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BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
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GOVERNMENT OF MADRAS

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21/12/98.

Madras Port Department

Reviewing the Administration Report of the — for the year 1897–98.

WITH ORDER

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

Read—the following paper :—

From Commander W. AVES, R.I.M., Acting Presidency Port Officer, Madras, to the Secretary to Government, Marine Department, dated 6th October 1898, No. 1888/344 G.

I have the honour to forward herewith the Administration Report of the Madras Port Department for the official year 1897–98, together with the reports of the Agent for Government Consignments and the Deputy Conservator of the Port of Madras for the same period. The Deputy Conservator's report, though reviewed in G.O., No. 694, Marine, dated 16th August 1898, is reproduced here in accordance with G.O., No. 250, Marine, of 5th July 1890 (which has not been cancelled) and will be discontinued in future if so directed.

Enclosure.

REPORT ON THE ADMINISTRATION OF THE MADRAS PORT DEPARTMENT FOR THE OFFICIAL YEAR 1897–98.

Official Staff.—Commander H. A. Street, R.I.M., was in charge of the department during the year. Temporary changes in the gazetted staff of the department are noticed in Appendix H.

2. *Act X of* 1889.—The provisions of this Act were extended to the port of Alagayankolam, in Madura district, the limits of the port fixed, the Port officer of Pamban appointed Conservator of the new port and the village munsif of Alagayankolam appointed Assistant Conservator. Port rules applicable to the port and a schedule of port dues were brought into force.

Under section 6, a special rule was issued for observance at the port of Tuticorin under which every boat returning from shipping in that port is required to touch at the Government jetty for examination by the Customs Department, and every passenger landing or embarking is required to do so at the said jetty.

Under section 34, the rates of port dues payable by vessels calling at ports on the East Coast of the Presidency (Madras excepted) were raised to the maximum rates provided for in the schedule to the Act, viz., foreign vessels 3 annas, coasting steamers 3 annas, and coasting ships 1½ annas per ton.

Under section 37 (1), revised rules for the maintenance of the Port Fund accounts of the Presidency were issued by which the District Port Fund account system previously in force was abolished, and the accounts are now kept under three distinct heads, namely, Eastern group, Western group, and Madras port, separate accounts being kept of Pilotage Funds as hitherto.

Act VII of 1880.—Such of the rules under this Act as were previously in force in regard to the ports to which the said rules were applicable, appointment of detaining officers, scientific referees, inspectors of lights, &c., were consolidated and republished during the year.

Act VII of 1880.—Under section 39, sub-section 2 of this Act, as amended by Act XVII of 1891, a fee of Rs. 5 was fixed for the issue of a duplicate copy of a ship's load line certificate, in addition to the fees otherwise fixed under the same Act.

Act XVII of 1891.—Amended rules were prescribed with respect to certificates of approval of load line and their duration, and an additional form of certificate (L.L. 2-B) introduced for unclassed steamships.

Act XIV of 1895.—Calicut and Beypore were declared ports of embarkation of pilgrims; the Port officer, Calicut, was appointed to carry out the provisions of the Act, and the Presidency Port Officer appointed intermediate authority under the Act.

Madras Act VII of 1871.—In supersession of previous notifications, the provisions of this Act and of Madras Act V of 1863 were extended to the pier at Calicut, a revised scale of tolls was brought into force, and byelaws issued for the management and regulation of the pier.

Acts X of 1841 *and XI of* 1850.—One hundred and one native craft were registered and 147 changes of masters endorsed. The total amount of fees realized was Rs. 1,108–6–0. For details, see Appendices F and G.

Act I of 1859.—Particulars relating to seamen shipped and discharged are given in Appendix K.

3. *Passenger Traffic.*—By vessels that came under the Native Passenger Ships Act, 21,479 native passengers left the coast on "long" voyages and 190,132 on "short" voyages. In general 215,827 passengers arrived and 312,690 left. The bulk of the passenger traffic was carried on at Tuticorin by the steamers daily plying between that port and Colombo. Details are given in Appendix I.

4. *Wrecks and Casualties*—See Appendix A. There were 16 shipping casualties in the year against 17 in the previous year. The barque *Amanath Rahiman*, of 306 tons, was completely lost with three members of her crew, in collision with the S.S. *Nawab*, the rest of the crew being picked up by the steamer. An enquiry was held at Calcutta. The disaster was attributed to defective arrangement of the side lights of the barque. The barque *Mohidin Bux*, of 377 tons, was also completely lost with all hands on board numbering 26 men.

5. *Boat supply*—See appendix L. The supply was equal to the demand.

6. *Weather.*—In September a storm passed near Baruva where a deal of damage was done to casuarina plantations, and some cargo boats were wrecked. In November stormy weather was experienced at Cuddalore for a few days, but not of such severity as to interrupt shipping and landing operations. At Cochin in September stormy weather was experienced and boats were unable to put off to shipping for a day. In November a severe storm developed near the Andamans, which eventually passed over the Circars. In December stormy weather prevailed in the bay for a few days.

7. *Dredging operations.*—See Appendices J, J (i), and J (ii).

At Cocanada there are two Priestman dredgers employed in dredging the vicinity of the river mouth and channels. One of these worked 202 days in the year and removed 67,235 tons of silt. The total expenditure on account of the usual repairs, establishment charges, coal, fuel, stores and contingencies being Rs. 7,932, the average working expense was As. 1–11 per ton. The other dredger worked 188 days; removed 56,029 tons; total expenditure Rs. 6,667; average working expense As. 1–11 per ton.

The dredger at Cuddalore worked 90 days; removed 6,046 tons of silt; total expenditure Rs. 1,730; average working expense As. 4–7 per ton. This comparatively heavy cost is due to establishment charges on account of the permanent crew of the vessel during the long period she remained unemployed for want of repairs, &c. His services have, however, been dispensed with since. Arrangements were made to supply this dredger with a new boiler and to effect necessary repairs to her hull and machinery, and afterwards to hand the vessel over to Messrs. Parry & Co. of Cuddalore with a grant from Port funds to be utilized in dredging under their own arrangements as an experimental measure.

The dredger *Havelock* at Negapatam worked 229 days in the year; removed 22,257 tons of silt; total expenditure Rs. 8,128; average working cost As. 5–10 per ton, which includes cost of dredging by hand labour also.

The difference in rates at the several ports is due to price of labour, hire of boats, distance of place of discharge of silt, &c., which vary at each port according to local conditions.

8. *Dredger Wenlock*—Is still in Calcutta dockyard undergoing repairs and alterations preparatory to being made over to the Madras Harbour Trust Board.

9. *Storm signalling system.*—The system of storm signalling at ports in the Madras Presidency was revised under arrangements made by the Meteorological Reporter to the Government of India, and the revised system was brought into force with effect from 1st April 1898.

10. *Service Registers.*—Verified and maintained in accordance with standing orders of Government.

11. *Stores.*—Inventory of valuable stock taken during the year.

12. *Marine works.*—Appendix M furnishes particulars of works carried out at the different ports by the agency of the Port Department during the year.

13. *Navigation, Tonnage and Dues.*—See Appendix B. The following is a statement of the number of vessels, their tonnage and the dues collected therefrom in the whole Presidency during the year:—

Ports.	Vessels.	Number.	Tonnage.	Dues.	Remarks.
				Rs.	
Madras ..	British—				
	Coasting	312	544,498	32,279	Men-of-war, Government ships, and vessels that called for orders only are not included; hence the variation between the figures here and those in the Deputy Port Conservator's report.
	Other than coasting	210	469,782	62,462	
	Foreign	91	132,869	14,036	
	Native	98	11,748	718	
	Total ..	711	1,158,897	1,09,495	
Coast Ports ..	British—				
	Coasting	3,112	3,889,813	1,45,655	
	Other than coasting ..	327	496,632	42,244	
	Foreign	653	127,992	14,763	
	Native	18,887	640,002	24,627	
	Total ..	22,979	5,154,439	2,27,289	

At Madras there has been a decrease in the number of vessels under "coasting," "other than coasting" and "foreign," as well as in the tonnage and the dues collected.

At Coast ports there was a decrease under "coasting," an increase under "other than coasting" and "foreign," and a decrease in number and tonnage under "native," but an increase in the dues collected from the last class of vessels, due to the rates leviable on such vessels being enhanced in the year for the Eastern group to the maximum amount of the schedule.

Taking into account the aggregate tonnage that entered the port during the year, that is, the tonnage of each visit and the exemptions from payment availed of by the several vessels under the limit within which dues are payable in accordance with the sanctioned schedule, the actual payments averaged as follows:—

	Per ton. As. P.
Madras—	
Coasting vessels	0 11
Other than coasting	2 2
Foreign	1 8
Native	1 0
Coast Ports—	
Coasting vessels	0 7
Other than coasting	1 4
Foreign	1 10
Native	0 7

14. The following is a statement of 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, the figures being taken from the Revenue Board's Volume of Sea-borne Trade and Navigation for 1897–98. In point of relative importance of trade, the ports stand in the order in which they are arranged in the statement:—

Ports.	Tons.	Value of		Total.	Duty on		Total.
		Imports.	Exports.		Imports.	Exports.	
		Rs.	Rs.	Rs.	Rs.	Rs	Rs.
Madras	1,158,897	6,87,87,036	5,54,14,495	12,42,01,531	28,08,581	16,426	28,25,007
Tuticorin	422,619	84,55,111	2,01,53,328	2,86,08,439	1,38,975	1,27,578	2,66,553
Cochin	439,609	81,94,208	1,37,24,344	2,19,18,552	40,599	222	40,821
Calicut	411,043	65,92,621	1,15,04,762	1,80,97,383	25,147	688	25,835
Cocanada	466,995	42,34,907	1,35,77,322	1,78,12,229	30,360	30,156	60,516
Mangalore	190,949	39,25,685	92,57,664	1,31,83,349	22,245	11,144	33,389
Negapatam	500,570	61,05,126	65,91,296	1,26,96,422	1,11,442	2,01,212	3,12,654
Tellicherry	270,451	34,59,214	64,34,717	98,93,931	9,998	..	9,998
Cuddalore	328,700	9,49,348	41,74,587	51,23,935	2,986	36,700	39,686
Bimlipatam	297,536	17,77,485	27,32,947	45,10,432	1,473	..	1,473
Vizagapatam	383,926	14,58,132	20,15,343	34,73,475	8,263	..	8,263
Cannanore	182,119	18,39,986	12,90,470	31,30,456	1,472	..	1,472
Gopalpur	145,062	10,37,821	10,37,913	20,75,734	2,263	4,203	6,466
Masulipatam	185,787	9,49,279	11,11,126	20,60,405	7,616	6,567	14,183
Porto Novo	80,810	1,97,872	7,47,953	9,45,825	9,689	53,615	63,304
Pamban	85,404	3,81,346	2,70,883	6,52,229	1,293	151	1,444
Calingapatam	131,878	1,05,205	2,42,248	3,47,453	179	..	179
Minor ports	630,981	56,83,074	1,45,29,073	2,02,12,147	22,017	2,55,093	2,77,110
Madras { 1896–97 ..	1,243,423	6,65,41,183	5,81,52,170	12,46,93,353	25,14,170	12,245	25,26,415
Madras { 1897–98 ..	1,158,897	6,87,87,036	5,54,14,495	12,42,01,531	28,08,581	16,426	28,25,007
Increase	..	22,45,853	..	..	2,94,411	4,181	2,98,592
Decrease	84,526	..	27,37,675	4,91,822	..	..	..
Coast ports { 1896–97 ..	5,779,653	4,63,51,233	11,28,03,593	15,91,54,826	3,29,222	7,92,756	11,21,978
Coast ports { 1897–98 ..	5,154,439	5,53,46,420	10,93,95,976	16,47,42,396	4,36,017	7,27,329	11,63,346
Increase	..	89,95,187	..	55,87,570	1,06,795	..	41,368
Decrease	625,214	..	34,07,617	..	..	65,427	..

