. H. J. Boas (Port
Officer, Pámban, acting at Gopalpur under the arrangements noticed in Appendix A)
was posted to Bimlipatam. Mr. J. H. Batt, Reserve Port Officer, was appointed as
Port Officer, Pámban, and to act at Gopalpur, and pending his return to Pámban,
Mr. R. L. Swann, who was newly entertained as Reserve Port Officer, was appointed
to act at Pámban.

Other temporary changes by absence on leave and from other causes will be
found in the appendix above quoted.

Act X of 1889.—Under section 6, clause (k), revised boat rules were issued for
guidance in supersession of those published in November 1891, and registering officers
were appointed.

A revised schedule of boat-hire rates for the several ports in Malabar district
(Cochin excepted) was introduced in supersession of the rates sanctioned in 1891.

The name of the port in South Canara district known previously as "Barkur or
Hangarkatta" was changed to *Hangarkatta* only.

The schedule of ground rent sanctioned in the previous year for the use of land within port limits along the coast by private persons was amended in respect to the port of Cochin by the addition of a rate of Rs. 5 per mensem if under 200 tons, and Rs. 10 per mensem if over 200 tons, for hauling up a vessel on the Boat Bunder for repairs, and of Rs. 4 for every 100 square feet or less per mensem for laying up at the Boat Bunder logs of timber or boats which ply on the backwater with goods or passengers. For Vizagapatam an additional charge was sanctioned by which cargo stored within the limits of the port either before shipment or after landing was allowed to remain free three days, but thereafter required to pay at the rate of Rs. 8 per annum for every $12\frac{1}{2} \times 12\frac{1}{2}$ yards of ground or part thereof.

Act I of 1870.—Rules for quarantine against plague in the case of vessels arriving from Hongkong and Canton were issued as a temporary measure and withdrawn.

Act IV of 1884.—Under section 5 of the Indian Explosives Act IV of 1884, rules (subsidiary to those made by the Government of India) were framed for the purpose of regulating the transport and importation of explosives in the port of Madras, and brought into force.

Acts X of 1841 and XI of 1850.—The “registering ports” of the Madras Presidency under section 2 of Act X of 1841 (relating to the registration of ships) were declared by notification in the *Fort St. George Gazette* to be those ports only at which there is a Port Officer, and, under the provisions of section 3 of the same Act, Port Officers alone were appointed to be Registrars of Shipping.

A notification was also issued empowering the officer in charge of a Port Office to sign registry certificates in the absence of the Port Officer.

One hundred and one native vessels were registered and 129 changes of masters endorsed on registry certificates. The total amount of fees realized under both heads was Rs. 1,245-15-0 against Rs. 1,534-8-0 in the previous year, showing a decrease. Details are furnished in Appendices F and G.

Act I of 1859.—Particulars of shipments and discharges of seamen will be found in Appendix K. Compared with the previous year's figures there has been an increase in the number of seamen discharged, both European and Asiatic.

Passenger Traffic, General and under the Native Passenger Ships Act.—By vessels that came under the operation of the Native Passenger Ships Act, 17,117 passengers left the Madras coast on “long” voyages, and 103,301 on “short” voyages. Particulars of general passenger traffic are given in Appendix I. 225,706 passengers in general arrived on the coast, and 190,628 sailed therefrom. Compared with the figures of the preceding year, there was a large increase in arrivals and a decrease likewise in departures, due apparently to favourable crops and railway extensions in the Presidency.

The largest passenger traffic was carried on at Tuticorin, Pámban and Negapatam.

Wrecks and Casualties.—Details are given in Appendix A. There were twenty-one casualties to shipping in the year against sixteen in the preceding year. The most important were the accidents to the steamships *Lanark* and *Linlithgow* which stranded in the vicinity of the Sacramento Shoal. In both cases a Marine Court of Inquiry was held at Cocanada. The stranding of the *Lanark* was considered to be due to the strong south-westerly current which was experienced at the time (31st May), and the Court consequently exonerated the master of the vessel from all blame. In the case of the *Linlithgow* the master was censured by the Court for omitting to take and verify his position by soundings. All efforts to float the *Lanark* proving futile, the vessel had to be abandoned, but the *Linlithgow* was successfully got off.

There was no loss of life in any instance.

Life-saving Apparatus.—Madras being the only port where the apparatus can be used with advantage, sanction was accorded to the apparatus being maintained and quarterly exercises continued at that port, but the scheme as regards the maintenance of the apparatus and periodical exercises therewith by volunteer companies at Gopalpur, Bimlipatam and Vizagapatam, was abandoned.

Boat Supply—at coast ports was well maintained; *vide* Appendix L.

Weather.—On the morning of 19th April a heavy squall passed over Pámban; a native schooner dragged her anchor and went ashore in the gale, but was floated again and found to have sustained no serious injury; three licensed cargo-boats were blown ashore and seriously damaged. On 11th July a small cyclonic storm formed towards the north-west angle of the Bay, the centre of which passed inland south of Balasore on 17th idem. On 18th October a small storm formed in the Bay, and, advancing slowly, its centre passed inland north of Madras on 21st idem. On 30th October a cyclonic storm developed to the north-west of the Andamans, the centre of which crossed the coast a short distance south of Cocanada on the morning of 2nd November; squally weather was experienced between Cocanada and Negapatam, but not so severe as to interrupt shipping operations.

Dredging Operations.—At Cocanada one of the two Priestman dredgers was employed 184 days in the year, removing 45,805 tons of silt at an average working expense of As. 2-3 per ton, and the other 202 days, removing 47,876 tons of silt at As. 3-4 per ton. The small steam dredger at Cuddalore worked 149 days, removing 9,451 tons of silt at As. 2-3 per ton.

Service Registers—have been maintained in accordance with Government orders.

Stores.—Instructions as regards maintaining an inventory of valuable stock have been duly carried out.

Navigation, Tonnage and Dues.—Details are furnished in Appendix B. The following statement shows the number of vessels, their tonnage, and the dues collected thereon in the whole Presidency:—

Ports.	Vessels.	Number.	Tonnage.	Dues.
				RS
Madras	British—			
	Coasting	324	560,642	83,144
	Other than coasting	216	471,663	64,287
	Foreign	87	125,557	13,105
	Native	78	7,853	560
	Total ..	705	1,165,715	1,11,096
Coast Ports ..	British—			
	Coasting	3,831	4,965,668	1,64,187
	Other than coasting	309	407,909	31,995
	Foreign	741	153,062	14,049
	Native	20,175	702,052	23,791
	Total ..	25,056	6,228,691	2,34,022

Compared with the figures of the preceding year there was, in respect to the Port of Madras, in the case of—

- British coasting vessels, a decrease in number, tonnage and dues;
- British vessels, other than coasting, a decrease of one in number, but an increase in tonnage and consequently in dues;
- Foreign vessels, an increase in number, tonnage and dues;
- Native vessels, an increase in number and tonnage, but a small decrease in dues.

Class (a) paid 11 pies per ton port dues, Class (b) As. 2-2, Class (c) As. 1-8, and Class (d) As. 1-2. The payments at Madras averaged thus from 11 to 26 pies per ton.

Similarly compared there was, in respect to coast ports, in all cases, an increase in number, tonnage and dues.

Class (a) paid 6 pies per ton port dues, Class (b) As. 1-3, Class (c) As. 1-6, and Class (d) 7 pies. The payments at the coast ports averaged thus from 6 to 18 pies per ton.

Trade.—The subjoined statement exhibits the value of, and duty on, the import and export trade of the principal ports in the Presidency, exclusive of Government stores and Government and private treasure.

Ports.	Tons.	Value of		Total.	Duty on		Total.
		Imports.	Exports.		Imports.	Exports.	
		RS.	RS.	RS.	RS.	RS.	RS.
Madras	1,165,715	7,15,21,088	5,92,32,809	13,07,53,897	26,20,108	21,271	26,41,379
Tuticorin	518,979	77,40,151	2,11,26,552	2,88,66,703	89,358	10,547	99,905
Cochin	523,440	84,76,112	1,52,07,148	2,36,83,260	43,169	32	43,201
Calicut	489,291	72,16,332	1,32,69,955	2,04,86,287	27,308	61	27,369
Cocanada	586,044	44,76,534	1,69,17,689	2,03,94,223	12,065	73,018	85,083
Mangalore	234,614	44,17,605	1,26,66,914	1,69,84,519	22,920	7,777	30,697
Tellicherry	344,554	46,32,537	76,34,808	1,23,17,345	9,095	13	9,108
Negapatam	496,447	42,13,095	63,47,437	1,05,60,532	70,847	1,54,695	2,25,542
Cuddalore	316,886	5,66,065	55,18,805	60,84,870	1,174	1,274	2,448
Bimlipatam	406,533	24,79,001	34,17,947	58,96,948	1,224	77	1,301
Campanore	263,345	21,35,862	13,87,459	35,23,321	2,445	2445	2,445
Masulipatam	302,659	9,48,616	24,36,107	33,83,723	1,060	88,431	89,491
Vizagapatam	400,018	14,78,782	17,09,445	31,88,227	1,853	1,853	3,706
Gopalpur	203,160	13,07,512	14,18,489	27,26,001	1,555	28,864	30,419
Calingapatam	216,015	3,96,640	7,47,732	11,44,372	48	48	96
Porto Novo	68,450	2,26,346	6,50,627	8,76,973	11,245	22,860	34,105
Pamban	95,064	1,70,374	2,44,863	4,15,237	1,956	1,956	3,912
All other coast ports	763,192	6,69,19,560	12,17,88,674	17,87,08,234	21,424	1,65,243	1,86,667
Madras	1,233,735	6,49,78,562	5,76,53,455	12,26,32,007	10,73,662	9,741	10,83,403
	1,166,715	7,15,21,088	5,92,32,809	13,07,53,897	26,20,108	21,271	26,41,379
	68,020	65,42,536	15,79,554	81,21,890	15,46,446	11,530	16,57,976
Coast ports	6,142,638	6,08,43,234	10,94,55,876	17,02,99,110	1,00,892	4,43,650	5,44,542
	6,228,691	5,69,19,560	12,17,88,674	17,87,08,234	3,18,746	5,52,892	8,71,638
	86,053	39,23,674	1,23,32,798	84,09,124	2,17,854	1,09,232	8,27,086
	..	..	..	..	..	..	..

Tuticorin as in the last and several preceding years stands first in point of the value of trade carried on in the year; Cochin, Calicut, Cocanada, Mangalore, Tellicherry and Negapatam come next in order. There was an appreciable increase in the amount of duty collected.

COAST PORTS.

Gopalpur.—Port limits were demarcated; cargo boats capsized on 26 occasions, but without loss of life.

Bimlipatam.—There were twenty cases of boats capsizing, but without casualty to the crew.

Cocanada.—The Conservancy Board held twelve meetings in the year; there was an increase in the collections under Madras Act III of 1885; port flagstaff was painted and rigging set up and tarred; two new mud punts were constructed; the work of the two dredgers here is noticed elsewhere; the red buoy off point Gordeware was replaced by a new pillar buoy; an extension of two thousand feet of the northern groyne was partly carried out.

Masulipatam.—The Landing and Shipping Dues Committee held four meetings.

Negapatam.—The shallowness of the water on the bar rendered landing and shipping operations difficult, owing to which arrangements were made for providing the port with a suitable dredger; dredging by manual labour was carried out to some extent.

Pamban.—The reef and sand bank channels continued to maintain their usual depth of water; buoys and beacons were examined, and painted and whitewashed.

Tuticorin.—The construction of a new iron screw pile pier was taken in hand; also the reclamation of a portion of the foreshore.

Cochin.—A new boundary pillar was built near the Custom House, and a new sea wall on the Vypeen foreshore; the port was provided with a new anchor boat obtained from the Bombay dockyard.

Tellicherry.—The charge of the port was transferred from the hands of a Port Conservator to a Port Officer.

Mangalore.—Surveys and soundings of the backwater were taken, and the question of general improvements to the port taken into consideration.

The flagstaves and other marine structures along the coast were maintained in order. The Presidency Port Officer made his annual inspection of the principal ports, the inspection being this time chiefly confined to lighthouses, in company with Mr. F. W. Ashpitel of the Public Works Department.