Coast Ports.

15. *Gopalpur.*—There was a decrease in both export and import trade, due to famine and to plague at Bombay. Passenger traffic increased in the number that went over to Burma. A number of tie rods of the pier had to be removed as they became detached at one end through surf and rust. There is only one crane now left on the pier, which the steamer agents use when shipping heavy logs and is kept in repair by them.

Calingapatam.—The sand hill here advanced considerably towards the lighthouse buildings. The casuarina plants put down early in the year were mostly destroyed by sand drift and only some 500 trees remained thriving. A nursery was started to keep in readiness a stock of young plants to put down during the rains.

Bimlipatam.—Nine cargo boats were capsized in the year.

Cocanada.—The Conservancy Board held thirteen meetings. Shipments of jaggery were very small and consequently there was a large falling off in receipts from shipping fees. The launch *Empress* and the tug *Gódávari* were overhauled and repaired. Flagstaff was overhauled and painted. Wharves and cranes were maintained in good condition. The dredging work done at this port is noticed elsewhere. The north groyne extension got damaged in stormy weather and was repaired.

Masulipatam.—Trade dull owing to scarcity and to exports finding way out by land in preference to sea. The buoys in the roadstead broke adrift on three occasions, but were replaced in position. The Landing and Shipping Dues Committee held five meetings. There were serious defalcations in the Landing and Shipping Dues office, for which the clerk and bill-collector were prosecuted and the former convicted.

Cuddalore.—Trade was slack owing to a large falling off in the export of ground-nut to foreign ports.

Negapatam.—The wreck-buoy went adrift once, but was recovered and replaced in position. The supply of an additional crane (for the south jetty) was arranged. The dredger *Havelock* was hauled up and general repairs carried out. The work done by this vessel is noticed elsewhere. The Landing and Shipping Dues Committee held nine meetings. A new port boat was provided.

Pámban.—Trade slack owing to famine causes. Fewer native craft passed through the channels owing to the competition of the British India Steam Navigation steamers. The reef channel maintained its usual depth. The sand bank channel showed a slight silting up. All the buoys were lifted, cleaned, painted and replaced in position.

Tuticorin.—Trade brisk; likewise passenger traffic with Ceylon. Buoys, beacons, piers and other marine structures in good condition.

Cochin.—Owing to erosion of the Vypeen foreshore a stone revetment was run out and subsequently raised higher. The Cruz Milagre dam was repaired. The question of providing a new building for Port office and residence was still under consideration. A temporary crew and boat were maintained for plague patrol.

Calicut and Beypore.—New quarters for the Port officer were completed and taken over. A lighthouse inspector for the West Coast division was stationed at Calicut. Two hundred and seven pilgrims for Jeddah were embarked from Beypore. Three Indian Marine steamers and one private steamer visited the port in connection with the movement of military reliefs. The pier was taken back from the Pier and Warehouse Company.

Tellicherry.—Annual repairs to flagstaff, port boat and boundary pillars carried out.

Cannanore.—A new flagstaff was erected. Boat jetty in good condition.

Mangalore.—Bar maintained a wider channel. Flagstaff was removed and re-erected on the Bunder.

Inspection.

16. The Presidency Port Officer visited all the important ports of the Presidency and, with the Pearl Fishery steamer *Margarita* at his disposal, was enabled to make a more satisfactory inspection than in previous years.

Accounts.

17. The transactions of Port Funds (Act X of 1889) for the year under review have been classified as group funds in accordance with G.O., No. 261, Marine, dated 19th March 1897.

Abstract of Appendix B furnishes particulars of trade and port dues collected from each class of vessels during 1897–98. There was a slight decrease in the collections of coasting and other British vessels dues, which calls for no special explanation.

Appendix C shows the financial position of the Port and Marine funds on the 31st March 1898.

Particulars of receipts and charges of Port Funds (Act X of 1889) are contained in Appendices C (i) and C (ii). Pier receipts and charges which were hitherto included and shown under Port funds have been separately accounted for in 1897–98. Details of lighthouse charges were furnished in a statement forwarded with the Annual Report on Lights and Lighthouses for 1897–98, and those of general charges are contained in Appendix C (iii).

Fees received and paid during the year are shown in Appendix C (iv). Of the sum of Rs. 25,609 being fees collected, Rs. 9,384 was paid as overtime fees, and Rs. 5,634 as personal allowance to Port officers and Conservators, and there remained a saving of Rs. 10,591 under this head.

Government securities of Rs. 50,000 and Rs. 12,000 which stood to the credit of Madras and Cochin Pilotage funds, respectively, were transferred to the Madras and Western Group Port funds in accordance with the orders of Government, No. 711, Marine, dated 10th August 1897.

Rupees 15,742–13–0, the surplus balance of the Pámban and Kilakarai Pilotage fund, and Rs. 2,930–15–0 of the Cochin Pilotage fund were transferred to credit of the Eastern and Western Group funds, respectively, under G.O., No. 261, dated 19th March 1897. A sum of Rs. 86,917–4–7 made up of two sums Rs. 35,106–5–0 and Rs. 51,810–15–7 being surplus balances of the Madras Port funds for 1895–96 and 1896–97, respectively, was paid during 1897–98 as contribution to the Harbour Trust Board and Madras Pilotage fund, *i.e.*, Rs. 82,617–12–4 to the former and Rs. 4,299–8–3 to the latter.

The transactions of the year of the Eastern Group Port fund resulted in a deficit of Rs. 18,153, and this was due to heavy Public Works charges on account of the Kistna and Manapad lights. The balance that stood to the credit of the Eastern Group fund on the 31st March 1898 was Rs. 2,27,529 against Rs. 2,45,682 that stood to its credit on the same date in the previous year.

The Western Group fund was in a flourising state the balance of Rs. 3,60,601 on the 31st March 1897 having risen to Rs. 3,99,515 on the 31st March 1898.

The surplus of the Madras Port fund for 1897–98 was Rs. 42,006–9–8 against Rs. 51,810–15–7 of the previous year; and the decrease was, in a great measure, due to charges on account of the Madras, Pulicat, Armeghon and Seven Pagodas light-houses having been debited to Madras Port fund in accordance with G.O., No. 261, dated 19th March 1897. Out of this sum, Rs. 10,762–8–2 will have to be transferred during the current year to Madras Pilotage fund to meet its deficit for the year 1897–98. No proposal is made for the transfer of the remaining surplus to the Harbour Trust Board, as money is required in connection with lighthouse works for this port (*vide* paragraph 8 of G.O., No. 316, Marine, dated 29th April 1898).

Pilotage Funds (*Act X of* 1889).

18. Two sums of Rs. 4,299–8–3 and Rs. 13–15–7 were transferred during the year as contribution from the Madras and Western Group Port funds, respectively, to meet the deficit of the Madras and Mangalore Pilotage funds on the 31st March 1897.

The transactions of the Madras Pilotage fund for the year 1897–98 resulted in a deficit of Rs. 10,762–8–2, and is due to a fall in receipts of about Rs. 4,400 and also to expenditure including cost of establishment in connection with the additional boat for Harbour Masters and certain charges incurred in connection with the steam launch in the previous year having been debited in the accounts of the year under review. This deficit of Rs. 10,762–8–2 will have to be met by a contribution from the Madras Port fund out of its surplus for the year.

There remained a surplus of Rs. 9,420–10–4 to the Pámban and Kilakarai Pilotage fund for 1897–98, and this sum will have to be transferred to the Eastern Group Port fund.

The small deficit of Rs. 528–6–5 of the Cochin Pilotage fund is due to fall in receipts during the year and will have to be met by a contribution from the Western Group Port fund.

The surplus of the Mangalore Pilotage fund was small, *i.e.*, annas 8, and has to be transferred also to Western Group Port fund.

Landing and Shipping Dues (*Act III of* 1885).

19. The transactions of the year 1897–98 resulted in a surplus balance at all ports where this Act is in force.

Pier Dues (*Acts V of* 1863 *and VII of* 1871).

20. Receipts and charges on this account have been accounted for separately during the year. The pier at Tuticorin had a large surplus of Rs. 20,900, and the deficit of Rs. 2,351 of Calicut pier was due to charges on account of repairs incurred during the year.

Summary.

21. There was a decrease at Madras in the number of vessels, tonnage and dues as compared with the previous year's figures. At coast ports there was a decrease in coasting steamers and native craft, and an increase in semi-coasting and foreign vessels.

Seven hundred and eleven vessels of 1,158,897 tons (total) visited Madras port paying Rs. 1,09,495, port dues; 22,979 vessels of 5,154,439 tons (total) called at coast ports paying Rs. 2,27,289 port dues.

The largest passenger traffic took place at Tuticorin (81,329 arrivals and 113,308 departures), Pámban (25,142 and 42,918), and Negapatam (23,115 and 38,073).

Tuticorin heads the coast ports in trade.

There were sixteen shipping casualties. The barque *Amanath Rahiman*, 306 tons, was completly lost with three of her crew in collision with the S.S. *Nawab*. A court of enquiry was held at Calcutta. The barque *Mohidin Bux*, 377 tons, foundered with all hands on board numbering 26 men.

APPENDIX A.

Statement of Wrecks and Casualties which have occurred, or have been reported, at Ports in the Madras Presidency during the official year 1897–98.

Date.	Name of vessel.	Tonnage.	Summary of particulars furnished by the reporting officer.	Finding of the Court of Inquiry.
1897.	(*Foundering.*)			
27th April ..	British muchwa "Yeshwanthy." Tindal, Govind Laxuman Shivalhee.	19	Foundered off Mont Dilly near Tellicherry through stress of weather. No lives lost. Loss to vessel Rs. 1,000 and to cargo Rs. 4,536.	
	(*Miscellaneous.*)			
7th Sept. ..	British manji "Navalool Bari." Tindal, Maidin Cooty.	15	While crossing the bar at Ponnani the vessel's rudder broke and she ran over a sand bank and was capsized. Partial loss to vessel Rs. 25 and to cargo Rs. 1,181. No lives lost.	
	(*Collision.*)			
8th „ ..	British dhoney "Mohomed Samdany." Tindal, Mohomed Aliar.	76	Owing to a sudden squall the vessel dragged her anchor and collided with the dhoney "Japamal Mathavi Puravy" in the roadstead of Negapatam. Slight damage to the dhoney.	
	(*Stranding.*)			
28th „ ..	British S.S. "Deepdale." Master, E. Peck.	1,650	The vessel overran her distance owing to a strong set towards the south and stranded off point Calimere, but got off. No lives lost. No loss to the steamer or cargo.	
	(*Foundering.*)			
4th Oct. ..	British brig "Kistnamurthy." Tindal, Pesing Narayanasawmy.	180	Whilst on her way from Masulipatam to Calcutta the vessel encountered bad weather and sprang a leak and foundered in lat. 17°, 13′ long. 84°. No lives lost. Total loss to the vessel Rs. 5,000.	
	(*Stranding.*)			
27th „ ..	British boat No. 1 of Nagore. Tindal, Subramaniyapadyachi.	..	While crossing the Coleroon bar the boat struck aground and sank. Loss to the boat Rs. 100 and to cargo Rs. 19½.	
	(*Foundering.*)			
28th „ ..	British muchwa "Ramprasad." Tindal, Jacoo Madavu.	62	While leaving Calicut the muchwa struck on a patch of rock near Kalai river bar and foundered. No lives lost. Total loss to vessel Rs. 2,500 and to cargo Rs. 320.	
	(*Stranding.*)			
12th Nov. ..	British padow "Rooparell." Tindal, Jeeva Pola.	50	While shifting berth in the inner harbour of Cochin the vessel drifted ashore through a sudden shift of wind. Partial loss to vessel Rs. 15 and to cargo Rs. 110.	
	(*Collision.*)			
29th „ ..	British S.S. "Nawab." Master, W. S. Corran.	2,041	Collided with the barque "Amanath Rahiman" in the vicinity of Pigeon Island while on a voyage from Bombay to Colombo which resulted in the sinking and total loss of the barque. Three men of the barque were drowned. Total loss to the barque Rs. 50,000 and to cargo Rs. 15,000. No damage to the steamer.	Court of Inquiry held at Calcutta on the 17th January 1898 and cause of collision attributed to the lights of the barque not being in good position and being defective in illuminating power.
	(*Stranding.*)			
4th Dec. ..	Schooner "Anantha Poorany." Tindal, S. Muruga Pillay.	87	Grounded on a shoal in the inner harbour of Tuticorin. No loss to the vessel or cargo.	
	(*Stranding.*)			
24th „ ..	British Pattr. "Yeshvanty." Tindal, Madoo Ittoo	72	While coming into the anchorage the vessel grounded on the sand at the northern entrance of the Cochin harbour.	
	(*Miscellaneous.*)			
26th „ ..	Fattemari "Sawai Yeshwanti." Tindal, Pandoo Ganoo.	152	Sprung a leak and capsized off the mouth of the Kottakal river. Total loss to the fattemar Rs. 12,000.	

Statement of Wrecks and Casualties which have occurred, or have been reported, at Ports in the Madras Presidency during the official year 1897–98—*cont.*

Date.	Name of vessel.	Tonnage.	Summary of particulars furnished by the reporting officer.	Finding of the Court of Inquiry.
1897.	(*Foundering.*)			
26th Dec. ..	Barque "Mohideen Bux." Master, ——.	377	While on her voyage from Moulmein to Tondi the barque encountered a cyclonic storm and foundered in lat. 13½ N. long. 80½ E.; 26 men were lost. Total loss to the barque Rs. 18,000 and to cargo Rs. 6,000.	
1898.	(*Stranding.*)			
10th Jan. ..	Boat "Mohidin Bux." Tindal, Sadakvappa	18	Grounded off Vatta Par in the inner harbour of Tuticorin. Partial loss to the vessel Rs. 200 and to cargo Rs. 45.	
	(*Stranding.*)			
2nd Feb. ..	Pattimar "Alimadath." Master, Hammaliba.	27	While on her way from Cochin to Cannanore, the vessel ran upon a sand bank near the southern pillar at the port of Ponnani. Partial loss to vessel Rs. 150 and to cargo Rs. 120.	
	(*Foundering.*)			
23rd " ..	Muchwa "Saraspathy." Master, Thukaram.	16	While on her way to Cochin, the vessel collided with the S.S. "Bhundara" near Ponnani, sprang a leak and foundered. Total loss to the muchwa Rs. 700. No lives lost.	

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ABSTRACT.

Year.	Number of casualties.				Number of lives lost.
	Strandings.	Founderings.	Collisions.	Miscellaneous.	Total.	
1896-97	7	5	1	4	17	22
1897-98	7	5	2	2	16	29
Increase ..	..	..	1	..	..	7
Decrease ..	..	..	..	2	1	..

APPENDIX B.

PARTICULARS of the Trade of the several districts of the Madras Presidency during the year 1897–98.

Districts.	British vessels.											
	Coasting steamers.											
	Arrived.											
	In ballast.			With cargo.			With passengers.			Total.		
	Vessels.	Tonnage.	Port dues.	Vessels.	Tonnage.	Port dues.	Vessels.	Tonnage.	Port dues.	Vessels.	Tonnage.	Port dues.
1	2	3	4	5	6	7	8	9	10	11	12	13
			RS. A. P.			RS. A. P.			RS. A. P.			RS. A. P.
Eastern Group.												
Ganjám	..	..	..	136	191,780	7,156 11 0	113	157,613	3,056 6 3	249	349,393	10,213 1 3
Vizagapatam	..	..	..	272	414,701	7,886 13 0	98	133,782	1,776 6 0	370	548,483	9,663 3 0
Gódávari	2	2,804	288 4 6	59	101,932	4,732 11 0	187	285,401	6,496 14 0	248	390,137	11,517 13 6
Kistna	4	5,946	..	31	42,574	1,046 10 0	94	130,396	3,342 6 0	129	178,916	4,389 0 0
Nellore	..	..	..	..	..	..	..	..	..	..	..	..
Chingleput	..	..	..	..	..	..	..	..	..	..	..	..
South Arcot	..	..	..	176	313,077	9,722 4 0	11	20,837	868 13 0	187	333,914	10,591 1 0
Tanjore	6	4,828	163 5 9	174	239,442	8,748 12 9	111	145,076	10,499 10 0	291	389,346	19,411 12 6
Madura	40	17,037	..	56	22,262	464 10 0	144	52,552	1,526 4 0	240	91,791	1,990 14 0
Tinnevelly	..	..	..	423	301,988	20,812 6 0	..	..	..	423	301,988	20,812 6 0
Total ..	52	30,615	451 10 3	1,327	1,627,696	60,570 12 9	758	925,657	27,566 11 3	2,137	2,583,968	88,589 3 3
Western Group.												
Malabar	2	4,582	..	437	805,246	46,234 1 0	100	208,496	6,418 6 0	539	1,018,324	52,652 7 0
South Canara	13	146	..	9	14,171	747 15 0	414	273,204	3,601 11 0	436	287,521	4,349 10 0
Total ..	15	4,728	..	446	819,417	46,982 0 0	514	481,700	10,020 1 0	975	1,305,845	57,002 1 0
Madras	4	6,708	466 12 1	308	537,790	31,812 6 0	..	..	..	312	544,498	32,279 2 1
Grand Total ..	71	42,051	918 6 4	2,081	2,984,903	1,39,365 3 9	1,272	1,407,357	37,586 12 3	3,424	4,434,311	1,77,870 6 4

APPENDIX B—*cont.*

British vessels—*cont.*

Coasting steamers—*cont.*

Left.

Districts.	In ballast.			With cargo.			With passengers.			Total.		
	Vessels.	Tonnage.	Port dues.	Vessels.	Tonnage.	Port dues.	Vessels.	Tonnage.	Port dues.	Vessels.	Tonnage.	Port dues.
	14	15	16	17	18	19	20	21	22	23	24	25
Eastern Group.						Rs. A. P.						Rs. A. P.
Ganjám	..	..	..	103	140,971	..	146	208,422	..	249	349,393	..
Vizagapatam	..	..	..	272	414,701	..	98	133,782	..	370	548,483	..
Gódávari	..	..	..	59	98,262	..	186	287,439	..	245	385,701	..
Kistna	14	19,549	..	18	23,958	..	97	135,409	..	129	178,916	..
Nellore	..	..	..	..	..	..	..	..	..	..	..	..
Chingleput	..	..	..	..	..	..	..	..	..	..	..	..
South Arcot	5	8,271	..	126	217,653	..	46	88,589	..	177	314,513	..
Tanjore	12	15,677	..	187	250,997	..	93	125,404	..	292	392,078	..
Madura	65	26,052	..	46	16,693	63 12 0	130	49,496	..	241	92,241	63 12 0
Tinnevelly	..	..	..	423	301,988	..	..	..	..	423	301,988	..
Total ..	96	69,549	..	1,234	1,465,223	63 12 0	796	1,028,541	..	2,126	2,563,313	63 12 0
Western Group.												
Malabar	18	33,025	..	391	743,503	..	139	260,936	..	548	1,037,464	..
South Canara	14	160	..	5	7,749	..	418	279,624	..	437	287,533	..
Total ..	32	33,185	..	396	751,252	..	557	540,560	..	985	1,324,997	..
Madras	78	143,638	..	239	407,621	..	..	..	..	317	551,259	..
Grand Total ..	206	246,372	..	1,869	2,624,096	63 12 0	1,353	1,569,101	..	3,428	4,439,569	63 12 0

APPENDIX B—*cont.*

British vessels—*cont.*

Other vessels (excluding coasting steamers).

Arrived.

Districts.	In ballast.			With cargo.			With passengers.			Total.		
	Vessels.	Tonnage.	Port dues.	Vessels.	Tonnage.	Port dues.	Vessels.	Tonnage.	Port dues.	Vessels.	Tonnage.	Port dues.
	26	27	28	29	30	31	32	33	34	35	36	37
Eastern Group.			Rs. A. P.			Rs. A. P.			Rs. A. P.			Rs. A. P.
Ganjám	..	..	..	..	..	..	..	..	..	..	..	..
Vizagapatam	49	85,613	11,418 2 3	24	43,496	5,592 13 6	2	3,146	589 14 0	75	132,255	17,600 13 9
Gódávari	11	18,655	1,866 10 6	28	50,549	5,663 4 0	1	458	85 14 0	40	69,662	7,615 12 6
Kistna	..	..	..	..	..	..	..	..	..	..	..	..
Nellore	..	..	..	..	..	..	..	..	..	..	..	..
Chingleput	..	..	..	..	..	..	..	..	..	..	..	..
South Arcot	..	..	..	1	1,662	..	24	46,037	754 6 6	25	47,699	754 6 6
Tanjore	..	..	..	7	9,391	..	53	95,058	4,910 1 0	60	104,449	4,910 1 0
Madura	..	..	..	21	4,109	334 6 11	3	272	25 8 0	24	4,381	359 14 11
Tinnevelly	6	5,825	675 15 9	23	37,220	6,664 14 0	..	..	..	29	43,045	7,340 13 9
Total ..	66	110,093	13,960 12 6	104	146,427	18,255 6 5	83	144,971	6,365 11 6	253	401,491	38,581 14 5
Western Group.												
Malabar	1	1,695	..	49	58,512	2,179 8 6	12	23,914	925 5 0	62	84,121	3,104 13 6
South Canara	3	503	23 9 3	7	6,655	171 8 6	2	3,862	362 1 0	12	11,020	557 2 9
Total ..	4	2,198	23 9 3	56	65,167	2,351 1 0	14	27,776	1,287 6 0	74	95,141	3,662 0 3
Madras	2	2,344	142 4 5	208	467,438	62,319 3 9	..	..	..	210	469,782	62,461 8 2
Grand Total ..	72	114,635	14,126 10 2	368	679,032	82,925 11 2	97	172,747	7,653 1 6	537	966,414	1,04,705 6 10

APPENDIX B—*cont.*

Districts.	British vessels—*cont.*											
	Other vessels (excluding coasting steamers)—*cont.*											
	Left.											
	In ballast.			With cargo.			With passengers.			Total.		
	Vessels.	Tonnage.	Port dues.	Vessels.	Tonnage.	Port dues.	Vessels.	Tonnage.	Port dues.	Vessels.	Tonnage.	Port dues.
	38	39	40	41	42	43	44	45	46	47	48	49
Eastern Group.												
Ganjám	..	..	..	..	..	..	..	..	..	..	..	..
Vizagapatam	2	4,434	..	73	127,742	..	..	..	..	75	132,176	..
Gódávari	2	4,750	..	38	65,207	..	1	458	..	41	70,415	..
Kistna	..	..	..	..	..	..	..	..	..	..	..	..
Nellore	..	..	..	..	..	..	..	..	..	..	..	..
Chingleput	..	..	..	..	..	..	..	..	..	..	..	..
South Arcot	..	..	..	1	1,662	..	38	63,788	..	34	65,450	..
Tanjore	..	..	..	3	3,207	..	59	105,866	..	62	109,073	..
Madura	21	4,383	..	1	112	..	3	359	..	25	4,854	..
Tinnevelly	9	13,517	..	20	29,528	..	..	..	..	29	43,045	..
Total	34	27,084	..	136	227,458	..	96	170,471	..	266	425,013	..
Western Group.												
Malabar	2	382	..	47	68,422	..	13	15,317	..	62	84,121	..
South Canara	..	..	..	10	10,647	..	2	372	..	12	11,019	..
Total	2	382	..	57	79,069	..	15	15,689	..	74	95,140	..
Madras	40	87,858	..	165	373,598	..	..	..	..	205	461,456	..
Grand Total	76	115,324	..	358	680,125	..	111	186,160	..	545	981,609	..