ACCOUNTS.

A statement showing the financial position of the Port and Marine funds on the 31st March 1895 is furnished as appendix C.

Port Funds Act X of 1889.

The receipts and charges for the year under review, excluding all transactions by adjustments, amounted to Rs. 4,18,943 and Rs. 3,88,831 respectively against Rs. 4,12,067 and Rs. 3,11,001 of the year 1893-94. The increase in receipts appeared under Port Dues, and the excess in charges was due to large expenditure on account of the new pier at Tuticorin.

Receipts.—An abstract statement showing dues collected during the year on each class of vessels will be found at the end of appendix B.

Out of Rs. 24,893 collected as fees, Rs. 5,957 was paid as personal allowance to Port Officers and Conservators, Rs. 5,789 as their overtime fees and Rs. 3,285 as overtime fees on account of establishment. There was thus a saving of Rs. 9,862 under this head.

The receipt of Rs. 22,508-1-9 under "Interest" in appendix C (i) denotes interest realized on Government securities standing to the credit of District Port Funds.

Charges.—Particulars of general charges are contained in appendix C (iii), and those of lighthouse charges in the statement forwarded with this office letter No. 1771-263-G., dated 23rd September 1895.

District Port Funds.

No adjustments were made during the year on account of loan, interest, &c., as per instructions contained in G.O., No. 285, Financial, dated 30th March 1895.

Ganjām.—A provincial contribution of Rs. 4,728-8-11 being deficit at the end of 1893-94 was adjusted to the credit of this District Port Fund in the accounts for 1894-95 as per G.O., No. 1067, Financial, dated 5th December 1894. At the end of the year, the loan continued to be the same and there was a small surplus of Rs. 349.

Vizagapatam, Gōdāvari, Nellore, Chingleput, South Arcot, Tanjore, Malabar and South Canara.—Excluding charges incurred in the investment of Government securities, the transactions of these District Port Funds resulted in a surplus in each case.

Kistna.—The deficit in Kistna was due to charges on account of Port Officer's residence amounting to Rs. 5,165.

Madura.—The deficit in this district also was due to charges on account of Pamban Port Officer's residence and other public works amounting to Rs. 8,440.

Tinnevely.—The large deficit in this district was due to charges on account of the new pier incurred during the year amounting to Rs. 89,340. Government securities of the nominal value of Rs. 12,000 were sold during the year to meet charges on the above account.

Madras.—The following transfers ordered in G.O., No. 1067, Financial, dated 5th December 1894, were effected during the year—

	RS.	A.	P.
Cash balance on the 31st March 1894 to the Harbour Trust Board	1,40,962	0	10
To Madras Pilotage Funds to cover deficit on 31st March 1894	2,431	8	9
Government securities on hand on the 31st March 1894 to the Harbour Trust Board	83,900	0	0

The actual surplus of the year, *i.e.*, Rs. 44,075-3-7, will have to be made over to the Harbour Trust Board as per G.O., No. 340-A, Financial, dated 1st April 1893, and orders of Government are necessary on this point.

The balance of Port Funds (Act X of 1889) on the 31st March 1894, *i.e.*, Rs. 8,42,728-6-1 was reduced to Rs. 6,98,755-10-6 on the 31st March 1895; the decrease was chiefly due to charges on account of the pier at Tuticorin and large transfers from Madras Port Funds.

Coasting steamer dues, general and lighthouse charges were distributed to the several District Port Funds in accordance with the orders of Government on the subject; and appendices C (vi-a) and C (vi-b) furnish particulars of the *plus* and *minus* entries to be made in the District Port Fund Accounts maintained by the Accountant-General. It is requested that the Accountant-General may be asked to carry out these adjustments.

Pilotage Funds.

Madras.—The small surplus of the year, *i.e.*, Rs. 213-1-5 will have to be first transferred to the Madras Port Funds and then made over to the Harbour Trust Board as per G.O., No. 340-A, Financial, and 52, Marine, dated 1st April 1893, and 13th February 1894, respectively.

Pāmban and Kilakarai.—A provincial contribution of Rs. 30,746-1-9 was credited during the year as per G.O., No. 1067, Financial, dated 5th December 1894; charges on account of Dredger Wenlock amounted to Rs. 21,291, and particulars of this sum are contained in G.O., No. 586, Financial, dated 13th August 1895. Rs. 3,584-9-0 was paid as contribution by Tinnevely Port Funds

and Rs. 3,998-4-10 by Mangalore Landing and Shipping Dues towards dredger charges incurred at Tuticorin and Mangalore. Rs. 366-1-8 surplus of Madura Port Fund on 31st March 1894 was taken to credit, and Rs. 200 balance of loan due to Tinnevely Port Funds was paid off.

Cochin.—A charge of Rs. 5,099-9-1 on account of an anchor boat caused a deficit during the year.

Mangalore.—The surplus of the year was only Rs. 12-8-0.

Landing and Shipping Dues, Act III of 1885.—Excluding charges incurred in the investment of Government securities of the nominal value of Rs. 5,000 on behalf of the Masulipatam Landing and Shipping Dues fund, the transactions of the year resulted in a surplus at each of the ports where this Act is in force. Rs. 3,998-4-10 was, in communication with the Accountant-General, debited to Mangalore fund on account of charges of Dredger Wenlock. The Cocanada fund had a loan of Rs. 16,500 outstanding against it on the 31st March 1895.

SUMMARY.

Compared with the preceding year's figures there was at Madras, in the year under report, in the case of British coasting vessels that called, a decrease in number, tonnage and dues; in British vessels other than coasters, a small decrease in the number, but an increase in tonnage and dues; in Foreign vessels an increase under all heads; and in native vessels a small decrease in dues, but an increase in the number and tonnage. At the coast ports there was an increase in all cases and under all heads.

Seven hundred and five vessels of 1,165,715 tons (total) called at Madras in the year under notice, paying Rs. 1,11,096 in port dues. At the coast ports 25,056 vessels of 6,228,691 tons (total) called, paying Rs. 2,34,022.

The payments in dues averaged from 11 to 26 pies per ton at Madras, and from 6 to 18 pies per ton at the coast ports.

The largest passenger traffic was carried on at the following ports, namely, Tuticorin (53,732 arrivals, 46,566 departures), Pāmban (49,578 arrivals, 31,762 departures), and Negapatam (28,231 arrivals, 25,412 departures).

Among the coast ports, Tuticorin heads the list again in the value of import and export trade.

The amount of duty collected shows a large increase.

The number of casualties to shipping was 21 in the year against 16 in the preceding year. The most important were the accidents to the steamers *Lanark* and *Linlithgow* near the Sacramento Shoal. In both cases a Marine Court-of-Enquiry was held at Cocanada. The master of the former vessel was exonerated from blame and of the latter censured.

APPENDIX A.

STATEMENT of Wrecks and Casualties which have occurred, or have been reported, at Ports in the Madras Presidency during the official year 1894-95.

Date.	Name of Vessel.	Tonnage.	Summary of particulars furnished by the reporting officer.	Finding of the Court of Inquiry.
1894.	(Miscellaneous.)			
19th April ..	British S.S. <i>Inchdune</i> ; Master, H. Purse.	1,895	<i>En route</i> from Rangoon to Zaandam, sustained damage to propeller shaft.	
19th ..	(Stranding.)			
19th ..	Gunja <i>Fathel Khair</i> ; Master, Ali.	112	Stranded at a narrow entrance to Mangalore back-water while getting out with a flood tide on. Partial loss to vessel Rs. 125 and to cargo Rs. 844. No lives lost.	
30th ..	(Stranding.)			
30th ..	Suwala <i>Yeshwanti</i> ; Master, Sadashir.	41	Drifted on a sand bank while getting out of the Mangalore back-water. Total loss to the vessel Rs. 2,000, to cargo Rs. 1,243. No lives lost.	
5th May ..	(Stranding.)			
5th May ..	Brig <i>Meenatchy Sundrum</i> ; Master, Oomer Ally.	134	Mistaking the passage between Mannali and Mossel Island for the Poona channel, Gulf of Mannar, vessel took the ground and became a total wreck. No lives lost.	
16th ..	(Stranding.)			
16th ..	Gunja <i>Dolupasa</i> ; Master, Hassan.	88	Grounded at the entrance to Mangalore back-water having parted from her moorings outside. Loss to the vessel Rs. 175 and to cargo Rs. 1,295. No lives lost.	
30th ..	(Stranding.)			
30th ..	Dhoney <i>Tiruporur Murugiah Parayy</i> ; Master, C. Subramania Pillay.	156	Stranded while passing Point Calimere, about five miles off the Light. Loss to the Dhoney Rs. 5,000 and to cargo Rs. 5,000. No lives lost.	
31st ..	(Stranding.)			
31st ..	S.S. <i>Lanark</i> ; Master, W. B. Cross.	1,973	<i>En route</i> from Middlesborough to Cocanada vessel struck on the south-east edge of the Sacramento Shoal about 1½ miles off shore owing to strong south-westerly current. Crew landed safe by a boat from the <i>Camorta</i> .	Court of Inquiry held at Cocanada on the 18th June 1894. The master was exonerated from all blame.
9th June ..	(Stranding.)			
9th June ..	British Brig <i>Perianayaghee</i> ; Master, Cudic Mohideen.	153	<i>En route</i> from Pamban to Colombo vessel stranded in the Kilakarai channel. Partial loss to Brig Rs. 500 and to cargo Rs. 300. No lives lost.	
4th July ..	(Stranding.)			
4th July ..	Dhony <i>Kanagasabapathy</i> ; Master, Peena Meerasa.	100	Coming too close to land during the night, the vessel stranded between Munnaly and Pulli Island. Loss to Dhoney about Rs. 100. No lives lost.	
20th ..	(Stranding.)			
20th ..	S.S. <i>Linlithgow</i> ; Master, A. Haig.	2,041	<i>En route</i> from Barrow-in-Furness to Cocanada, the vessel grounded about four or five miles South of the Sacramento Shoal. After about four hours she was successfully floated. Amount of loss to vessel unknown. No lives lost.	Court of Inquiry held at Cocanada 8th August 1894. Master censured.
29th ..	(Stranding.)			
29th ..	Brig <i>Neelayathachi</i> ; Master, Jamal Muhammad.	126	<i>En route</i> from Negapatam to Masulipatam, stranded at False Point Divi but was floated without damage.	
22nd August.	(Stranding.)			
22nd August.	Schooner <i>Sree Runganaikloo</i> ; Master, Meera Sahib.	57	<i>En route</i> from Pamban to Kilakarai, stranded in the Kilakarai channel. Partial loss to the vessel Rs. 1,000 and to cargo Rs. 500. No lives lost.	
26th ..	(Stranding.)			
26th ..	S.S. <i>Goalpara</i> ; Master, H. W. Watt.	1,355	Touched the ground when approaching the Gopalpur anchorage at sunset, but got clear without damage to vessel or loss to cargo, &c.	

Statement of Wrecks and Casualties which have occurred, or have been reported, at Ports in the Madras Presidency, &c.—*cont.*

Date.	Name of Vessel.	Tonnage.	Summary of particulars furnished by the reporting officer.	Finding of the Court of Inquiry.
1894.	(Stranding.)			
16th Sept. ..	Buggalow <i>Futteh Kher</i> ; Master, Hassani.	88	While proceeding to the outer roads the vessel drifted with the tide and struck on the northern sand bank of the entrance to the Cochin river and fell over on her side. Partial loss to the vessel Rs. 3,000 and to cargo Rs. 7,090. No lives lost.	
19th ..	(Stranding.)			
19th ..	Kathwar <i>Muchwa Lakshmi Pasha</i> ; Master, Nattoo.	40	Grounded on the south bank of the Cochin river when proceeding from that port to Calicut but was got off uninjured. No damage to vessel or loss of any description.	
22nd Dec. ..	(Stranding.)			
22nd Dec. ..	British S.S. <i>Sirahana</i> ; Master, A. Langlois.	2,055	Stranded about fifteen miles south of Calingapatam opposite the entrance to the Chicacole river but got clear.	Matter was reported to Bengal Government and an inquiry held, but no one was found to blame.
1895.	(Stranding.)			
12th February.	<i>Muchwa Rohimany</i> ; Master, Rama.	16	Struck on a shoal outside the Mangalore harbour and became a total wreck. Loss to vessel Rs. 400 and to cargo Rs. 1,200. No lives lost.	
16th ..	(Miscellaneous.)			
16th ..	S.S. <i>Newby</i> ; Master, R. G. Tait.	1,406	Propeller damaged. Shipped a new one at Madras.	
24th ..	(Stranding.)			
24th ..	<i>Muchwa Barkati</i> ; Master, Bhava.	26	<i>En route</i> from Mangalore vessel ran on a water-covered rock, sprang a leak and foundered. Loss to vessel about Rs. 800 and to cargo Rs. 700. No lives lost.	
5th March ..	(Collision.)			
5th March ..	Batela <i>Bombay Salamat</i> ; Master, Narain Bhika.	48	Lost by collision with the S.S. <i>Scindia</i> about three miles south of Mangalore. Total loss to vessel Rs. 5,000. No lives lost.	
15th ..	(Stranding.)			
15th ..	Schooner <i>Mohidin Cuder Buz</i> ; Master, Agamed Tamby.	18	North of Seltive rocks off Tuticorin, the vessel lost part of her rudder, became unmanageable and ran on the rocks. Loss to ship Rs. 100; to cargo Rs. 406. No lives lost.	

ABSTRACT.

Year.	Number of casualties.					Number of lives lost.
	Strandings.	Foundering.	Collisions.	Miscellaneous.	Total.	
1893-94	10	2	1	3	16	<i>Nil.</i>
1894-95	18	..	1	2	21	..
Increase	8	..	..	..	..	..
Decrease	..	2	..	1	5	..

APPENDIX B.

Districts.	British vessels.																		Coasting steamers.																		Arrived.																	
	In ballast.						With cargo.						With passengers.						Total.																																			
	Vessels.		Tonnage.		Dues.		Vessels.		Tonnage.		Dues.		Vessels.		Tonnage.		Dues.		Vessels.		Tonnage.		Dues.		Vessels.		Tonnage.		Dues.																									
1	2	3	4	5	6	7	8	9	10	11	12	13																																										
<i>Eastern Group.</i>																																																						
Ganjam ..	1	2,055	..	183	266,589	7,531 7 0	147	223,645	3816 6 0	331	492,289	11,447 13 0																																										
Vizagapatam ..	..	..	..	365	572,510	4,496 1 0	109	168,740	3,329 7 0	474	741,250	7,825 8 0																																										
Goddavari ..	4	6,966	1,049 14 6	76	149,273	7,560 15 0	210	3,25,372	4,579 14 0	290	481,611	13,190 11 6																																										
Kistna ..	19	32,646	..	54	75,542	1,828 5 0	113	168,349	3,447 0 0	186	277,537	5,275 5 0																																										
Nellore ..	..	..	..	4	6,310	..	..	..	..	4	6,310	..																																										
Chingleput ..	..	..	..	..	300,260	6,979 11 0	1	1,345	..	..	301,615	6,979 11 0																																										
South Arcot ..	..	..	..	183	233,735	6,852 3 0	133	161,580	9,415 2 0	286	395,065	16,267 5 0																																										
Tanjore ..	..	..	..	153	18,877	1,65 12 0	165	63,702	1,857 15 0	233	92,479	2,023 11 0																																										
Madura ..	21	9,900	..	47	436,007	33,411 15 0	..	..	..	514	436,007	33,411 15 0																																										
Tinnevely ..	..	..	..	514	..	..	..	..	..	..	..	..																																										
Total ..	45	51,567	1,049 14 6	1,579	2,060,103	68,926 5 0	878	1,113,093	26,445 12 0	2,502	3,224,763	96,421 15 6																																										
<i>Western Group.</i>																																																						
Mahabar ..	2	2,571	171 0 0	593	1,036,842	51,111 12 9	203	240,220	10,747 7 3	798	1,379,833	62,030 4 0																																										
South Canara ..	15	172	..	11	17,462	268 8 0	505	343,638	4,590 12 10	531	361,272	4,869 4 10																																										
Total ..	17	2,743	171 0 0	604	1,054,304	51,380 4 9	708	683,858	15,338 4 1	1,329	1,740,905	66,889 8 10																																										
Madras ..	3	4,162	220 11 11	321	556,480	32,923 1 3	..	..	..	324	560,642	33,143 13 2																																										
Grand Total ..	65	58,472	1,441 10 5	2,504	3,670,887	1,53,229 11 0	1,586	1,796,951	41,784 0 1	4,155	5,526,310	1,96,455 5 6																																										

APPENDIX B—cont.

British vessels—cont.															
Coasting steamers—cont.															
Left.															
Districts.	In ballast.			With cargo.			With passengers.			Total.					
	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.			
	14	15	16	17	18	19	20	21	22	23	24	25			
						Rs. A. P.						Rs. A. P.			
<i>Eastern Group.</i>															
Ganjam ..	1	2,055	..	175	254,068	..	155	236,166	..	331	492,289	..			
Vizagapatam ..	..	..	..	365	572,510	..	109	168,740	..	474	741,250	..			
Godavari ..	..	..	..	81	151,580	..	208	327,831	..	289	479,411	..			
Kistna ..	30	45,840	..	43	61,215	..	113	170,482	..	186	277,537	..			
Nellore ..	..	..	..	4	6,310	785 7 0	..	..	..	4	6,310	..			
Chingitput ..	..	..	..	..	..	..	..	..	..	..	..	..			
South Arcot ..	2	4,131	..	148	242,387	..	34	55,117	..	184	301,615	..			
Tanjore ..	6	10,728	..	176	258,420	..	100	120,687	..	282	389,835	..			
Madura ..	41	17,906	..	57	22,291	90 6 0	135	52,282	..	233	92,479	90 6 0			
Tinnevely ..	1	1,332	..	512	433,574	..	..	..	..	513	435,506	..			
Total ..	81	82,592	..	1,561	2,002,335	875 13 0	854	1,131,305	..	2,496	3,216,232	875 13 0			
<i>Western Group.</i>															
Malabar ..	56	100,123	..	557	961,432	..	175	304,144	..	788	1,365,749	..			
South Canara ..	14	180	..	5	6,135	..	511	354,964	..	530	361,260	..			
Total ..	70	100,283	..	562	967,618	..	686	659,108	..	1,318	1,727,009	..			
Madras ..	60	100,105	..	237	482,287	..	..	..	..	347	582,392	..			
Grand Total ..	211	282,080	..	2,410	3,452,240	875 13 0	1,540	1,790,413	..	4,161	5,525,633	875 13 0			

Districts.	British vessels—cont.											
	Other vessels (excluding coasting steamers).											
	Arrived.											
	In ballast.			With cargo.			With passengers.			Total.		
Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.	
26	27	28	29	30	31	32	33	34	35	36	37	
Eastern Group.												
Gaujam ..	..	..	..	3	4,636	441 10 6	..	..	..	4,636	RS. A. P. 441 10 6	
Vinagapatam ..	10	16,126	1,511 13 0	28	46,851	5,168 3 0	..	..	38	62,977	6,680 0 0	
Goddavari ..	17	21,273	2,695 7 3	33	53,731	7,788 5 3	1	2,778	51	71,782	10,483 12 6	
Kistna ..	..	..	..	..	..	..	..	..	..	..	..	
Nellore ..	..	..	..	..	..	..	..	..	..	..	..	
Chingleput ..	..	..	..	..	..	..	..	..	..	..	..	
South Arcot ..	12	22,054	2,067 9 0	3	6,071	758 14 0	26	42,286	41	70,411	4,602 7 6	
Tanjore ..	..	..	..	4	6,428	329 7 9	48	78,480	52	84,908	2,790 14 6	
Madura ..	..	..	..	31	6,521	3,616 5 6	9	1,161	40	7,882	402 0 9	
Tinnevely ..	8	6,888	831 3 1	14	29,615	..	..	..	22	36,603	4,477 8 7	
Total ..	47	66,341	7,106 0 4	116	1,53,853	18,132 14 0	84	124,705	247	344,899	29,878 6 4	
Western Group.												
Malabar ..	4	1,614	135 9 9	50	57,309	1,695 1 6	..	..	54	58,923	1,830 11 3	
South Canara ..	4	689	32 4 9	3	1,473	254 3 0	1	1,925	8	4,087	286 7 9	
Total ..	8	2,303	167 14 6	53	58,782	1,949 4 6	1	1,925	62	63,010	2,117 3 0	
Madras ..	3	5,090	275 8 4	213	466,573	64,011 6 1	..	..	216	471,663	64,286 14 5	
Grand Total ..	58	73,724	7,549 7 2	382	679,208	84,093 8 7	85	126,630	525	879,572	96,282 7 9	

APPENDIX B—cont.

Districts.	British vessels—cont.						Other vessels (excluding coasting steamers)—cont.					
							Left.					
	In ballast.			With cargo.			With passengers.			Total.		
	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.
	38	39	40	41	42	43	44	45	46	47	48	49
<i>Eastern Group.</i>												
Ganjam	..	..	..	4	6,352	..	..	..	..	4	6,352	..
Vizagapatam ..	..	..	..	35	59,297	..	..	..	..	39	64,709	..
Godavari	..	..	..	50	76,745	..	..	..	..	50	76,745	..
Kistna	..	..	..	..	..	..	..	..	..	..	..	..
Nellore	..	..	..	..	..	..	..	..	..	..	..	..
Chingleput .. .	..	..	..	..	..	..	..	..	..	..	..	..
South Arcot ..	..	..	..	..	..	..	..	..	..	..	..	..
Tanjore	..	..	..	15	28,125	..	..	42,286	..	41	70,411	..
Madura	..	..	..	2	3,046	..	..	86,445	..	55	89,491	..
Tinnevely	..	..	..	5	951	..	..	199½	..	39	7,208½	..
Total	37	13,382½	..	133	209,107	..	80	128,480½	..	250	351,419½	..
<i>Western Group.</i>												
Malabar	3	263	..	50	58,346	..	2	3,741	..	55	62,850	..
South Canara ..	..	..	..	8	4,087	..	..	..	..	8	4,087	..
Total	3	263	..	58	62,433	..	2	3,741	..	63	66,437	..
Madras	40	74,900	..	174	379,773	..	..	..	..	214	454,673	..
Grand Total ..	80	88,645½	..	865	651,313	..	82	139,671½	..	527	872,529½	..

Native craft.

APPENDIX B—cont.

Native craft—cont.

Districts.	In ballast.				With cargo.				With passengers.				Total.	
	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.	Total.	
	86	87	88	89	90	91	92	93	94	95	96	97		
<i>Eastern Group.</i>														
Ganjām ..	..	..	..	10	1,119	..	..	..	..	..	1,119	..	RS. A. P.	
Vizagapatam ..	..	202	..	3	429	..	..	..	..	4	631	..	..	
Godavari ..	22	3,607	..	55	9,031	..	7	1,741	..	84	14,399	..	..	
Kistna ..	..	1,184	..	413	29,183	..	..	..	..	435	30,367	..	..	
Nellore ..	37	781	..	14	688	19 5 0	..	..	..	51	1,469	19 5 0	..	
Chingleput ..	..	..	..	..	..	..	76	5,063½	..	..	..	..	..	
South Arcot ..	..	2,351	..	50	4,796	..	..	..	..	164	13,110½	..	..	
Tanjore ..	193	19,024	4 12 6	592	54,129	41 14 3	347	13,639	36 9 0	1,132	86,692	83 3 9	..	
Madras ..	1,085	29,551½	24 0 9	778	27,034½	397 8 4	1,478	20,255½	27 10 0	3,351	76,842½	449 3 1	..	
Tinnevely ..	839	25,605½	..	1,116	77,621½	..	119	4,194	..	2,074	107,421½	..	..	
Total ..	2,237	82,306½	28 13 3	3,031	204,051	458 11 7	2,027	45,694	64 3 0	7,295	332,051½	551 11 10		
<i>Western Group.</i>														
Malabar ..	1,716	49,992	..	6,003	242,581	..	227	7,581	..	7,946	300,084	..	..	
South Canara ..	1,002	16,537	..	3,286	69,487	..	607	11,619	..	4,895	93,703	..	..	
Total ..	2,718	66,519	..	9,289	308,068	..	834	19,200	..	12,841	393,787	..	..	
Madras ..	41	4,744½	..	37	3,489	..	..	..	..	78	8,233½	..	..	
Grand Total ..	4,996	153,570	28 13 3	12,357	515,608	458 11 7	2,861	64,894	64 3 0	20,214	734,072	551 11 10		

APPENDIX B—cont.