APPENDIX B—*cont.*

Districts.	Foreign vessels.											
	Arrived.											
	In ballast.			With cargo.			With passengers.			Total.		
	Vessels.	Tonnage.	Port dues.	Vessels.	Tonnage.	Port dues.	Vessels.	Tonnage.	Port dues.	Vessels.	Tonnage.	Port dues.
	50	51	52	53	54	55	56	57	58	59	60	61
Eastern Group.			Rs. A. P.			Rs. A. P.			Rs. A. P.			Rs. A. P.
Ganjám	..	..	..	..	..	..	..	..	..	..	..	..
Vizagapatam	..	..	..	..	..	..	..	..	..	1	80	7 8 0
Gódávari	..	..	..	1	80	7 8 0	..	..	..	..	..	..
Kistna	..	..	..	..	..	..	..	..	..	..	..	..
Nellore	..	..	..	..	..	..	..	..	..	..	..	..
Chingleput	..	..	..	..	..	..	..	..	..	12	9,634	385 5 0
South Arcot	..	..	..	12	9,634	385 5 0	..	..	..	4	8,225	1,542 3 0
Tanjore	..	..	..	4	8,225	1,542 3 0	..	..	..	..	..	..
Madura	..	..	..	..	..	..	..	..	..	12	24,264	4,422 9 0
Tinnevelly	..	..	..	12	24,264	4,422 9 0	..	..	..	29	42,203	6,357 9 0
Total	..	..	..	29	42,203	6,357 9 0	..	..	..			
Western Group.												
Malabar	52	4,696	372 0 10	126	48,288	4,794 5 9	18	19,043	2,297 2 3	196	72,027	7,463 8 10
South Canara	193	3,827	304 5 2	220	9,609	622 14 6	15	326	14 4 0	428	13,762	941 7 8
Total	245	8,523	676 6 0	346	57,897	5,417 4 3	33	19,369	2,311 6 3	624	85,789	8,405 0 6
Madras	..	..	..	91	132,869	14,036 7 9	..	..	..	91	132,869	14,036 7 9
Grand Total	245	8,523	676 6 0	466	232,969	25,811 5 0	33	19,369	2,311 6 3	744	260,861	28,799 1 3

APPENDIX B—*cont.*

Districts.	Foreign vessels—*cont.* — Left. — In ballast. — Vessels.	Tonnage.	Port dues.	With cargo. — Vessels.	Tonnage.	Port dues.	With passengers. — Vessels.	Tonnage.	Port dues.	Total. — Vessels.	Tonnage.	Port dues.
	62	63	64	65	66	67	68	69	70	71	72	73
Eastern Group.												
Ganjám	..	..	..	..	..	..	..	..	..	..	..	..
Vizagapatam	..	..	..	..	..	..	..	..	..	..	..	..
Gódávari	..	..	..	1	80	..	..	..	..	1	80	..
Kistna	..	..	..	..	..	..	..	..	..	..	..	..
Nellore	..	..	..	..	..	..	..	..	..	..	..	..
Chingleput	..	..	..	..	..	..	..	..	..	..	..	..
South Arcot	..	..	..	12	9,634	..	..	..	..	12	9,634	..
Tanjore	..	..	..	2	3,934	..	..	..	..	2	3,934	..
Madura	..	..	..	..	..	..	..	..	..	..	..	..
Tinnevelly	..	..	..	12	24,264	..	..	..	..	12	24,264	..
Total	..	..	..	27	37,912	..	..	..	..	27	37,912	..
Western Group.												
Malabar	..	..	..	24	2,148	..	154	57,641	..	14	10,166	..	192	69,955	..
South Canara	..	..	..	58	1,005	..	387	13,280	..	8	222	..	453	14,507	..
Total	..	..	..	82	3,153	..	541	70,921	..	22	10,388	..	645	84,462	..
Madras	..	..	..	11	15,383	..	80	117,486	..	..	..	..	91	132,869	..
Grand Total	..	..	..	93	18,536	..	648	226,319	..	22	10,388	..	763	255,243	..

APPENDIX B—*cont.*

Districts.	Native craft. — Arrived. — In ballast. — Vessels.	Tonnage.	Port dues.	With cargo. — Vessels.	Tonnage.	Port dues.	With passengers. — Vessels.	Tonnage.	Port dues.	Total. — Vessels.	Tonnage.	Port dues.
	74	75	76	77	78	79	80	81	82	83	84	85
Eastern Group.			Rs. A. P.			Rs. A. P.			Rs. A. P.			Rs. A. P.
Ganjám	..	..	..	1	198	9 4 6	7	1,003	87 13 6	..	..	..	8	1,201	97 2 0
Vizagapatam	..	..	..	..	..	..	5	724	72 8 3	..	..	..	5	724	72 8 3
Gódávari	..	..	..	23	2,571	160 10 4	31	4,387	358 4 0	4	614	55 13 6	58	7,572	574 11 10
Kistna	..	..	..	281	13,505	531 9 3	269	6,073	217 12 9	..	..	..	550	19,578	749 6 0
Nellore	..	..	..	5	427	20 12 10	8	642	33 10 6	..	..	..	13	1,069	54 7 4
Chingleput	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
South Arcot	..	..	..	78	6,707	216 13 8	33	4,055	230 8 8	82	7,501	413 2 11	193	18,263	860 9 1
Tanjore	..	..	..	277	20,797	926 14 5	377	34,653	2,209 8 10	425	27,742	1,188 10 10	1,079	83,192	4,325 2 1
Madura	..	..	..	1,244	34,452	920 2 9	900	22,023	1,176 11 8	1,037	15,758	325 10 5	3,181	72,233	2,422 8 10
Tinnevelly	..	..	..	442	13,244	372 9 2	1,562	57,834	1,620 15 4	141	4,040	81 3 5	2,145	75,118	2,074 11 11
Total	..	..	..	2,351	91,901	3,158 12 11	3,192	131,394	6,007 13 4	1,689	55,655	2,064 9 1	7,232	278,950	11,231 3 4
Western Group.															
Malabar	..	..	..	1,854	74,799	2,615 15 6	5,365	188,174	7,981 7 0	277	15,456	568 13 0	7,496	278,429	11,166 3 6
South Canara	..	..	..	1,279	22,601	435 9 10	2,301	48,753	1,597 13 9	579	11,269	175 2 3	4,159	82,623	2,208 9 10
Total	..	..	..	3,133	97,400	3,051 9 4	7,666	236,927	9,579 4 9	856	26,725	743 15 3	11,655	361,052	13,374 13 4
Madras	..	..	..	6	583	41 0 0	92	11,165	676 14 10	..	..	..	98	11,748	717 14 10
Grand Total	..	..	..	5,490	189,884	6,251 6 3	10,950	379,486	16,264 0 11	2,545	82,380	2,808 8 4	18,985	651,750	25,323 15 6

APPENDIX B—*cont.*

Districts.	Native craft—*cont.* — Left. — In ballast. — Vessels.	Tonnage.	Port dues.	With cargo. — Vessels.	Tonnage.	Port dues.	With passengers. — Vessels.	Tonnage.	Port dues.	Total. — Vessels.	Tonnage.	Port dues.
	86	87	88	89	90	91	92	93	94	95	96	97
Eastern Group.			RS. A. P.			RS. A. P.			RS. A. P.			RS. A. P.
Ganjám	1	198	..	7	1,003	..	..	..	..	8	1,201	..
Vizagapatam	4	381	..	3	575	..	..	..	..	7	956	..
Gódávari	8	1,305	..	59	7,875	..	2	645	..	69	9,825	..
Kistna	244	5,018	..	387	16,284	..	..	..	..	631	21,302	..
Nellore	4	402	..	9	667	5 7 0	..	..	..	13	1,069	5 7 0
Chingleput	..	..	..	..	..	..	..	..	..	..	..	..
South Arcot	16	2,113	..	44	4,348	..	138	11,369	..	198	17,830	..
Tanjore	186	18,147	..	611	57,410	..	308	10,570	..	1,105	86,127	..
Madura	1,072	32,703	..	961	22,895	15 10 3	1,129	15,512	..	3,162	71,110	15 10 3
Tinnevelly	844	23,066	..	1,155	48,726	..	175	4,133	..	2,174	75,925	..
Total	2,379	83,333	..	3,236	159,783	21 1 3	1,752	42,229	..	7,367	285,345	21 1 3
Western Group.												
Malabar	1,633	51,010	..	5,552	217,290	..	266	8,508	..	7,451	276,808	..
South Canara	772	12,168	..	2,699	56,762	..	729	13,996	..	4,200	82,926	..
Total	2,405	63,178	..	8,251	274,052	..	995	22,504	..	11,651	359,734	..
Madras	56	8,068	..	44	4,008	..	..	..	..	100	12,076	..
Grand Total	4,840	154,579	..	11,531	437,843	21 1 3	2,747	64,733	..	19,118	657,155	21 1 3

APPENDIX B—*cont.*

Districts.	Total. — Arrived. — In ballast. — Vessels.	Tonnage.	Port dues.	With cargo. — Vessels.	Tonnage.	Port dues.	With passengers. — Vessels.	Tonnage.	Port dues.	Total. — Vessels.	Tonnage.	Port dues.
	98	99	100	101	102	103	104	105	106	107	108	109
Eastern Group.			RS. A. P.			RS. A. P.			RS. A. P.			RS. A. P.
Ganjám	1	198	9 4 6	143	192,783	7,244 8 6	113	157,613	3,056 6 3	257	350,594	10,310 3 3
Vizagapatam	49	85,613	11,418 2 3	301	458,921	13,552 2 9	100	136,928	2,366 4 0	450	681,462	27,336 9 0
Gódávari	36	24,030	2,315 9 4	119	156,948	10,761 11 0	192	286,473	6,638 9 6	347	467,451	19,715 13 10
Kistna	285	19,451	531 9 3	300	48,647	1,264 6 9	94	130,396	3,342 6 0	679	198,494	5,138 6 0
Nellore	5	427	20 12 10	8	642	33 10 6	..	..	..	13	1,069	54 7 4
Chingleput	..	..	..	..	..	..	..	..	..	..	..	..
South Arcot	78	6,707	216 13 8	222	328,428	10,338 1 6	117	74,375	2,036 6 5	417	409,510	12,591 5 7
Tanjore	283	25,625	1,090 4 2	562	291,711	12,500 8 7	589	267,876	16,598 5 10	1,434	585,212	30,189 2 7
Madura	1,284	51,489	920 2 9	977	48,334	1,975 12 7	1,184	68,582	1,877 6 5	3,445	168,405	4,773 5 9
Tinnevelly	448	19,069	1,048 8 11	2,020	4,21,306	33,520 12 4	141	4,040	81 3 5	2,609	444,415	34,650 8 8
Total	2,469	232,609	17,571 3 8	4,652	1,947,720	91,191 10 6	2,530	1,126,283	35,996 15 10	9,651	3,306,612	1,44,759 14 0
Western Group.												
Malabar	1,909	85,772	2,988 0 4	5,977	1,100,220	61,189 6 3	407	266,909	10,209 10 3	8,293	1,452,901	74,387 0 10
South Canara	1,488	27,077	763 8 3	2,537	79,188	3,140 3 9	1,010	288,661	4,153 2 3	5,035	394,926	8,056 14 3
Total	3,397	112,849	3,751 8 7	8,514	1,179,408	64,329 10 0	1,417	555,570	14,362 12 6	13,328	1,847,827	82,443 15 1
Madras	12	9,635	650 0 6	699	1,149,262	1,08,845 0 4	..	..	..	711	1,158,897	1,09,495 0 10
Grand Total	5,878	355,093	21,972 12 9	13,865	4,276,390	2,64,366 4 10	3,947	1,681,853	50,359 12 4	23,690	6,313,336	3,36,698 13 11