Districts.	Total.									
	—									
	Arrived.									
	In ballast.			With cargo.			With passengers.			Total.
	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.	
	98	99	100	101	102	103	104	105	106	107 108 109
<i>Eastern Group.</i>										RS. A. P.
Ganjam ..	5	3,841	241 7 6	193	272,251	8,137 3 6	147	223,645	3,816 6 0	345 499,737
Vizagapatam ..	11	16,328	1,518 2 0	397	621,483	9,849 12 6	109	168,740	3,329 7 0	517 806,551
Godavari ..	46	36,165	4,448 12 8	122	210,570	15,668 13 0	220	349,022	6,551 2 0	388 586,757
Kistna ..	264	53,379	611 13 11	230	55,877½	2,289 2 9	114	168,367	2,447 0 0	608 307,623½
Nellore ..	4	78	3 10 6	51	1,701	32 1 0	..	..	..	55 7,779
Chingleput ..	..	..	..	..	..	..	..	..	..	..
South Arcot ..	64	26,108½	2,218 7 2	233	310,818	7,908 4 0	86	48,414½	1,998 15 3	383 385,336½
Tanjore ..	294	18,908	556 2 10	583	288,637	9,977 7 11	592	266,684	13,123 6 9	1,472 574,229
Madura ..	1,295	40,153½	379 15 1	858	53,491	1,698 13 0	1,480	83,521	2,101 3 6	3,633 177,167½
Tinnevely ..	396	18,903½	1,180 6 2	2,096	538,893½	39,490 14 6	124	4,020½	80 4 0	2,616 561,817½
Total ..	2,379	213,861½	10,556 13 10	4,766	2,339,721½	95,082 8 2	2,872	1,303,414½	34,447 12 6	10,017 3,906,998
<i>Western Group.</i>										
Malabar ..	2,373	107,504	4,295 3 0	6,189	1,381,803	67,592 13 5	520	360,063	12,148 1 3	9,082 1,849,370
South Canara ..	1,989	32,989	581 15 5	2,947	83,438	2,873 11 11	1,021	355,896	4,765 15 4	5,957 472,323
Total ..	4,362	140,493	4,877 2 5	9,136	1,465,241	70,466 9 4	1,541	715,959	16,914 0 7	15,039 2,321,693
Madras ..	16	10,702	587 13 7	689	1,155,013	1,10,508 2 9	..	..	..	705 1,165,715
Grand Total ..	6,757	365,056½	16,321 13 10	14,591	5,009,975½	2,76,007 4 3	4,413	2,019,373½	51,361 13 1	25,761 7,394,406

APPENDIX B—cont.

Districts.	Total—cont.									
	—									
	Left.									
	In ballast.			With cargo.			With passengers.			Total.
	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.	
	110	111	112	113	114	115	116	117	118	119 120 121
<i>Eastern Group.</i>										RS. A. P.
Ganjam ..	1	2,055	..	190	263,232	..	155	236,166	..	346 501,453
Vizagapatam ..	4	5,614	..	405	633,929	..	109	168,740	..	518 808,283
Godavari ..	22	3,607	..	189	241,795	..	218	337,301	..	429 582,703
Kistna ..	52	47,924	..	456	90,398	..	113	170,482	..	621 397,904
Nellore ..	37	781	..	18	6,998	804 12 0	..	..	..	55 7,779
Chingleput ..	..	..	..	..	..	..	..	..	..	..
South Arcot ..	30	6,482	..	213	275,288	..	136	103,366½	..	379 385,136½
Tanjore ..	199	29,752	4 12 6	774	323,271	41 14 3	500	220,671	36 9 0	1,473 573,694
Madura ..	1,169	53,516½	24 0 9	840	50,276½	487 14 4	1,614	72,737½	27 10 0	3,623 176,530
Tinnevely ..	841	29,449½	..	1,655	556,318½	..	119	4,194	..	2,615 588,962½
Total ..	2,355	178,280½	28 13 3	4,740	2,440,506	1,334 8 7	2,964	1,313,658½	64 3 0	10,059 3,932,445
<i>Western Group.</i>										
Malabar ..	1,800	154,858	..	6,796	1,358,767	..	409	320,238	..	9,005 1,839,863
South Canara ..	1,122	17,991	..	3,677	86,745	..	1,126	366,701	..	6,925 471,437
Total ..	2,922	172,849	..	10,473	1,445,512	..	1,535	686,939	..	14,930 2,305,300
Madras ..	145	185,447½	..	582	986,865	..	..	..	..	727 1,172,313
Grand Total ..	5,422	536,577½	28 13 3	15,795	4,872,883	1,334 8 7	4,499	2,000,597½	64 3 0	25,716 7,410,068

1894-95.

Abstract of Appendix D.

1894-95.												1893-94.		1892-93.							
Madras.												Eastern Group.		Western Group.		Total.					
NUMBER.		TONNAGE.		NUMBER.		TONNAGE.		NUMBER.		TONNAGE.		NUMBER.		TONNAGE.		NUMBER.		TONNAGE.			
<i>Class of Vessels.</i>																					
British ..	{	Coasting steamers..		394	560,642	2,502	3,224,763	1,329	1,740,905	4,155	5,526,310	3,842	5,603,480	3,821	5,350,954						
		Other vessels ..		216	471,663	247	344,899	62	63,010	525	879,572	494	852,622	493	810,186						
Foreign vessels ..	{	..		87	125,557	18	32,745	723	120,317	828	278,619	719	227,613	745	228,925						
		..		78	7,853	7,250	304,591	12,925	397,461	20,353	709,905	19,778	692,658	20,673	723,604						
Native do. ..		..		..		..		..		..		..		..		..		..			
Total ..		..		705	1,165,715	10,017	3,906,998	15,039	2,321,693	25,761	7,394,406	24,833	7,376,373	25,732	7,113,269						
<i>Dues collected.</i>																					
British ..	{	Coasting steamers..		33,144	97,298	66,889	1,97,831	1,97,585	1,84,536												
		Other vessels ..		64,287	29,878	2,117	96,282	91,788	83,089												
Foreign vessels ..	{	..		13,105	4,908	9,141	27,154	24,520	25,437												
		..		560	9,681	14,110	24,351	23,087	26,708												
Native do. ..		..		..		..		..		..		..		..		..		..			
Total ..		..		1,11,096	1,41,765	92,257	3,45,118	3,36,980	3,16,770												

APPENDIX C.

STATEMENT showing the Financial position of the Port and Marine Funds of the Madras Presidency on the 31st March 1895.

Funds.	Opening balance, 1893-94.			1894-95.						Closing balance, 1894-95.		
	Loans (i.e.) sums lent + sums borrowed -.	Government securities.	Cash balance.	Receipts, Appendix C (i).		Charges, Appendix C (ii).		Surplus + Deficit -.	Government securities purchased and received to credit (a). Government securities sold and transferred (b). Repayment of loan (c).	Loans (i.e.) sums lent + sums borrowed -.	Government securities.	Cash balance.
				Cash.	Adjustments.	Cash.	Adjustments.					
PORT FUNDS.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.
<i>Act X of 1889.</i>												
Ganjām	- 1,89,400 0 0	..	- 4,728 8 11	17,139 15 11	4,728 8 11	16,791 6 3	..	+ 5,077 2 7	..	- 1,89,400 0 0	..	348 9 8
Vizagapatam	..	98,000 0 0	5,201 7 6	36,699 1 5	..	27,994 1 2	5,000 0 0	+ 3,705 0 3	(a) 5,000 0 0	..	1,03,000 0 0	8,906 7 9
Górávari	..	10,000 0 0	10,498 8 5	30,513 13 10	..	24,864 8 1	7,000 0 0	+ 1,350 10 3	(a) 7,000 0 0	..	17,000 0 0	9,147 14 2
Kistna	- 4,000 0 0	..	42 14 9	12,277 8 7	..	18,425 7 11	..	- 6,147 15 4	..	..	..	6,105 0 7
Nellore	..	8,000 0 0	2,432 12 2	1,702 13 10	..	370 7 11	2,000 0 0	- 667 10 1	(a) 2,000 0 0	- 4,000 0 0	10,000 0 0	1,765 2 1
Chingleput	..	6,000 0 0	1,351 3 0	566 5 8	..	42 11 0	1,000 0 0	- 476 5 4	(a) 1,000 0 0	..	7,000 0 0	874 13 8
South Arcot	..	19,000 0 0	3,274 1 5	17,221 10 2	..	12,823 11 5	2,000 0 0	+ 2,397 14 9	(a) 2,000 0 0	..	21,000 0 0	5,672 0 2
Tanjore	- 7,000 0 0	..	47 8 1	23,534 3 9	..	20,671 1 0	..	+ 2,863 2 9	..	..	..	2,910 10 10
Madura	..	..	366 1 8	8,256 13 5	..	16,262 15 3	366 1 8	- 8,372 3 6	..	- 7,000 0 0	..	8,006 1 10
Tinnevely	+ 200 0 0	55,000 0 0	1,27,705 14 8	42,031 13 9	12,000 0 0 200 0 0	1,08,935 15 2	3,584 9 0	- 58,288 10 5	(b) - 12,000 0 0 (c) - 200 0 0	..	43,000 0 0	69,417 4 3
Total	- 2,00,200 0 0	1,96,000 0 0	1,46,191 14 9	1,89,944 4 4	16,928 8 11	2,47,182 5 2	20,950 10 8	- 61,260 2 7	4,800 0 0	- 2,00,400 0 0	2,01,000 0 0	84,931 12 2
		+ 1,41,991 14 9		+ 2,06,872 13 3		+ 2,68,132 15 10		..	..		+ 85,531 12 2	
Malabar	+ 16,500 0 0	2,20,000 0 0	40,644 0 2	89,585 6 11	..	53,432 7 7	20,000 0 0	+ 16,152 15 4	(a) 20,000 0 0	+ 16,500 0 0	2,40,000 0 0	56,796 15 6
South Canara	..	38,000 0 0	10,330 6 4	20,634 3 2	..	13,512 14 3	6,000 0 0	+ 1,121 4 11	(a) 6,000 0 0	..	44,000 0 0	11,451 11 3
Total	+ 16,500 0 0	2,58,000 0 0	50,974 6 6	1,10,219 10 1	..	66,945 5 10	26,000 0 0	+ 17,274 4 3	26,000 0 0	+ 16,500 0 0	2,84,000 0 0	68,248 10 9
		+ 3,25,474 6 6		+ 1,10,219 10 1		+ 92,945 5 10		..	..		+ 3,68,748 10 9	
Madras	+ 2,00,400 0 0	33,900 0 0	1,40,962 0 10	1,18,778 12 4	..	72,272 0 0	1,40,962 0 10 2,431 8 9	- 96,886 13 3	(b) - 33,900 0 0	+ 2,00,400 0 0	..	44,075 3 7
		+ 3,75,262 0 10		+ 1,18,778 12 4		+ 2,15,665 9 7		..	..		+ 2,44,475 3 7	
Grand Total	+ 16,700 0 0	4,87,900 0 0	3,38,128 6 1	4,18,942 10 9	16,928 8 11	3,88,831 3 9	1,87,912 11 6	- 1,40,872 11 7	3,100 0 0	+ 16,500 0 0	4,85,000 0 0	1,97,255 10 6
		+ 8,42,728 6 1		+ 4,35,871 3 8		+ 5,76,743 15 3		..	..		+ 6,98,755 10 6	
PILOTAGE FUNDS.												
<i>Act X of 1889.</i>												
Madras	..	50,000 0 0	- 2,431 8 9	33,579 8 6	2,431 8 9	33,866 7 1	..	+ 2,644 10 2	..	..	50,000 0 0	213 1 5
Pámban and Keelakarai	- 200 0 0	..	- 32,851 6 7	12,367 13 2	38,695 1 3	23,422 2 3	200 0 0	+ 27,440 12 2	(c) 200 0 0	..	..	5,410 10 5
Cochin	..	12,000 0 0	5,617 7 9	3,430 11 0	..	7,340 9 1	..	- 3,909 14 1	..	..	12,000 0 0	1,607 9 8
Mangalore	..	..	- 28 7 7	298 8 0	..	286 0 0	..	+ 12 8 0	..	..	..	15 15 7
LANDING AND SHIPPING DUES.												
<i>Act III of 1885.</i>												
Vizagapatam	..	..	10,577 11 9	7,035 0 9	..	1,005 9 2	..	+ 6,029 7 7	..	..	..	16,607 3 4
Cocanada	- 16,500 0 0	..	52,798 2 5	43,604 2 3	..	36,780 5 4	..	+ 6,823 12 11	..	..	..	59,621 15 4
Masulipatam	..	..	5,956 6 0	3,352 0 8	..	974 10 3	5,000 0 0	- 2,622 9 7	(a) 5,000 0 0	- 16,500 0 0	5,000 0 0	3,333 12 5
Negapatam	..	..	40,667 13 9	11,987 9 4	..	4,596 14 9	..	+ 7,390 10 7	..	..	..	48,058 8 4
Mangalore	..	..	13,519 14 2	8,588 6 8	..	2,181 5 2	3,998 4 10	+ 2,408 12 8	..	..	..	15,928 10 10

APPENDIX C (ii).
STATEMENT showing the charges of the Maritime Districts of the Madras Presidency (under Act X of 1889) for the official year 1894-95 revised in accordance with the rules published in G.O., No. 24, Marine, dated 27th January 1890.

Districts.	Share of General Administration charges.	Share of Lighthouse charges.	Establishment.		Contingencies and Miscellaneous.	Public Works charges.	Fees.	Interest.	(a) Contributions and (b) investments.	Total.
			Port Officers and Conservators.	Other Establishments.						
Eastern Group.										
Ganjām ..	RS. A. P. 4,579 0 5	RS. A. P. 5,121 6 2	RS. A. P. 3,764 0 0	RS. A. P. 1,300 5 4	RS. A. P. 1,406 13 10	RS. A. P. 175 4 10	RS. A. P. 444 7 8	..	RS. A. P. ..	RS. A. P. 16,791 6 3
Vizagapatam ..	7,390 5 2	8,265 10 8	6,397 4 7	2,183 1 6	2,417 15 0	80 12 9	1,258 15 6	..	(b) 5,000 0 0	32,994 1 2
Gódvári ..	5,376 6 1	6,013 2 11	5,736 0 9	2,281 0 5	4,604 2 1	241 15 9	611 12 1	..	(b) 7,000 0 0	31,864 8 1
Kistna ..	2,818 11 6	3,152 9 4	3,009 3 8	768 0 0	2,135 4 10	5,165 6 11	1,376 3 8	..	..	18,425 7 11
Nellore ..	71 4 5	79 11 6	..	..	219 8 0	..	..	..	(b) 2,000 0 0	2,370 7 11
Chingleput ..	..	..	..	..	42 11 0	..	..	..	(b) 1,000 0 0	1,042 11 0
Madras ..	10,681 4 9	11,946 7 1	11,509 14 9	13,960 14 10	22,283 12 6	3,494 1 0	827 1 10	..	(a) 1,40,962 0 10	2,15,665 9 7
South Arcot ..	3,530 12 7	3,948 15 10	819 4 2	1,780 10 4	1,725 7 3	753 0 3	265 9 0	..	(b) 2,000 0 0	14,823 11 5
Tanjore ..	5,261 9 5	5,884 12 8	4,858 6 1	1,672 10 2	1,882 4 2	634 5 2	977 1 4	..	..	20,871 1 0
Madura ..	1,623 5 11	1,815 10 4	2,123 7 7	490 4 7	1,650 12 6	8,440 6 10	118 15 6	..	(a) 366 1 8	16,629 0 11
Tinnevelly ..	5,147 13 9	5,757 9 6	3,728 15 4	2,565 7 9	1,154 14 6	89,340 0 0	1,241 2 4	..	(a) 3,584 9 0	1,12,520 8 2
Total ..	46,480 10 0	51,986 0 0	41,446 8 11	27,002 6 11	39,523 9 8	1,08,325 5 6	7,121 4 11	..	1,61,912 11 6	4,83,798 9 5
Western Group.										
Malabar ..	16,945 8 8	3,640 4 6	10,285 15 5	5,728 2 10	7,581 1 0	7,648 14 6	1,602 8 8	..	(b) 20,000 0 0	73,432 7 7
South Canara ..	4,327 13 4	929 11 6	3,943 13 10	1,358 12 7	1,386 4 10	1,266 2 2	350 4 0	..	(b) 6,000 0 0	19,512 14 3
Total ..	21,273 6 0	4,570 0 0	14,229 13 3	7,086 15 5	8,917 5 10	8,915 0 8	1,952 12 8	..	26,000 0 0	92,945 5 10
Grand Total ..	67,754 0 0	56,556 0 0	55,676 6 2	34,089 6 4	48,440 15 6	1,17,240 6 2	9,074 1 7	..	1,87,912 11 6	5,76,743 15 3

APPENDIX C (ii-a).
STATEMENT showing the actual charges of the Maritime Districts in the Madras Presidency (under Act X of 1889) for the official year 1894-95.

Districts.	General charges.	Lighthouse charges.	Establishment.		Contingencies and Miscellaneous.	Public Works. charges.	Fees.	Interest.	(a) Contributions and (b) investments.	Total.
			Port Officers. and Conservators.	Other Establishments.						
<i>Eastern Group.</i>										
Ganjām	RS. A. P. ..	RS. A. P. 14,228 15 10	RS. A. P. 3,764 0 0	RS. A. P. 1,300 5 4	RS. A. P. 1,406 13 10	RS. A. P. 175 4 10	RS. A. P. 444 7 8	..	RS. A. P. ..	RS. A. P. 21,319 15 6
Vizagapatam ..	1,083 8 8	2,747 5 6	6,397 4 7	2,183 1 6	2,417 15 0	80 12 9	1,258 15 6	..	(b) 5,000 0 0	21,169 3 6
Gódvári	700 2 0	5,067 0 10	5,736 0 9	2,281 0 5	4,604 2 1	241 15 9	611 12 1	..	(b) 7,000 0 0	26,242 1 11
Kistna	56 0 0	3,140 8 5	3,009 3 8	768 0 0	2,135 4 10	5,165 6 11	1,376 3 8	..	..	15,650 11 6
Nellore	..	5,625 15 4	..	..	219 8 0	..	..	..	(b) 2,000 0 0	7,845 7 4
Chingleput ..	..	5,423 12 0	..	..	42 11 0	..	..	..	(b) 1,000 0 0	6,466 7 0
Madras	63,944 12 2	5,133 1 0	11,509 14 9	13,960 14 10	22,283 12 6	2,494 1 0	827 1 10	..	(a) 1,40,962 0 10	2,62,115 10 11
South Arcot ..	151 3 0	1,191 5 11	819 4 2	1,780 10 4	1,725 7 3	753 0 3	265 9 0	..	(b) 2,000 0 0	8,686 7 11
Tanjore	96 0 0	1,283 14 6	4,358 6 1	1,672 10 2	1,882 4 2	634 5 2	977 1 4	..	..	10,904 9 5
Madura	95 6 5	948 2 0	2,123 7 7	490 4 7	1,650 12 6	8,440 6 10	118 15 6	..	(a) 366 1 8	14,233 9 1
Tinnevely	18 15 9	7,195 10 8	3,738 15 4	2,565 7 9	1,154 14 6	89,340 0 0	1,241 2 4	..	(a) 3,584 9 0	1,08,829 11 4
Total ..	66,146 0 0	51,986 0 0	41,446 8 11	27,002 6 11	39,523 9 8	1,08,325 5 6	7,121 4 11	..	1,61,912 11 6	5,03,463 15 5
<i>Western Group.</i>										
Malabar	1,568 0 0	3,189 5 11	10,285 15 5	5,728 2 10	7,581 1 0	7,648 14 6	1,602 8 8	..	(b) 20,000 0 0	57,504 0 4
South Canara ..	40 0 0	1,380 10 1	3,943 13 10	1,358 12 7	1,336 4 10	1,266 2 2	350 4 0	..	(b) 6,000 0 0	15,675 15 6
Total ..	1,608 0 0	4,570 0 0	14,229 13 3	7,086 15 5	8,917 5 10	8,915 0 8	1,952 12 8	..	26,000 0 0	73,279 15 10
Grand Total ..	67,754 0 0	56,556 0 0	55,676 6 2	34,089 6 4	48,440 15 6	1,17,240 6 2	9,074 1 7	..	1,87,912 11 6	5,76,743 15 3

APPENDIX C (iv-a).

STATEMENT of fees received during 1894-95.

Districts.	Fees levied under Acts.			Overtime fees for Port Officers and Conservators.			Overtime fees for establishment.			Total.		
	RS.	A.	P.	RS.	A.	P.	RS.	A.	P.	RS.	A.	P.
Ganjám	227	0	0	730	5	2	44	2	1	1,001	7	3
Vizagapatam	647	0	0	1,527	8	0	400	8	1	2,575	0	1
Gó dávari	606	0	0	860	0	0	174	4	1	1,640	4	1
Kistna	349	13	0	1,930	0	0	245	2	5	2,524	15	5
Nellore	76	0	0	..	..	..	..	..	..	76	0	0
Chingleput	..	..	..	1,260	0	0	1,821	0	5	4,533	0	5
Madras	1,452	0	0	109	2	10	265	9	0	709	3	10
South Arcot	334	8	0	1,530	0	0	212	1	4	2,882	0	4
Tanjore	1,139	15	0	896	0	0	73	15	8	1,510	15	8
Madura	541	0	0	1,665	0	0	371	2	4	2,378	4	4
Tinnevelly	342	2	0	2,356	10	5	423	12	10	3,747	5	3
Malabar	966	14	0	490	0	0	64	2	7	1,314	10	7
South Canara	760	8	0	..	..	..	..	..	..	..	..	..
Total	7,442	12	0	13,354	10	5	4,095	12	10	24,893	3	3

APPENDIX C (iv-b).

STATEMENT of fees paid during 1894-95.

Districts.	Overtime fees paid to Port Officers and Conservators.			Overtime fees paid to establishment.			Total.		
	RS.	A.	P.	RS.	A.	P.	RS.	A.	P.
Ganjám	393	14	7	50	9	1	444	7	8
Vizagapatam	837	11	2	421	4	4	1,258	15	6
Gó dávari	437	8	0	174	4	1	611	12	1
Kistna	970	0	0	406	3	8	1,376	3	8
Nellore	..	..	..	..	..	..	..	..	..
Chingleput	..	..	..	827	1	10	827	1	10
Madras	..	..	..	265	9	0	265	9	0
South Arcot	765	0	0	212	1	4	977	1	4
Tanjore	45	0	0	73	15	6	118	15	6
Madura	870	0	0	371	2	4	1,241	2	4
Tinnevelly	1,192	5	3	410	3	5	1,602	8	8
Malabar	277	8	0	72	12	0	350	4	0
South Canara	..	..	..	..	..	..	..	..	..
Total	5,788	15	0	3,285	2	7	9,074	1	7

APPENDIX C (v).

STATEMENT showing Receipts and Charges of the Marine Funds of the Madras Presidency for 1894-95.

Funds.	Receipts.			Charges.		
	RS.	A.	P.	RS.	A.	P.
<i>Landing and Shipping Dues Act III of 1885.</i>						
Vizagapatam	7,035	0	9	1,005	9	2
Cocanada	43,604	2	3	36,780	5	4
Masulipatam	3,352	0	8	5,974	10	3
Negapatam	11,987	9	4	4,596	14	9
Mangalore	8,588	6	8	6,179	10	0
Total	74,567	3	8	54,537	1	6
<i>Pilotage Funds Act X of 1889.</i>						
Madras	36,011	1	3	33,366	7	1
Pámban and Keelakarai	51,062	14	5	23,622	2	3
Cochin	3,430	11	0	7,340	9	1
Mangalore	298	8	0	286	0	0
Total	90,803	2	8	64,615	2	5

APPENDIX C (vi-a).