APPENDIX B—*cont.*

Districts.	Total. Left. In ballast. Vessels.	In ballast. Tonnage.	In ballast. Port dues.	With cargo. Vessels.	With cargo. Tonnage.	With cargo. Port dues.	With passengers. Vessels.	With passengers. Tonnage.	With passengers. Port dues.	Total. Vessels.	Total. Tonnage.	Total. Port dues.
	110	111	112	113	114	115	116	117	118	119	120	121
			Rs. A. P.			Rs. A. P.			Rs. A. P.			Rs. A. P.
Eastern Group.												
Ganjám	1	198	..	110	141,974	..	146	208,422	..	257	350,594	..
Vizagapatam	6	4,815	..	348	543,018	..	98	133,782	..	452	681,615	..
Gódávari	10	6,055	..	157	171,424	..	189	288,542	..	356	466,021	..
Kistna	258	24,567	..	405	40,242	..	97	135,409	..	760	200,218	..
Nellore	4	402	..	9	667	5 7 0	..	..	..	13	1,069	5 7 0
Chingleput	..	..	..	..	..	..	..	..	..	..	..	..
South Arcot	21	10,384	..	183	233,297	..	217	163,746	..	421	407,427	..
Tanjore	198	33,824	..	803	315,548	..	460	241,840	..	1,461	591,212	..
Madura	1,158	63,138	..	1,008	39,700	79 6 3	1,262	65,367	..	3,428	168,205	79 6 3
Tinnevelly	853	36,583	..	1,610	404,506	..	175	4,133	..	2,638	445,222	..
Total ..	2,509	179,966	..	4,633	1,890,376	84 13 3	2,644	1,241,241	..	9,786	3,311,583	84 13 3
Western Group.												
Malabar	1,677	86,565	..	6,144	1,086,856	..	432	294,927	..	8,253	1,468,348	..
South Canara	844	13,333	..	3,101	88,438	..	1,157	294,214	..	5,102	395,985	..
Total ..	2,521	99,898	..	9,245	1,175,294	..	1,589	589,141	..	13,355	1,861,333	..
Madras	185	254,947	..	528	902,713	..	..	..	..	713	1,157,660	..
Grand Total ..	5,215	534,811	..	14,406	3,968,383	84 13 3	4,233	1,830,382	..	23,854	6,333,576	84 13 3

Abstract of Appendix B.

Class of Vessels.	1897-98. Madras. Number.	Madras. Tonnage.	Eastern Group. Number.	Eastern Group. Tonnage.	Western Group. Number.	Western Group. Tonnage.	Total. Number.	Total. Tonnage.	1896-97. Number.	1896-97. Tonnage.	1895-96. Number.	1895-96. Tonnage.
British .. Coasting steamers	312	544,498	2,137	2,583,968	975	1,305,845	3,424	4,434,311	3,814	5,046,719	3,969	5,457,124
British .. Other vessels	210	469,782	253	401,491	74	95,141	537	966,414	561	1,002,761	562	966,754
Foreign vessels	91	132,869	29	42,203	624	85,789	744	260,861	860	260,775	1,150	300,555
Native do.	98	11,748	7,232	278,950	11,655	361,052	18,985	651,750	20,480	712,821	20,922	756,296
Total ..	711	1,158,897	9,651	3,306,612	13,328	1,847,827	23,690	6,313,336	25,715	7,023,076	26,603	7,480,729
Dues Collected.	Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	
British .. Coasting steamers	32,279		88,653		57,002		1,77,934		1,82,923		2,00,380	
British .. Other vessels	62,462		38,582		3,662		1,04,706		1,08,856		1,03,609	
Foreign vessels	14,036		6,358		8,405		28,799		28,048		31,614	
Native do.	718		11,252		13,375		25,345		22,971		26,363	
Total ..	1,09,495		1,44,845		82,444		3,36,784		3,42,798		3,61,966	

APPENDIX C.

Statement showing the financial position of the Port and Marine Funds of the Madras Presidency on the 31st March 1898.

Groups.	Balance on the 1st April 1897. Cash.	Balance on the 1st April 1897. Government securities.	Balance on the 1st April 1897. Loans, *i.e.*, sums lent +, sums borrowed —.	Balance on the 1st April 1897. Total.	Transactions during 1897-98. Receipts. Cash.	Government securities.	Loans and contributions.	Total.
1	2	3	4	5	6	7	8	9
Act X of 1889.	Rs. A. P.	Rs.	Rs.	Rs. A. P.	Rs. A. P.	Rs.	Rs. A. P.	Rs. A. P.
Port Funds.								
Eastern group	44,681 14 9	2,01,000	..	2,45,681 14 9	1,80,690 13 8	..	15,742 13 0	1,96,433 10 8
Western group	60,100 9 7	2,84,000	+ 16,500	3,60,600 9 7	1,00,842 7 2	12,000	2,930 15 0	1,15,773 6 2
Madras	51,810 15 7 / 35,106 5 0	..	..	86,917 4 7	1,18,633 6 11	50,000	..	1,68,633 6 11
Total	1,91,699 12 11	4,85,000	+ 16,500	6,93,199 12 11	4,00,166 11 9	62,000	18,673 12 0	4,80,840 7 9
Pilotage Funds.								
Madras	— 2,063 7 4 / — 2,236 0 11	50,000	..	45,700 7 9	29,775 11 8	..	4,299 8 3	34,075 3 11
Pámban and Kílakarai	15,742 13 0	..	..	15,742 13 0	11,577 13 11	..	..	11,577 13 11
Cochin	2,930 15 0	12,000	..	14,930 15 0	1,639 3 7	..	..	1,639 3 7
Mangalore	— 13 15 7	..	..	— 13 15 7	296 0 0	..	13 15 7	309 15 7
Total	14,360 4 2	62,000	..	76,360 4 2	43,288 13 2	..	4,313 7 10	47,602 5 0
Act III of 1885.								
Landing and Shipping Dues.								
Vizagapatam	16,216 2 9	..	..	16,216 2 9	13,875 14 8	..	..	13,875 14 8
Cocanada	19,705 10 7	..	— 16,500	3,205 10 7	39,837 14 10	..	..	39,837 14 10
Masulipatam	3,675 7 7	5,000	..	8,675 7 7	2,883 3 7	..	..	2,883 3 7
Negapatam	36,403 4 5	..	..	36,403 4 5	14,451 7 10	..	..	14,451 7 10
Mangalore	31,890 3 5	..	..	31,890 3 5	8,359 6 3	..	..	8,359 6 3
Total	1,07,890 12 9	5,000	— 16,500	96,390 12 9	79,407 15 2	..	..	79,407 15 2
Acts V of 1863 and VII of 1871.								
Pier Dues.								
Gopalpur	..	..	..	..	15 0 0	..	..	15 0 0
Tuticorin	..	..	..	..	21,471 4 4	..	..	21,471 4 4
Calicut	..	..	..	..	4,005 5 7	..	..	4,005 5 7
Total	..	..	..	..	25,491 9 11	..	..	25,491 9 11
Grand Total, Acts X of 1889, III of 1885 and V of 1863 and VII of 1871	3,13,950 13 10	5,52,000	..	8,65,950 13 10	5,48,355 2 0	62,000	22,987 3 10	6,33,342 5 10

APPENDIX C—*cont.*

Statement showing the financial position of the Port and Marine Funds of the Madras Presidency on the 31st March 1898—*cont.*

Groups.	Transactions during 1897-98—*cont.* Charges. Cash.	Charges. Government securities.	Charges. Loans and contributions.	Charges. Total.	Difference between receipts and charges (9) — (13).	Balance on 31st March 1898. Cash.	Government securities.	Loans, *i.e.*, sums lent +, sums borrowed —.	Total (5) + (14).
	10	11	12	13	14	15	16	17	18
Act X of 1889.	Rs. A. P.	Rs.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs.	Rs.	Rs. A. P.
Port Funds.									
Eastern group	2,14,586 4 0	..	..	2,14,586 4 0	— 18,152 9 4	26,529 5 5	2,01,000	..	2,27,529 5 5
Western group	76,845 1 7	..	13 15 7	76,859 1 2	38,914 5 0	87,014 14 7	2,96,000	+ 16,500	3,99,514 14 7
Madras	76,626 13 3	..	86,917 4 7	1,63,544 1 10	42,006 9 8 / 50,000 0 0 / — 86,917 4 7	42,006 9 8	50,000	..	92,006 9 8
Total	3,68,058 2 10	..	86,931 4 2	4,54,989 7 0	25,851 0 9	1,55,550 13 8	5,47,000	+ 16,500	7,19,050 13 8
Pilotage Funds.									
Madras	40,538 3 10	50,000	..	90,538 3 10	— 10,762 8 2 / — 50,000 0 0 / + 4,299 8 3	— 10,762 8 2	..	..	— 10,762 8 2
Pámban and Kílakarai	2,157 3 7	..	15,742 13 0	17,900 0 7	+ 9,420 10 4 / — 15,742 13 0	9,420 10 4	..	..	9,420 10 4
Cochin	2,167 10 0	12,000	2,930 15 0	17,098 9 0	— 528 6 5 / — 12,000 0 0 / — 2,930 15 0	— 528 6 5	..	..	— 528 6 5
Mangalore	295 8 0	..	..	295 8 0	+ 0 8 0 / + 13 15 7	0 8 0	..	..	0 8 0
Total	45,158 9 5	62,000	18,673 12 0	1,25,832 5 5	— 78,230 0 5	— 1,869 12 3	..	..	— 1,869 12 3
Act III of 1885.									
Landing and Shipping Dues.									
Vizagapatam	1,790 0 1	..	..	1,790 0 1	12,085 14 7	28,302 1 4	..	..	28,302 1 4
Cocanada	26,418 10 10	..	..	26,418 10 10	13,419 4 0	33,124 14 7	..	— 16,500	16,624 14 7
Masulipatam	440 7 6	..	..	440 7 6	2,442 12 1	6,118 3 8	5,000	..	11,118 3 8
Negapatam	11,686 0 8	..	..	11,686 0 8	2,765 7 2	39,168 11 7	..	..	39,168 11 7
Mangalore	719 12 0	..	..	719 12 0	7,639 10 3	39,529 13 8	..	..	39,529 13 8
Total	41,054 15 1	..	..	41,054 15 1	38,353 0 1	1,46,243 12 10	5,000	— 16,500	1,34,743 12 10
Acts V of 1863 and VII of 1871.									
Pier Dues.									
Gopalpur	76 1 0	..	..	76 1 0	— 61 1 0	— 61 1 0	..	..	— 61 1 0
Tuticorin	570 14 7	..	..	570 14 7	20,900 5 9	20,900 5 9	..	..	20,900 5 9
Calicut	6,356 12 2	..	..	6,356 12 2	— 2,351 6 7	— 2,351 6 7	..	..	— 2,351 6 7
Total	7,003 11 9	..	..	7,003 11 9	18,487 14 2	18,487 14 2	..	..	18,487 14 2
Grand Total, Acts X of 1889, III of 1885 and V of 1863 and VII of 1871	4,61,275 7 1	62,000	1,05,605 0 2	6,28,880 7 3	4,461 14 7	3,18,412 12 5	5,52,000	..	8,70,412 12 5

APPENDIX C (i).