Plus and Minus entries to be made in Port Fund Receipts (Act X of 1889) for 1894-95 to arrive at the figures given in Appendix C (i).

1 Districts.	2 Total receipts as per monthly accounts sent to Accountant- General.	3 Other adjustments.		4 Net receipts as per Appendix C (i-a).	5 Adjustments of coasting steamers' dues.		6 Adjustments of general receipts.		7 Net receipts as per Appendix C (i).
		Add.	Deduct.		Add.	Deduct.	Add.	Deduct.	
Ganjam ..	RS. A. P.	..	..	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.
Vizagapatnam ..	18,544 11 6	..	..	18,544 11 6	14,743 3 1	11,447 13 0	28 7 3	..	21,868 8 10
Godavari ..	23,279 8 6	..	..	23,279 8 6	22,199 2 2	7,773 1 6	45 14 9	..	36,699 1 5
Kistna ..	29,247 12 4	..	..	28,724 13 4	14,423 6 6	12,667 12 6	33 6 6	..	30,513 13 10
Nellore ..	3,228 9 5	..	..	9,293 9 5	8,311 11 11	5,275 5 0	17 8 3	..	12,277 8 7
Chingleput ..	2,298 14 2	..	..	2,298 14 2	188 15 7	755 7 0	0 7 1	..	1,702 13 10
Madras Port Funds (including Administration) ..	566 5 8	..	..	566 5 8	..	..	..	..	566 5 8
South Arcot ..	1,19,133 6 5	..	..	1,19,133 6 5	33,143 13 2	33,143 13 2	66 5 11	421 0 0	1,18,778 12 4
Tanjore ..	15,146 8 9	..	..	15,146 8 9	9,032 13 5	6,979 11 0	21 15 0	..	17,221 10 2
Madura ..	27,919 6 1	..	..	27,914 5 1	11,849 7 7	16,262 4 0	32 11 1	..	23,534 3 9
Tinnevely ..	7,591 3 7	..	..	7,591 3 7	2,769 9 5	2,114 1 0	10 1 5	..	8,256 13 5
Total ..	74,554 2 7	..	..	74,412 12 7	13,037 10 4	33,270 9 0	31 15 10	..	54,231 13 9
Malabar ..	3,26,505 9 0	..	..	3,25,733 12 6	1,29,719 13 2	1,29,719 13 2	288 13 1	421 0 0	3,25,651 9 7
South Canara ..	98,501 11 9	..	..	98,501 11 9	53,008 10 6	62,030 4 0	105 4 8	..	89,585 6 11
Total ..	11,585 11 5	..	..	11,585 11 5	13,880 14 4	4,859 4 10	26 14 3	..	20,694 3 2
Grand Total ..	1,10,087 7 2	..	..	1,10,087 7 2	66,889 8 10	66,889 8 10	132 2 11	..	1,10,219 10 1
	4,36,593 0 2	..	..	4,35,871 3 8	1,96,609 6 0	1,96,609 6 0	421 0 0	421 0 0	4,35,871 3 8

Column 3 (a) Coasting steamers' dues subsequently refunded and deducted on both sides of the account.
Column 5. Distribution of Coasting steamers' dues in proportion to the tonnage entering each district, Madras excepted.
Column 6. Do. of general receipts realized in Madras in proportion to the total tonnage entering each district.

APPENDIX C (vi-b).

Plus and Minus entries to be made in Port Fund Charges (Act X of 1889) for 1894-95 to arrive at the figures given in Appendix C (ii).

1 Districts.	2 Total charges as per monthly accounts sent to Accountant- General.	3 Other adjustments.		4 Net charges as per Appendix C (ii-a).	5 Adjustments on account of general charges.		6 Adjustments of Lighthouse charges.		7 Net charges as per Appendix C (ii).
		Add.	Deduct.		Add.	Deduct.	Add.	Deduct.	
Ganjam ..	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.
Vizagapatnam ..	21,319 15 6	..	..	21,319 15 6	4,579 0 5	..	5,121 6 2	14,228 15 10	16,791 6 3
Godavari ..	20,138 1 4	..	..	21,169 3 6	7,390 5 2	1,083 8 8	8,265 10 8	2,747 9 6	32,994 1 2
Kistna ..	26,084 14 11	..	..	26,242 1 11	5,375 6 1	700 2 0	6,013 2 11	5,067 0 10	31,864 8 1
Nellore ..	15,594 11 6	..	..	15,650 11 6	2,318 11 6	56 0 0	3,152 9 4	3,140 8 5	18,425 7 11
Chingleput ..	7,845 7 4	..	..	7,845 7 4	71 4 5	..	79 11 6	5,625 15 4	2,370 7 11
Madras ..	6,466 7 0	..	..	6,466 7 0	..	..	..	5,423 12 0	1,042 11 0
Administration ..	67,754 2 8	..	..	67,754 2 8	..	..	..	..	..
Madras Port Funds ..	1,98,170 12 1	..	..	2,62,115 10 11	10,681 4 9	63,444 12 2	11,946 7 1	5,133 1 0	2,15,865 9 7
South Arcot ..	8,635 4 11	..	..	8,686 7 11	3,580 12 7	151 3 0	3,948 15 10	1,191 5 11	14,823 11 5
Tanjore ..	10,813 10 5	..	..	10,904 9 5	5,261 9 5	96 0 0	6,884 12 8	1,283 14 6	20,871 1 0
Madura ..	14,138 2 8	..	..	14,233 9 1	1,623 5 11	95 6 5	1,815 10 4	948 2 0	16,529 0 11
Tinnevely ..	1,08,952 1 7	..	..	1,08,829 11 4	5,147 13 9	18 15 9	5,757 9 6	7,195 10 8	1,12,620 8 2
Total ..	5,05,793 11 11	..	..	5,03,463 15 5	46,480 10 0	66,146 0 0	51,986 0 0	51,986 0 0	4,83,798 9 5
Malabar ..	56,036 0 4	..	..	57,604 0 4	16,945 8 8	1,568 0 0	3,640 4 6	3,189 5 11	73,432 7 7
South Canara ..	15,635 15 6	..	..	15,675 15 6	4,327 13 4	40 0 0	929 11 6	1,380 10 1	19,512 14 3
Total ..	71,671 15 10	..	..	73,279 15 10	21,273 6 0	1,608 0 0	4,570 0 0	4,570 0 0	92,945 5 10
Grand Total ..	5,77,465 11 9	..	..	5,76,743 15 3	67,754 0 0	67,754 0 0	56,555 0 0	56,555 0 0	5,76,743 15 3

Column 3. (a) Refund of Coasting steamers' dues deducted on both sides of the account.

(b) General charges as appeared in the District Port Fund accounts.

Column 5. Distribution of general charges according to total tonnage entering each district.

Column 6. Distribution of lighthouse charges according to tonnage of each district in each group.

APPENDIX D.

STATEMENT showing the number of officers and men employed otherwise than in Government vessels in the Port Department under the Government of Madras during the official year 1894-95.

Description of establishment.	Number of officers.	Number of men.	Total annual cost.	Total annual earnings.
1	2	3	4	5
<i>Madras.</i>				
Port establishment	4	93	RS. 54,738	RS. ..
Lighthouse establishment	..	7	2,555	..
Divers' establishment	..	2	2,091	..
Marine Police establishment	..	..	4,889	..
Do. Dispensary establishment	..	2	1,974	..
Pilotage, Madras	3	31	20,587	36,011
<i>Coast Ports.</i>				
Port officers and Conservators	16	149	64,295	..
Lighthouses	..	102	18,106	..
Pilotage (Pamban and Keelakarai, Cochin and Mangalore).	2	45	10,017	54,792
Landing and shipping dues (Cocanada, Vizagapatam, Masulipatam, Negapatam and Mangalore)	..	60	10,101	74,567

APPENDIX E.

STATEMENT showing the various Government vessels, &c., in charge of the Port Department in the year 1894-95.

Details of vessels.	Tonnage of each vessel and horse-power of engine if a steamer.	Number of officers.	Number of men.	Total annual cost.	Total annual earnings.
1	2	3	4	5	6
<i>River-going Vessels.</i>					
Steam Dredge "Priestman's"	..	1	9	RS. 4,788 15 9	..
Do. "Connemara"	..	..	11	3,989 15 8	..
Steam Launch "Empress"	6½ tons	..	1	240 0 0	..
Steam Tug "Gódavari"	40 tons, eighty horse-power.	..	9	1,665 10 11	..
Steam Dredge (at Cuddalore)	12 tons, six horse-power.	1	5	1,814 1 6	..
Steam Dredge "Wenlock"	407 tons, forty-five horse-power.	2	25	21,291 6 1	..

APPENDIX F.

STATEMENT showing the number, &c., of changes of Masters endorsed on registers of vessels, under Act X of 1841 and the Merchant Shipping Act, from 1st April 1894 to 31st March 1895, in the various districts of the Madras Presidency.

District.	Number of vessels on the registers of which changes of masters were endorsed.	Amount of fees.
1	2	3
Madras	10	RS. 20
Ganjám	..	..
Vizagapatam	..	..
Gódavari	8	16
Kistna	3	6
Nellore	..	..
Chingleput	..	..
South Arcot	..	..
Tanjore	38	76
Madura	33	66
Tinnevely	12	24
Malabar	10	20
South Canara	15	30
Total for 1894-95	129	258
" 1893-94	179	358
Decrease	50	100

APPENDIX G.

STATEMENT showing the number, &c., of vessels registered under Act X of 1841, from 1st April 1894 to 31st March 1895, in the various districts of the Madras Presidency.

Districts.	Total number of vessels.	Total tonnage.	Total amount of fees.
1	2	3	4
Madras	1	205	RS. A. P. 25 10 0
Ganjám	..	..	..
Vizagapatam	6	1,192	147 4 0
Gódavari	13	552	134 2 0
Kistna	..	..	..
Nellore	..	..	..
Chingleput	..	..	..
South Arcot	9	1,433	189 7 0
Tanjore	10	383	64 0 0
Madura	5	530	70 2 0
Tinnevely	14	542	103 6 0
Malabar	43	913	254 0 0
South Canara	..	..	..
Total for 1894-95	101	5,750	987 15 0
" 1893-94	123	7,609	1,176 8 0
Decrease	22	1,859	188 9 0

APPENDIX H.

PARTICULARS of changes in the Gazetted Official Staff of the Madras Port Department by absence on leave, deputation, &c., in the official year 1894-95.

Name.	Designation.	Cause and period of absence.	Acting arrangements.
Commander W. Powell, R.I.M.	Presidency Port Officer.	Privilege leave for 60 days from 2nd October 1894.	Commander C. W. Hewett, R.I.M., Deputy Port Conservator, acted for Commander Powell; Mr. H. D. Baddeley, Agent for Government Consignments, &c., acted for Commander Hewett, and the Manager of the Agent's office was in charge of that office.
Mr. H. D. Baddeley ..	Agent for Government Consignments and Government Surveyor.	On special deputation to Calcutta for 22 days from 1st December 1894.	The Manager, Agent's Office, was in charge of that office.
Mr. J. P. James ..	Port Officer, Negapatam.	Privilege leave for 1 month and 4 days from 17th June 1894.	The Sea Customs Superintendent, Negapatam, was in charge of the Port Office.
Mr. G. W. Wicks ..	Port Officer, Cocanada.	Furlough for one year from 27th October 1894.	Mr. James (Negapatam) acting for Mr. Wicks; Mr. Carlyon (Mangalore) for Mr. James; Mr. Simpson (Gopalpur) for Mr. Carlyon; Mr. Boas (Pamban) for Mr. Simpson; and Mr. Batt (Reserve Port Officer) for Mr. Boas.
Mr. M. Woodhouse ..	Port Officer, Cochin ..	Privilege leave for two months and 22 days from 6th March 1895.	Mr. H. S. Brown, Port Officer, Vizagapatam (gazetted to the new appointment of Port Officer of Tellicherry) acted for Mr. Woodhouse before joining at Tellicherry.
Mr. N. A. W. Hamilton.	Port Officer, Calicut.	Leave on private affairs for six months from 29th April 1894.	Sea Customs Superintendent, Calicut, was in charge.
Mr. H. S. Brown ..	Port Officer, Vizagapatam.	Privilege leave for twenty-nine days from 3rd September 1894.	Mr. F. Icely, Port Officer of Bimlipatam, looked after the duties at Vizagapatam also.

[illegible]

APPENDIX I—*cont.*

[illegible]

APPENDIX J.

STATEMENT showing particulars of dredging operations at the Port of Cocanada for the official year 1894-95, including the figures of the previous two years.

Name of dredger and particulars.	Previous two years.		1894-95.
	1892-93.	1893-94.	
<i>Priestman's Dredger.</i>			
(a) Days working	67	172	184
(b) Hours dredging	421	1,538	1,646
(c) Barges loaded, giving number of tons each	142 of 59 $\frac{3}{4}$	621 of 59 $\frac{3}{4}$	622 of 59 $\frac{3}{4}$
Boats	and 250 of 29 $\frac{7}{10}$	and 491 of 29 $\frac{7}{10}$	and 299 of 29 $\frac{7}{10}$
barge will hold.	tons.	tons.	tons.
(d) Tons dredged	15,265.8	51,469	45,805.4
(e) Cubic yards dredged	11,308	38,126	33,946
(f) Average outturn per day	227.8	299	248.9
(g) Working expenses per ton	As. 4-5 $\frac{1}{2}$	As. 1-5	As. 2-3
<i>Dredger "Connemara."</i>			
(a) Days working	132	189	202
(b) Hours dredging	1,165	1,669	1,798
(c) Barges loaded, giving number of tons each	238 of 59 $\frac{3}{4}$	636 of 59 $\frac{3}{4}$	621 of 59 $\frac{3}{4}$
Boats	and 490 of 29 $\frac{7}{10}$	and 495 $\frac{1}{2}$ of 29 $\frac{7}{10}$	and 530 of 29 $\frac{7}{10}$
barge will hold.	tons.	tons.	tons.
(d) Tons dredged	28,719	52,524	47,876.5
(e) Cubic yards dredged	21,274	38,907	35,464
(f) Average outturn per day	217.5	277.9	237.1
(g) Working expenses per ton	As. 2-1	As. 1-1	As. 3-4

APPENDIX J (i).

STATEMENT showing particulars of dredging operations at the Port of Cuddalore for the official year 1894-95, including the figures of the previous two years.

Particulars.	Previous two years.		1894-95.
	1892-93.	1893-94.	
<i>Steam Dredger.</i>			
(a) Days working	120	148	149
(b) Hours dredging	707	888	894
Barges loaded, giving number of tons each	1,877	2,413 $\frac{1}{2}$	2,362 $\frac{1}{2}$
Boats barge boat will hold. } of 4 tons each.	of 4 tons each.	of 4 tons each.	of 4 tons each.
(d) Tons dredged	7,508	9,655	9,451
(e) Cubic yards dredged	5,565	7,152	7,001
(f) Average outturn per day	45	43	48
(g) Working expenses per ton	As. 4-6	As. 1-7	As. 2-3

APPENDIX K.

PARTICULARS of Seamen shipped and discharged at Ports in the Madras Presidency under the various Merchant Shipping Acts in the official year 1894-95.

Name of Port.	Europeans.		Asiatics.		Total.	
	Shipped.	Discharged.	Shipped.	Discharged.	Shipped.	Discharged.
Vizagapatam	..	..	..	1	..	1
Madras	8	11	66	779	74	790
Cuddalore	..	2	5	31	5	33
Porto Novo	..	..	55	61	55	61
Negapatam	..	7	391	398	391	405
Pamban	..	..	25	25	25	25
Tuticorin	2	2	..	1	2	3
Cochin	..	5	1	..	1	5
Total of year under report ..	10	27	543	1,296	553	1,323
Total of previous year ..	12	10	691	1,226	703	1,236
Increase ..	..	17	..	70	..	87
Decrease ..	2	..	148	..	150	..

APPENDIX L.

STATEMENT showing the number of cargo and other licensed boats at the principal ports in the Madras Presidency at the end of the official year 1894-95.

Name of Ports.	Number of boats serviceable.	Number of boats unserviceable.	Total.
Gopalpur	82	3	85
Calingapatam	97	23	120
Vizagapatam	152	34	186
Bimlipatam	61	108	169
Cocanada	185	8	193
Masulipatam	43	11	54
Cuddalore	131	31	162
Porto Novo	41	17	58
Negapatam	169	23	192
Pamban	90	20	110
Tuticorin	135	47	182
Cochin	153	32	185
Calicut and Beypore	144	17	161
Tellicherry	55	5	60
Cannanore	53	20	73
Mangalore	80	25	105
Total of 1894-95 ..	1,671	424	2,095
" of 1893-94 ..	1,602	406	2,008
Increase ..	69	18	87
Decrease ..	..	..	..

ADMINISTRATION REPORT of the Deputy Conservator of the Port of Madras for the year 1894-95.

The number and tonnage of vessels entering and leaving the port of Madras during the year is shown in the following statement, and shows a decrease over the preceding year both in numbers and tonnage:—

		1893-94.		1894-95.	
		NO.	TONS.	NO.	TONS.
Steam ships, mercantile		659	1,221,256	640	1,150,037
Sailing " " "		8	12,238	2	2,299
" native crafts		67	7,483	77	7,657
Men-of-war, Government ships and transports		18	14,224	6	14,589
Total		752	1,255,201	725*	1,174,582

		1893-94.		1894-95.	
		NO.	TONNAGE.	NO.	TONNAGE.
Steam ships, mercantile		645	1,160,543	2	2,299
Sailing " " "		2	2,299	78	8,049
" native crafts		6	14,589	731	1,185,480
Men-of-war, &c.		78	8,049		
Total		731	1,185,480		

NOTE.—Two sailing vessels of 3,258 tons called for orders only.

* Including .. 37 German.
24 Austro-Hungarian.
26 French.
1 Norwegian.

Total Foreign .. 88

Of the above vessels, 286 were foreign-going and 361 coasting. 3 steam vessels did not enter the Harbour.

The revenue amounted to Rs. 1,35,260 against Rs. 1,47,958 for 1893-94 and was obtained from the following sources:—

	RS.
Port Fund	1,08,111
Salvage	229
Divers' services	389
Hire of port raft	1,156
Boat licenses	612
Shipping offices, fees and fines	878
Office fees for overtime	1,410
Pilotage and boat charges connected	1,12,785
	22,475
Total	1,35,260

Artificial Harbour.—Shipping operations have been carried on during the whole of the year without intermission.

The sand bank formed near the south arm mentioned in former reports is at times an obstacle to vessels using No. 1 and 9 berths owing to the heavy backwash thrown off it.

The berths in the harbour have been equal to the requirements except on one occasion when a vessel had to wait outside; but owing to the great increase in length of ships now entering the port, I most strongly recommend dredging out two berths for light draft vessels inside the line of buoys on each side of the pier.

The smoothness of the water inside the harbour is all that can be desired except on rare occasions.

Weather.—The weather has been fine throughout the year with the exception of October 20th and 31st, on both of which days the warning signals were hoisted: the ships in harbour went outside on the evening of October 20th, returning at daylight the next day, but no vessels were sent out by orders from the Port office.

Accidents.—The S.S. *Inchdune* broke her shaft at sea and was towed into the harbour by the B.I. S.S. *Loodiana* on the 18th April 1894.

The French Mail Steamer *Eridan* while entering the port on the 14th February 1895 in pilotage charge of Mr. Corfield, broke down completely and was promptly anchored by that officer; she was later on towed into the harbour by the B.I. S.S. *Karagola* and her repairs made good.

The S.S. *Newby* lost three blades of her propeller at sea and on arrival at Madras was tipped and a new one shipped.

The coals in one of the bunkers of the S.S. *Olan Macdonald* were found on fire on the 22nd January 1895; it was put out by her own pumps with the help of the port fire-engine which the Senior Harbour Master took alongside as soon as the matter was reported.

At 10 p.m. on the 17th January 1895, the stern lines of S.S. *Conch* and S.S. *Shahjehan* carried away in a squall. One lighter broke adrift in a squall and coming ashore damaged herself, and one lighter sank at her moorings with a load of iron on board. Four masulah boats were damaged during the year inside the harbour by the sea.

Moorings.—All the moorings have been overhauled and put in good order. Two new lengths of 24 inches chain of 24 fathoms each have been put down at No. 8 stern moorings and the stern anchors of Nos. 7 and 8 carried towards the north and south wall, respectively, making two berths of 500 feet each, which could be used for the largest ships in fair weather.

Screw Moorings.—The necessity of having at least two of these moorings laid down for vessels carrying stockless anchors is very apparent; the rule introduced under clause (c), which requires vessels with these anchors to have steam at an hour's notice, is of little use, and a squall of any strength never strikes the harbour without a ship using these anchors dragging.

Buoys.—All buoys have been overhauled, scraped and painted twice during the year and are in good order.

Boats.—The steam launch for the use of the Harbour Masters arrived from Calcutta on the 28th June 1894 and by constant use has enabled the work of the port to be carried on with little delay to shipping.

All the other boats, except No. 7, the diver's jolly boat, are in good order; No. 8 will require new copper next year.

Cargo Boats.—The number of lighters on the register is 58, one more than last year; masulah boats have decreased by 1 to 105; the number of water boats has decreased by 1 to 7 and jolly boats by 1 to 24.

Port Raft.—The port raft is still the only method of landing heavy weights and has been used 38 times and earned Rs. 1,156 in addition to the mooring work, which takes about four months in the year.

Time Signal.—The time signal has worked without any hitch during the year. A time ball was sanctioned by the Board some twelve months ago to be made at the Harbour Works and should be in position next year.

Leading and Entrance Light.—A new leading light mast has been erected near the Harbour Trust Secretary's office and the pier mast shifted.

An indent on the India office has been made for the new tower lights at harbour entrance.

Life-saving Apparatus.—Quarterly practice has been carried on during the year; the men are efficient and the gear in good order.

Appointments.—Commander Charles William Hewett, R.I.M., having been appointed Deputy Conservator of the Port of Madras by the Government of India, took over charge of that office from Commander H. B. Simpson, R.I.M., on the 12th July 1894.

Leave.—Commander C. W. Hewett, R.I.M., acted as Presidency Port Officer during the absence of Commander Walter Powell, R.I.M., on 60 days' privilege leave and Mr. H. D. Baddeley acted as Deputy Conservator.

Sunday work.—The Deputy Conservator's office was opened for work on 32 Sundays and 12 Chamber of Commerce holidays during the year.

Harbour Masters.—Mr. H. C. Taylor, Harbour Master, was sent to Europe by a medical board on twelve months' sick leave in June 1894. The Government sanctioned an acting appointment, but no good reliable man could be found to take up the work. Six hundred and ninety-five vessels were brought into the harbour and 696 taken out by the Harbour Masters without accident, and although short-handed and unable to obtain a day's leave they have worked well and cheerfully, and I consider them a credit to the port.

Port Diver.—The port diver, as in former years, is well employed and has constant work.

His services were lent on two occasions to Messrs. Hall, Wilson and Co., Cocanada, and the fact of firms being able to get a diver at such a small cost in out-of-the-way places must be a great boon to the mercantile community.

Shipping Office.—The number of native seamen engaged and discharged at this port show a considerable decrease on last year's figure.

European seamen engaged ..	..	..	..	..	8	19
" " discharged ..	..	..	..	..	11	
" " sent to jail ..	..	..	..	..	..	
" " hospital ..	..	..	..	..	2	845
Native " engaged ..	..	..	..	..	66	
" " discharged ..	..	..	..	..	779	
" " sent to jail ..	..	..	..	..	4	
" " hospital ..	..	..	..	..	10	10
Distressed seamen sent home ..	..	..	..	..	..	

Periodical statements and returns were sent to Board of Trade, London, and the Government of Madras.

PORT OFFICE, MADRAS, (Signed) CHARLES W. HEWETT, Comdr., R.I.M.,
14th May 1895. Dy. Conservator of the Port.

ADMINISTRATION REPORT of the Office of Agent for Government Consignments, Madras, for the year 1894-95.

Mr. H. D. Baddeley, Agent for Government Consignments, Madras, was on deputation from 1st October to 22nd December 1894.