Statement showing Receipts of Port Funds (Act X of 1889) of the Madras Presidency for the official year 1897–98.

Groups.	Coasting steamers' dues.	Other port dues.	General Administration receipts.	Miscellaneous receipts.	Public Works receipts.	Fees.	Interest.	Contributions.	Provincial contributions.	Total.
	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.
Eastern group	88,652 15 3	56,367 2 1	7 12 4	13,154 1 6	540 0 0	14,951 7 10	7,017 6 8	15,742 13 0	..	1,96,433 10 8
Western group	57,002 1 0	25,441 14 1	5 2 10	2,115 11 2	..	6,153 0 2	10,124 9 11	2,930 15 0	..	1,03,773 6 2
Madras	32,279 2 1	77,215 14 9	2 9 5	3,758 14 1	..	4,504 1 7	872 13 0	..	..	1,18,633 6 11
Total ..	1,77,934 2 4	1,59,024 14 11	15 8 7	19,028 10 9	540 0 0	25,608 9 7	18,014 13 7	18,673 12 0	..	4,18,840 7 9

APPENDIX C (ii).

Statement showing Charges of Port Funds (Act X of 1889) of the Madras Presidency for the official year 1897–98.

Groups.	General charges.	Lighthouse charges.	Establishment.		Contingencies and Miscellaneous.	Public Works charges.	Fees.	Interest.	Contributions.	Total.
			Port officers and Conservators.	Other Establishment.						
	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.
Eastern group	34,963 9 4	1,07,745 10 2	30,569 11 8	13,318 5 8	16,006 2 11	5,797 4 2	6,185 8 1	..	..	2,14,586 4 0
Western group	23,309 0 10	4,239 14 7	19,833 2 3	8,367 15 7	7,008 12 11	11,703 1 6	2,397 1 6	..	..	76,859 1 2
Madras	11,654 8 5	10,862 4 5	10,588 13 8	16,185 3 10	22,361 14 10	4,172 10 3	801 5 10	..	86,917 4 7	1,63,544 1 10
Total ..	69,927 2 7	1,22,847 13 2	60,991 11 7	37,871 9 1	45,376 14 8	21,672 15 11	9,383 15 5	..	86,917 4 7	4,54,989 7 0

APPENDIX C (iii).

Statement showing particulars of General Receipts and charges of the Maritime Districts in the Madras Presidency (under Act X of 1889) for the official year 1897–98.

Districts.	Receipts.			Charges.							
	Survey and Registration of vessels.	Sale of surplus stores.	Total.	Officers of the Administrative Department.	Presidency Port office establishment.	Contingencies.	Travelling allowances of officers of the Administrative Department.	Leave allowance of Port Officers.	Miscellaneous.	Pensions and Gratuities.	Total.
		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.
Ganjám	..	..	..	..	..	..	..	..	165 3 10	..	165 3 10
Vizagapatam	..	..	..	..	..	..	..	..	..	42 0 0	42 0 0
Gódávari	..	..	..	..	..	..	..	..	..	715 0 0	715 0 0
Kistna	..	..	..	..	..	..	..	..	..	280 0 0	280 0 0
Nellore	..	..	..	..	..	..	..	..	..	..	..
Chingleput	..	..	..	..	..	..	..	..	..	..	..
Madras { General charges. Presidency Port Office.	..	15 8 7	15 8 7	21,880 9 10	11,233 5 2 / *1075 3 1	1,692 5 2	1,439 13 0	..	12,697 4 4	15,328 11 5	15,328 11 5
South Arcot	..	..	..	..	..	..	..	..	..	..	50,018 8 7
Tanjore	..	..	..	..	..	..	..	..	..	40 8 5	40 8 5
Madura	..	..	..	..	..	..	..	..	..	96 0 0	96 0 0
Tinnevelly	..	..	..	..	..	..	..	..	..	..	..
Malabar	..	..	..	107 15 6	..	..	200 0 0	..	939 10 11	39 0 0	1,286 10 5
South Canara	..	..	..	..	..	..	..	..	..	27 6 9	27 6 9
	..	..	..	..	† 300 0 0	..	53 4 0	..	..	1,491 11 5	1,844 15 5
	..	..	..	..	..	..	..	..	..	82 1 9	82 1 9
Total ..	..	15 8 7	15 8 7	21,988 9 4	12,608 8 3	1,692 5 2	1,693 1 0	..	‡ 13,802 3 1	18,142 7 9	69,927 2 7

* Pay of Lighthouse Inspector, East Coast Division, and Relief-keepers.

† Pay of Lighthouse Inspector, West Coast Division.

‡ This sum is made up of the following items :—

	Rs. A. P.
Printing and binding	768 13 9
Stationery	940 1 4
Rent of Telephone line	154 14 4
Books and periodicals received from England for the Port Department	530 15 11
Share of Municipal assessment on Port Office building occupied by the Presidency Port Office ..	460 5 4
Charges incurred on account of Dredger "Wenlock"	10,947 0 5
Total ..	13,802 3 1

APPENDIX C (iv).

Statement of Fees received and paid during 1897–98.

Groups.	Fees received.				Fees paid.		
	Fees levied under Acts.	Overtime fees for Port officers and Conservators.	Overtime fees for establishment.	Total.	Overtime fees paid to Port officers and Conservators	Overtime fees paid to establishment.	Total.
	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
Eastern group ..	3,563 15 4	9,334 8 8	2,052 15 10	14,951 7 10	4,118 0 6	2,067 7 7	6,185 8 1
Western group ..	1,954 6 4	3,643 8 0	555 1 10	6,153 0 2	1,847 8 0	549 9 6	2,397 1 6
Madras	1,711 0 0	1,735 0 0	1,058 1 7	4,504 1 7	..	801 5 10	801 5 10
Total ..	7,229 5 8	14,713 0 8	3,666 3 3	25,608 9 7	5,965 8 6	3,418 6 11	9,383 15 5

APPENDIX C (v).

Statement showing Receipts and Charges of the Marine Funds of the Madras Presidency for 1897–98.

Funds.	Receipts.	Charges.
Landing and Shipping Dues Act III of 1885.	Rs. A. P.	Rs. A. P.
Vizagapatam	13,875 14 8	1,790 0 1
Cocanada	39,837 14 10	26,418 10 10
Masulipatam	2,883 3 7	440 7 6
Negapatam	14,451 7 10	11,686 0 8
Mangalore	8,359 6 3	719 12 0
Total ..	79,407 15 2	41,054 15 1
Pilotage Funds Act X of 1889.		
Madras	34,075 3 11	40,538 3 10
Pámban and Kílakarai	11,577 13 11	17,900 0 7
Cochin	1,639 3 7	5,098 9 0
Mangalore	309 15 7	295 8 0
Total ..	47,602 5 0	63,832 5 5
Pier Dues Acts V of 1863 *and VII of* 1871.		
Gopalpur	15 0 0	76 1 0
Tuticorin	21,471 4 4	570 14 7
Calicut	4,005 5 7	6,356 12 2
Total ..	25,491 9 11	7,003 11 9

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 1897–98.

Description of establishment.	Number of officers.	Number of men.	Total annual cost.	Total annual earnings.
Madras.			Rs. A. P.	Rs. A. P.
Port establishment	4	99	56,128 11 9	..
Lighthouse establishment	..	4	1,630 3 10	..
Divers' establishment	..	2	2,231 12 0	..
Marine Police establishment	..	..	5,417 15 7	..
Do. Dispensary establishment	..	2	3,010 11 4	..
Pilotage, Madras	..	58	26,572 12 10	34,075 3 11
Coast Ports.				
Port Officers and Conservators	17	149	72,089 3 2	..
Lighthouses	..	99	19,334 0 0	..
Pilotage (Pámban and Kílakarai, Cochin and Mangalore).	..	12	4,333 3 1	13,527 1 1
Landing and Shipping dues (Cocanada, Vizagapatam, Masulipatam, Negapatam and Mangalore)	..	65	12,143 0 10	79,407 15 2
Pier dues (Gopalpur, Tuticorin and Calicut)	..	6	864 13 11	25,491 9 11

APPENDIX E.

Statement showing the various Government vessels, &c., in charge of the Port Department in the year 1897–98.

Details of vessels.	Tonnage of each vessel, Gross or Register, and horse-power, Indicated or Nominal, of engine, if a steamer.	Number of officers.	Number of men.	Total annual cost.	Total annual earnings.
River-going Vessels.				Rs. A. P.	Rs.
Steam Dredge "Priestmans"	28¼ tons (G.) 14 H.P. (N.)	..	10	5,477 1 8	..
Do. "Connemara"	35¾ tons (G.) 11 H.P. (N.)	..	11	4,050 8 3	..
Steam Launch "Empress" ..	11 tons (G.) 7 tons (R.) 5 H.P. (N.)	..	1	240 0 0	..
Steam Tug "Godavari" ..	39 tons (G.) 20 tons (R.) 80 H.P. (I.) 20 H.P. (N.) ..	..	9	2,083 8 10	..
Steam Dredge (at Cuddalore) .	20 tons (G.) 12 tons (R.) 6 H.P. (I. and N.) ..	..	6	1,730 5 3	..
Do. "Wenlock" ..	333·70 tons (G.) 45 H.P. (N.)	..	27	10,947 0 5	..
Steam Launch (at Madras) ..	....	..	7	2,857 8 0	..
Steam Dredge "Havelock" ..	15 tons, 25 H.P. (N.) ..	..	7	7,147 4 6	..

APPENDIX F.

Statement showing the number, &c., of changes of Masters endorsed on registers of vessels under Act X of 1841 and Merchant Shipping Act, from 1st April 1897 to 31st March 1898, in the various Maritime Districts of the Madras Presidency.

Districts.	Number of vessels on the registers of which changes of masters were endorsed.	Amount of fees.
		Rs.
Madras	14	28
Ganjám	..	..
Vizagapatam	1	2
Gódávari	5	10
Kistna	5	10
Nellore	..	..
Chingleput	..	..
South Arcot	..	..
Tanjore	31	62
Madura	29	58
Tinnevelly	25	50
Malabar	18	36
South Canara	19	38
Total for 1897–98 ..	147	294
Total for 1896–97 ..	159	318
Decrease ..	12	24

APPENDIX G.

Statement showing the number, &c., of vessels registered under Act X of 1841 from 1st April 1897 to 31st March 1898 in the various Maritime Districts of the Madras Presidency.