2. The quantities of stores landed and shipped by this office for the various departments of Government will be found in the two statements A and B appended to this report.

3. The total number of packages and their aggregate tonnage for 1894-95 compared with the figures for 1893-94 under import and export are given below :—

Import.						No. of packages.	Tons.
1893-94	..	..	..	..	..	56,607	5,077½
1894-95	..	..	..	..	..	72,539	4,355
						+ 15,932	— 622½
Export.							
1893-94	..	..	..	..	..	29,753	2,353
1894-95	..	..	..	..	..	25,582	2,267
						— 4,171	— 86

4. The lower rates accepted for landing stores by contract during the year under report have resulted in a reduction of the cost which is compared thus :—

	1893-94.	1894-95.
Landing charges ..	AS. P. 14 9	AS. P. 13 6

5. The cost of removal including cart-hire for 1894-95 was about As. 8 per ton as against As. 4-6 per ton for 1893-94.

6. The increase is due to the slightly higher rates paid for certain items and also owing to the larger number of small packages handled by the contractor in the year, he being paid by package and not by the ton.

7. The work of shipping stores was as usual carried on departmentally, and the cost exclusive of establishment was As. 13-6 or about As. 1-3 per ton less than that incurred in the previous year.

8. The decrease in this item calls for no remarks.

9. Recoveries on account of loss of and damage to stores landed were as follows :—

	RS.	A.	P.
From the steamer agents ..	..	..	..
" landing contractor ..	..	..	..
	2,597	13	7
	183	11	7

10. The sum of Rs. 59-1-0, being the value of five bags of sugar damaged while in transit from shore to a steamer in the harbour, was recovered from the owner of boat No. 61 and paid to the Commissariat Department from whom the packages were received for shipment.

11. There was no loss to Government during the year.

12. Three claims remained unsettled at the close of the year and have subsequently been disposed of.

APPENDIX A.

STATEMENT of Government stores landed during the past three official years.

Description.	1892-93.		1893-94.		1894-95.	
	Packages.	Tons.	Packages.	Tons.	Packages.	Tons.
Civil—						
Stamp ..	1,121	138	2,131	269	1,611	219
Stationery ..	1,157	283	1,105	297	1,115	310
Telegraph ..	24,034	921	9,237	506	10,770	253
Police ..	168	22	204	44	131	29
Press ..	152	9	81	11	249	13
Prisons ..	16	9	6	1	16	2
Salt ..	143	32	109	24	78	7
Survey ..	207	8	20	2	37	4
Forest ..	27	13	2	½	1	..
Post Office ..	857	67	780	73	2,784	294
Treasury—						
Copper ..	1,010	..	835	..	480	..
Silver ..	282	..	458	..	489	..
Paper Currency ..	18	..	30	6	13	..
Public Works Department ..	6,392	746	10,172	548	12,351	* 735
Secretariat ..	79	8	85	6	68	7
Government Gardens ..	313	35	122	16	285	36
Military—						
Clothing ..	2,324	533	2,146	490	1,899	415
Medical ..	980	507	1,900	627	998	177
Ordnance ..	31,926	1,634	22,857	1,404	† 34,540	† 1,498
Commissariat ..	6,560	538	2,314	513	3,605	208
Regimental necessaries ..	342	57	721	106	501	75
Marine—						
Port Department ..	515	72	58	8	316	27
Miscellaneous ..	1,223	143	1,213	126	202	46
Total ..	79,846	5,775	56,607	5,077½	72,539	4,355

* Including 64 tons of coke.

† Increase due to very large number of small arms and ammunition received from Bombay and Calcutta.

‡ Including 145 tons of coal.

APPENDIX B.

STATEMENT of Government stores shipped during the past three official years.

Description.	1892-93.		1893-94.		1894-95.	
	Packages.	Tons.	Packages.	Tons.	Packages.	Tons.
Civil—						
Stamp ..	228	24	233	25	221	24
Stationery ..	780	140	654	118	680	124
Telegraph ..	4,336	123	4,953	123	3,045	100
Police ..	977	68	926	58	933	69
Press ..	513	42	478	39	588	53
Prisons ..	201	23	103	4	58	5
Salt ..	723	25	732	34	950	54
Survey ..	458	32	236	20	138	11
Forest ..	33	4	1	..	87	5
Post Office ..	1	½	2	1	..	..
Treasury—						
Copper ..	262	..	163	8	225	..
Silver ..	45	..	95	..	22	..
Paper Currency ..	14	..	8	..	6	..
Public Works Department ..	488	22	3,168	54	1,241	85
Secretariat ..	3	..	11	1	48	8
Government Gardens ..	..	..	..	..	..	..
Military—						
Clothing ..	1,066	164	924	128	1,160	141
Medical ..	1,614	239	2,159	325	1,027	183
Ordnance ..	5,677	707	2,222	834	8,829	856
Commissariat ..	6,204	581	5,865	556	6,029	518
Regimental necessaries ..	..	..	..	..	..	..
Marine—						
Port Department ..	352	28	37	5	98	8
Miscellaneous ..	273	24	283	20	197	23
Total ..	24,248	2,346½	29,753	2,353	25,582	2,267

MADRAS,
1st August 1895.

(Signed) H. D. BADDELEY,
Agent for Government Consignments.

ORDER—No. 334, Marine, dated 14th November 1895.

With his letter, No. 1769-290-G., dated 12th October 1895, the Presidency Port Officer submits the administration report of the Madras Port Department for the year 1894-95, and with it those of the Agent for Government Consignments and the Deputy Conservator of the Port of Madras for the same period.

2. Consequent on the appointment of a Port Officer for Tellicherry, there were several changes in the official staff of the department. Mr. C. S. Johnson, Port Officer of Pámban, died in June 1894 while on leave on medical certificate. The orders issued and action taken under various Marine Acts are summarised at the beginning of the report.

3. The most important casualties * to shipping during the year were again in the vicinity of the Sacramento Shoal, viz., the wreck of the S.S. *Lanark* and the grounding of the S.S. *Linlithgow*. Pending the exhibition of a thoroughly effective light to guard vessels from this dangerous shoal, measures for which are being taken, a temporary light is being exhibited. It is noted with satisfaction that, as in the previous year, no lives were lost owing to wrecks.

4. The following is a summary of the abstract given on page 20 of the report, contrasting the number and tonnage of the several classes of vessels which entered the ports of the Presidency, and the dues paid by them during the year, with the figures for the two preceding years:—

		Number of vessels.	Tonnage.	Dues paid.
	Madras.			RS.
1892-93		707	1,125,778	1,00,626
1893-94		724	1,233,735	1,13,386
1894-95		705	1,165,715	1,11,096
	All other ports.			
1892-93		25,025	5,987,491	2,19,144
1893-94		24,109	6,142,638	2,23,594
1894-95		25,056	6,228,691	2,34,022

Compared with the previous year there was a small decrease under all heads at Madras and an increase at the other ports.

5. Although there was a falling off in tonnage, the value of the trade of Madras showed a steady increase; the great advance in the duty realised was no doubt owing chiefly to the introduction of the Tariff Act:—

Port of Madras.	Tonnage.	Value of			Duty on		
		Imports.	Exports.	Total.	Imports.	Exports.	Total.
		RS.	RS.	RS.	RS.	RS.	RS.
1892-93		5,93,14,809	5,10,18,461	11,03,33,270	11,08,308	14,541	11,22,849
1893-94		6,49,78,552	5,76,53,455	12,26,32,007	10,73,662	9,741	10,83,403
1894-95		7,15,21,088	5,92,32,809	13,07,53,897	26,20,108	21,271	26,41,379

The statement at page 4 of the report shows that the tonnage, value of trade and duty paid at the coast ports exceeded considerably the figures for the preceding year, particularly in the case of the last item.

6. As in previous years, the bulk of the passenger traffic lay at Pámban, Tuticorin and Negapatam:—

		Passengers sailed.	Passengers arrived.
Pámban		31,762	49,578
Tuticorin		46,566	53,732
Negapatam		25,412	28,231

7. The number of vessels registered under Act X of 1841 fell from 123 to 101. In this connection it is observed that the "registering ports" were during the year restricted to those at which there is a Port Officer, who alone can be appointed a Registrar of Shipping. The figures for the last three years are—

	No. of vessels.	Tonnage.	Fees.
			RS.
1892-93		104	7,272
1893-94		123	7,609
1894-95		101	5,750

8. *Accounts.*—With the exception of Kistna, Madura and Tinnevely, the District Port Funds in every case closed the year's transactions with a surplus. The causes of the deficits in the three districts named are explained at page 6 of the report. The necessary action for the transfer of funds and adjustment of accounts will be taken in the Financial Department.

9. The following is a summary of Appendix C, showing the general financial position of Port Funds at the beginning and close of the past official year:—

	Coast ports, Eastern Group.	Coast Ports, Western Group.	Madras.	Grand Total.
	RS.	RS.	RS.	RS.
Opening balance	1,41,992	3,25,474	3,75,262	8,42,728
Closing	85,532	3,68,719	2,44,475	6,98,756

10. The transactions of the year under Act III of 1885 at the several ports at which it was in force continued to be satisfactory. In addition to its cash balance of Rs. 3,334, Masulipatam invested Rs. 5,000 in Government securities:—

	Opening balance.	Closing balance.
	RS.	RS.
Cocanada	52,798	59,622
Negapatam	40,668	48,059
Mangalore	13,520	15,929
Vizagapatam	10,578	16,607
Masulipatam	5,956	3,334

11. In regard to dredging, it is observed that whereas one of the two Priestman's dredgers at Cocanada worked at a cost of As. 2-3 per ton of silt removed, the expenditure on the other averaged As. 3-4 per ton. The cause of this marked difference should have been explained as also the great variations in the charges for the past three years:—

	1892-93.	1893-94.	1894-95.
	Per ton.	Per ton.	Per ton.
"Priestman"	A. P.	A. P.	A. P.
"Connemara"	4 5½	1 5	2 3
	2 1	1 1	3 4

It is observed that no particulars regarding the dredger *Wenlock* have been afforded.

12. The report of the Deputy Conservator of the Port of Madras has been already dealt with in G.O., No. 241, Marine, dated 7th August 1895. The figures given in the opening paragraph do not agree with those in the Presidency Port Officer's report. The variations have not been explained as was done for the year 1893-94—*vide* column of remarks in the statement on page 3 of G.O., No. 426, Marine, dated 6th November 1894.

			* Landed.	No. of packages.	Tons.
1891-92	..	..	..	103,927	6,800
1892-93	..	..	..	79,846	5,775
1893-94	..	..	..	56,607	5,078
1894-95	..	..	..	72,539	4,355

				Shipped.	
1891-92	..	..	..	35,227	3,883
1892-93	..	..	..	24,248	2,246
1893-94	..	..	..	29,753	2,353
1894-95	..	..	..	25,582	2,267

13. The decrease in the tonnage of articles passing through the hands of the Agent for Government Consignments which was noticed in the two preceding years continued,* although there was an increase in the number of packages landed.

(True Extract.)

C. B. B. B.

Under Secy. to Government.

To the Presidency Port Officer.
 „ Chairman, Harbour Trust Board.
 „ Chairman, Chamber of Commerce.
 „ Financial Department.
 „ Public Works Department.
 „ Revenue Department.
 „ Accountant-General.
 Editors' Table.

Govt. of {1895} Madras.
MARINE.

Dated November, 14th.

Recd. 24 } - 11-95
Regd 25 }
S.C. 6.

Encl.

G.O. No. 334, 14th Nov. 1895.

NOVEMBER.

Madras Port Department

Reviewing the Administration report of
the — for the year 1894-95.

236 : 13.3.95-96
1067 : 5.12.94-95
12 : 9.1.95-

C.S.
mis.

Order No 1037/20 Dec/95

*The Accountant
General will report
the adjustments to
be carried out in the
accounts of the current
year; & forward the
& forward his annual
statement showing the
correct balances under
Port & Marine funds
for 1894-95.*

C.S.
14.12.95 *13/12/95*

note

*The AG. should
fill out the
forms required
for the Gazette.
(see p. 236)
13-12-95*

*In the Audit. (see p. 236)
Marine rep. 30/12
14/12/95*