Districts.	Total number of vessels.	Total tonnage.	Total amount of fees.
		Tons.	Rs. A. P.
Madras	..	..	..
Ganjám	..	..	..
Vizagapatam	..	..	..
Gódávari	4	422	52 12 0
Kistna	1	28	7 0 0
Nellore	..	..	..
Chingleput	..	..	..
South Arcot	..	..	..
Tanjore	..	..	..
Madura	9	917	123 12 0
Tinnevelly	7	337	50 6 0
Malabar	12	1,049	149 10 0
South Canara	24	1,016	186 14 0
	44	795	244 0 0
Total for 1897–98 ..	101	4,564	814 6 0
Total for 1896–97 ..	113	5,605	979 6 0
Decrease ..	12	1,041	165 0 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 1897–98.

Names.	Designation.	Cause and period of absence.	Acting arrangements.
W. S. Carlyon ..	Port officer, Gopalpur ..	Leave on medical certificate for eight months from 8th October 1897.	Mr. R. L. Swann, Reserve Port officer, acted.
H. J. Boas ..	Port officer, Bimlipatam ..	Privilege leave for three months from 21st June 1897.	Do. do.
J. P. James ..	Port officer, Negapatam ..	Returned to duty on 5th May 1897, after expiration of one year's leave on medical certificate granted from 6th May 1896.	Do. do.
J. H. Batt ..	Port officer, Pámban ..	(1) Left the port on the 1st April 1897, navigating the dredger *Wenlock* to Calcutta.	Superintendent of Sea Customs, Pámban, in charge.
		(2) Left the port on the 6th December 1897, navigating the I.G. steamer *Margarita* with Presidency Port Officer on board.	Do. do.
T. H. Baker ..	Port officer, Tuticorin ..	(1) Left the port on the 19th April 1897 to Bombay in Command of the I.G. steamer *Margarita*.	Do. do.
		(2) Privilege leave from 13th to 30th August 1897.	Do. do.
		(3) Proceeded to Bombay on the 1st October 1897, to bring back the I.G. vessels *Margarita* and *Irene*.	Do. do.
M. Woodhouse ..	Port officer, Cochin ..	Privilege leave for two months and four days from 12th March 1897 to 15th May 1897.	Mr. C. Raberts, Senior Pilot, in charge.
J. M. Simpson ..	Port officer, Tellicherry ..	Privilege leave from 20th December 1897 to 2nd February 1898, in addition to Christmas Holidays.	Superintendent of Sea Customs, Tellicherry, in charge.

APPENDIX I.

Statement of passengers sailed from the undermentioned ports in the Madras Presidency during the official year 1897–98.

Names of ports.	Ports within the Presidency.				Ports beyond the Presidency but within British India.				Ports in Burma.				Other Ports.				Grand Total.
	Adults.		Children under 12.	Total.	Adults.		Children under 12.	Total.	Adults.		Children under 12.	Total.	Adults.		Children under 12.	Total.	
	Males.	Females.			Males.	Females.			Males.	Females.			Males.	Females.			
1	2	3	4	5	6	7	8	9	10	11	12	13	22	23	24	25	26
Gopalpur	126	36	25	187	908	670	526	2,104	3,338	..	9	3,487	..	..	..	..	5,778
Baruva	..	..	..	..	..	..	..	..	4,833	40	267	5,140	..	..	..	..	5,140
Calingapatam ..	59	23	21	103	..	1	..	1	5,701	100	498	6,299	..	..	..	..	6,403
Bimlipatam ..	16	2	1	19	..	..	..	..	1,773	115	106	1,994	..	..	..	..	2,014
Vizagapatam ..	460	190	148	798	12	..	1	13	6,511	270	385	7,166	16	..	5	27	7,969
Cocanada	726	247	53	1,026	23	..	..	23	9,017	375	476	10,368	..	..	..	..	11,470
Masulipatam ..	352	70	24	446	..	..	..	..	250	27	24	301	..	..	..	..	747
Cuddalore	1	..	..	1	..	..	..	..	762	22	23	807	..	..	..	..	886
Porto Novo	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	411
Tirumalavasal ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	116
Tranquebar	..	2	3	5	28	..	..	28	16,816	1,467	1,255	18,538	..	..	..	..	178
Negapatam	23	..	..	23	..	..	..	..	..	..	..	..	..	..	..	..	88,073
Topputurai	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2,885
Mutupet	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	7
Adirampatnam ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	36
Ammapatnam ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	51
Kottaipatnam ..	..	..	..	..	7	..	..	7	..	..	..	..	..	..	..	..	95
Karikal	..	7	..	7	..	..	..	..	..	..	..	..	..	..	..	..	2,122
Pámban	8,985	3,928	53	12,966	..	..	..	..	..	..	..	..	..	..	..	..	42,918
Kilakarai	559	97	27	663	..	..	..	..	..	..	..	..	..	..	..	..	786
Devipatam	6,720	4,061	631	11,412	..	..	..	..	..	..	..	..	..	..	..	..	11,623
Tondi	121	8	2	131	..	..	..	..	..	..	..	..	..	..	..	..	22,144
Tuticorin	730	48	6	784	..	..	..	..	..	..	..	..	..	..	..	..	113,308
Kulasekarapatnam ..	329	60	12	401	..	..	..	..	..	..	..	..	..	..	..	..	401
Kayalpatnam ..	305	26	18	349	..	..	..	..	..	..	..	..	..	..	..	..	349
Cochin	264	20	12	296	118	32	22	172	..	5	2	10	..	..	..	..	524
Ponnani	10	..	..	10	2	..	..	2	..	..	..	..	..	..	..	..	12
Calicut	621	43	31	695	990	35	58	1,083	..	..	..	..	19	1	1	21	2,034
Cuilandy	11	..	1	12	12	10	..	22	..	..	..	..	202	37	11	250	1
Badagara	9	2	1	12	12	..	..	..	10	..	..	10	..	..	..	..	22
Kallai	280	29	14	323	46	..	..	46	..	..	..	..	..	..	..	..	12
Tellicherry	187	36	15	238	49	10	9	68	65	..	..	65	1	..	..	1	391
Cannanore	4,170	726	373	5,269	2,730	556	271	3,557	58	..	..	58	356	51	29	436	296
Mangalore	41	3	..	44	..	..	..	..	..	..	..	..	..	..	..	..	9,265
Manjeshwar	9	..	..	9	..	6	..	6	..	..	..	..	..	..	..	..	44
Kumbla	139	12	3	154	8	..	..	8	923	..	..	923	141	14	4	159	9
Kasaragod	8	..	..	8	..	..	..	..	..	..	..	..	103	5	1	109	160
Mulki	1,309	230	143	1,682	784	107	32	923	218	..	..	218	93	27	14	134	8
Malpe	145	17	13	175	205	7	6	218	..	..	..	..	..	..	..	..	2,764
Hangarkotta ..	818	169	129	1,116	634	48	104	786	..	..	..	..	..	..	..	..	602
Coondapoor ..	20	..	..	20	4	..	..	4	..	..	..	..	..	..	..	..	2,036
Baindur	207	31	20	258	1,126	76	33	1,235	9,958	1,642	1,026	12,620	4,283	1,041	688	4,012	24
Madras	..	..	..	..	..	..	..	..	..	..	..	..	2,283	1,187	765	5,277	18,676
Total ..	27,738	10,113	1,782	39,633	7,649	1,603	1,009	10,261	58,464	4,069	4,197	66,730	3,825	1,187	765	5,277	312,690

Grand Total ... (1897–98 ... 312,690; 1896–97 ... 279,492) Increase ... 33,198

APPENDIX I—*cont.*

STATEMENT of passengers arrived at the undermentioned ports in the Madras Presidency during the official year 1897-98.

Names of ports.	Ports arrived from.	Ports within the Presidency.				Ports beyond the Presidency but within British India.				Ports in Burma.				Ports in Ceylon.				Ports in Straits Settlements.				Other Ports.				Grand Total.
		Adults.				Adults.				Adults.				Adults.				Adults.				Adults.				
		Males.	Females.	Children under 12.	Total.	Males.	Females.	Children under 12.	Total.	Males.	Females.	Children under 12.	Total.	Males.	Females.	Children under 12.	Total.	Males.	Females.	Children under 12.	Total.	Males.	Females.	Children under 12.	Total.	
1		2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
Gopalpur	..	17	1	3	21	86	8	4	98	..	..	..	..	6	4	..	10	..	..	..	..	..	..	..	..	129
Baruva	..	..	..	..	..	..	..	..	..	1,081	6	33	1,120	..	..	..	..	..	..	..	..	..	..	..	..	1,120
Calingapatam	..	..	..	..	..	..	2	..	2	3,298	38	103	3,439	..	..	..	..	..	..	..	..	..	..	..	..	3,443
Bimlipatam	..	16	3	1	20	4	..	..	4	7,013	129	167	7,299	..	..	..	..	..	..	..	..	..	..	..	..	7,323
Vizagapatam	..	173	31	24	228	121	..	4	125	4,764	55	144	4,963	..	..	..	..	..	..	..	..	..	..	..	..	5,316
Cocanada	..	180	22	16	218	35	..	..	35	9,298	256	154	9,683	..	..	..	..	..	..	..	..	..	..	..	5	9,946
Masulipatam	..	249	53	27	329	5	3	2	10	179	13	6	198	..	..	..	..	..	..	..	..	..	..	..	..	537
Cuddalore	..	1	..	..	1	7	2	..	9	18	1	3	22	..	..	..	..	..	..	..	..	..	..	..	..	73
Porto Novo	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	311
Tirunalavasal	..	5	1	..	6	6	1	..	7	6,794	479	387	7,660	..	..	..	..	..	..	..	..	..	..	..	..	6
Negapatam	..	48	1	..	49	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	23,115
Velanganni	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3
Topputurai	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2,329
Muttupet	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	236
Adirampatnam	..	2	..	..	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	546
Ammapatnam	..	53	20	6	79	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	376
Kottaipatnam	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	266
Karikal	..	15	..	..	15	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1,199
Pamban	..	2	..	1	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	25,142
Kilakarai	..	5,730	2,480	142	8,342	..	..	..	..	6	..	..	6	..	..	..	..	..	..	..	..	..	..	..	..	3,604
Devipatam	..	2,136	1,184	12	3,332	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	5,785
Tondi	..	3,655	1,741	153	5,549	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	14,918
Tuticorin	..	306	22	3	331	..	..	..	..	3	..	..	3	..	..	..	..	..	..	..	..	..	..	..	..	81,329
Kulasekarapatnam	..	2,178	331	65	2,574	7	1	..	8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	620
Kayalpatnam	..	270	54	18	342	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	281
Cochin	..	209	46	12	267	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	659
Tanore	..	323	23	7	353	128	31	27	186	5	..	..	5	..	..	..	..	..	..	..	..	..	..	..	..	2
Calicut	..	2	..	..	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1,579
Quilandy	..	887	140	62	1,089	389	20	37	446	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	65
Badagara	..	54	1	1	56	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	51
Kallai	..	44	..	1	48	3	..	3	6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	27
Tellicherry	..	26	1	..	27	..	1	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	495
Cannanore	..	405	33	25	463	27	..	3	30	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	342
Mangalore	..	969	26	11	306	3	3	42	48	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	7,638
Manjeshwar	..	3,345	551	396	4,294	2,247	444	310	3,001	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	46
Kumbla	..	44	2	..	46	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3
Kasaragod	..	3	..	..	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	365
Mulki	..	325	28	3	356	9	..	..	9	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	15
Malpe	..	9	3	3	15	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2,823
Hangarkkotta	..	1,590	296	151	2,037	559	73	14	646	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	489
Coondapoor	..	163	15	16	194	167	19	8	194	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2,091
Baindur	..	1,076	170	87	1,333	486	96	64	646	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	15
Madras	..	6	..	3	9	1,054	196	122	1,372	3,583	455	373	4,461	..	..	..	..	..	..	..	..	..	..	..	..	11,179
Total	..	25,519	7,790	1,623	34,932	5,384	902	594	6,880	36,092	1,432	1,340	38,864	88,196	21,680	6,076	115,951	14,802	1,180	790	16,772	1,638	537	253	2,428	215,837

Grand Total (1897-98 ... 215,837
(1896-97 ... 234,087
Decrease ... 18,250

APPENDIX J.

STATEMENT showing the particulars of Dredging Operations at the Port of Cocanada for the official year 1897–98, including the figures of the previous two years.

Name of dredger.	Particulars.	Previous two years. 1895–96.	Previous two years. 1896–97.	1897–98.
Priestman's Dredger.	(*a*) Days working	183	222	202
	(*b*) Hours dredging	1,630	1,998	1,817
	(*c*) Barges / Boats loaded, giving number of tons each barge / boat will hold.	992 of 59⅜ tons and 167 of 29 7/10 tons.	925 of 59⅜ tons and 134 of 29 7/10 tons.	940 of 59⅜ tons and 384 of 29 7/10 tons.
	(*d*) Tons dredged	63,883·6	61,045	67,235 3/10
	(*e*) Cubic yards dredged	47,322	46,219	49,998
	(*f*) Average outturn per day	349·08	274·9	332·7
	(*g*) Working expenses per ton	As. 1–2	As. 1–5	As. 1–11
Dredger *Connemara.*	(*a*) Days working	241	231	188
	(*b*) Hours dredging	2,193	2,079	1,683
	(*c*) Barges / Boats loaded, giving number of tons each barge / boat will hold.	1,164 of 59⅜ tons and 398 of 29 7/10 tons.	973 of 59⅜ tons and 161 of 29 7/10 tons.	800 of 59⅜ tons and 259 of 29 7/10 tons.
	(*d*) Tons dredged	80,961·7	62,965	56,029⅜
	(*e*) Cubic yards dredged	59,972	46,641	41,504
	(*f*) Average outturn per day	331·4	272·5	292·7
	(*g*) Working expenses per ton	As. 1–1	As. 1–6	As. 1–11

APPENDIX J (i).

STATEMENT showing the particulars of Dredging Operations at the Port of Cuddalore for the official year 1897–98, including the figures of the previous two years.

Name of dredger.	Particulars.	Previous two years. 1895–96.	Previous two years. 1896–97.	1897–98.
Steam Dredger.	(*a*) Days working	96	124	90
	(*b*) Hours dredging	576	744	540
	(*c*) Barges / Boats loaded, giving number of tons each barge / boat will hold.	1,435½ of 4 tons each.	2,002¾ of 4 tons each.	*Nil.*
	(*d*) Tons dredged	5,742	8,011	6,046
	(*e*) Cubic yards dredged	4,255	5,934	4,479
	(*f*) Average outturn per day	58	65	67
	(*g*) Working expenses per ton	As. 2–0	As. 2–9	As. 4–7

APPENDIX J (ii).

STATEMENT showing the particulars of Dredging Operations at the Port of Negapatam for the official year 1897–98, including the figures of the previous two years.

Name of dredger.	Particulars.	Previous two years. 1895–96.	Previous two years. 1896–97.	1897–98.
Bucket dredger *Hancock.*	(*a*) Days working	..	95	229
	(*b*) Hours dredging	..	834¼	1,835¼
	(*c*) Barges / Boats loaded, giving number of tons each barge / boat will hold.	..	130¾ of 10 tons and 316½ of 14 tons.	1,019⅛ of 14 tons and 499 of 16 tons.
	(*d*) Tons dredged	..	5,738½	22,257
	(*e*) Cubic yards dredged	..	3,672½	14,282½
	(*f*) Average outturn per day	..	60½	97
	(*g*) Working expenses per ton	..	As. 7–9	As. 5–10

APPENDIX K.

Particulars of seamen shipped and discharged at Ports in the Madras Presidency under the various Merchant Shipping Acts in the official year 1897–98.

Name of port.	Europeans.		Asiatics.		Total.	
	Shipped.	Discharged.	Shipped.	Discharged.	Shipped.	Discharged.
Vizagapatam	6	..	1	2	7	2
Cocanada	1	1	29	25	30	26
Madras	17	14	33	912	50	926
Cuddalore	..	..	20	63	20	63
Porto Novo	..	..	59	23	59	23
Negapatam	3	1	203	99	206	100
Tuticorin	..	..	12	..	12	..
Cochin	..	1	25	49	25	50
Calicut	..	..	..	96	..	96
Total of year under report ..	27	17	382	1,269	409	1,286
Total of previous year ..	24	27	437	1,324	461	1,351
Increase ..	3	..	..	..	..	..
Decrease ..	..	10	55	55	52	65

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 1897–98.

Name of ports.	Number of boats serviceable.	Number of boats unserviceable.	Total.
Gopalpur	82	..	82
Calingapatam	65	35	100
Vizagapatam	172	10	182
Bimlipatam	134	67	201
Cocanada	350	22	372
Masulipatam	33	20	53
Cuddalore	105	55	160
Porto Novo	45	27	72
Negapatam	135	..	135
Pámban	83	27	110
Tuticorin	188	62	250
Cannanore	47	22	69
Tellicherry	55	3	58
Calicut and Beypore	134	31	165
Cochin	119	97	216
Mangalore	131	..	131
Total of 1897–98 ..	1,878	478	2,356
Total of 1896–97 ..	1,784	509	2,293
Increase ..	94	..	63
Decrease ..	..	31	..

APPENDIX M.

Statement showing particulars of Repairs, Works, &c., carried out through the Agency of the Port Department at Ports in the Madras Presidency during the official year 1897–98.

Name of Port.	Nature of Work.	Cost.	Total.
		Rs. A. P.	Rs. A. P.
Gopalpur ..	Whitewashing boundary pillars	7 8 0	
	Repairs to Port boat	40 0 0	47 8 0
Baruva ..	Petty repairs to flagstaff	16 0 0	
	Do. to boundary pillars	35 0 0	51 0 0
Calingapatam ..	Annual repairs to port boat	10 0 0	
	Repairs to flagstaff and shed	12 10 0	
	Do. to north boundary pillar	2 12 0	25 6 0
Vizagapatam ..	Renewing topmast of flagstaff	100 0 0	
	Repairs to anchor and chain of mooring buoy	20 7 9	120 7 9
Bimlipatam ..	Annual repairs to Port office, signaller's quarters, flagstaff and boundary pillars	36 0 0	
	Whitewashing and petty repairs to Santopilly lighthouse buildings ..	93 14 0	129 14 0
Masulipatam ..	Periodical lifting and replacing of roadstead buoys	154 8 0	
	Repairs to flagstaff, basement, &c.	18 4 0	
	Repairs to Port Officer's bungalow	44 12 0	217 8 0
Cuddalore ..	Painting and rigging flagstaff	13 0 0	
	Repairs to boundary pillars, signaller's quarters, &c.	21 0 0	34 0 0
Negapatam ..	Repairs to Boat overseer's office	50 0 0	
	Constructing a new Port boat	592 10 0	642 10 0
Cochin ..	Temporary repairs to Port office building	60 0 0	
	Annual repairs to lighthouse, coal shed, boat-house and store godowns ..	79 0 0	
	Constructing a revetment on the Cruz Milagre foreshore	63 0 0	
	Renewing and fixing two signalling yard arms at the lighthouse ..	25 0 0	227 0 0
Calicut ..	Repairs to Port office buildings at Beypore	14 8 0	14 8 0
Badagara ..	Painting flagstaff, &c.	12 12 0	12 12 0
Cannanore ..	Erection of iron flagstaff	730 0 0	730 0 0
Mangalore ..	Erection of flagstaff on Bunder	300 0 0	300 0 0
	Total ..	..	2,552 9 9

ADMINISTRATION REPORT OF THE OFFICE OF AGENT FOR GOVERNMENT CONSIGNMENTS, MADRAS, FOR THE OFFICIAL YEAR 1897-98.

There was no change in the establishment during the year under report.

2. The quantities of Government stores landed and shipped for the various departments, during the past three official years are shown in the appended two statements, viz. :—

Import (A). | Export (B).

3. The total number of packages with their tonnage under import and export in the year 1897-98 will be found compared with the previous year's figures as under :—

Import.

	Number of packages.	Tons.
1896-97	48,363	4,912
1897-98	66,797	5,801
	+ 18,434	+ 889

Export.

1896-97	37,105	2,960
1897-98	27,821	2,421
	— 9,284	— 539

4. The increase under import is chiefly made up by the larger quantities of Stamp, Stationery, Telegraph and Public Works stores landed in the year.

5. The decrease noticed under export is due to a general falling off in military stores and to non-shipment of treasure, which, in the year under report, was probably railed on to the northern ports.

6. Landing and removal of stores was carried on by contract as in previous years.

7. The landing charges amounted to As. 13-6 per ton. The rate provided for general cargo was very favourable. There has, however, been a larger quantity of metal and heavy stores imported by the Telegraph, Public Works and Ordnance departments in the year under report and for which a higher rate is payable.

8. Cart and cooly hire for removing stores averaged As. 6-3 per ton.

9. Boat hire paid for shipping stores, exclusive of cost of establishment, was As. 12-3 per ton. The work of engaging boats and shipping stores was, as usual, performed departmentally.

10. Total value of stores damaged, short-delivered and lost during discharge from steamers was Rs. 2,128-10-10, of which sum the following recoveries were effected :—

	Rs.	A.	P.
From the steamer agents	1,111	6	9
„ landing contractor	549	0	1

The remaining sum of Rs. 468-4-0 was borne by Government on account of stores lost by accident of the sea.

11. The present system of landing stores by contract has been in force for ten years, and it may be of interest to show the actual result of the working of that system during this period. To illustrate this a tabulated statement is attached.

12. There has been no loss whatever to Government on account of stores shipped during this period, which shows that the subordinates of this office have carried out their duties efficiently. A statement (Appendix D) showing shipments of stores for the past ten years is also attached.

13. In connection with loss of stores during the year under report there was one occurrence of a most unusual nature, viz., the disappearance of a case of service postage stamps after being delivered to the landing contractor. This is the second occasion on which a package has not been accounted for; but, on the first occasion, the package was recovered from the sea many months after the failure of the agents of the vessel to account for its short delivery.

14. From the tabular statement (Appendix C) attached, it will be observed that during ten years the loss to Government has been only Rs. 3,398, or an average of Rs. 339-12-0 per annum. These losses were mostly due to accidents of the sea, and wastage of coal. In view of the fact that landing operations are largely carried out in a harbour exposed to heavy swell, and in small boats and open lighters, it is considered that the various contractors have, as a rule, carried out their duties satisfactorily.

Madras,
7th September 1898.

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

APPENDIX A.

Statement of Government Stores landed during the past three official years.

Departments.	1895-96.		1896-97.		1897-98.	
	Number of packages.	Tons.	Number of packages.	Tons.	Number of packages.	Tons.
Civil—						
Stamp	2,615	351	1,767	232	2,036	265
Stationery	929	247	925	239	1,477	413
Telegraph	12,114	444	6,191	214	20,295	630
Police	163	41	143	36	91	19
Press	349	33	74	20	117	28
Prisons	..	..	9	1	44	4
Salt	21	1	92	10	205	18
Survey	42	4	20	2	26	3
Forest	..	..	1	..	264	16
Post office	2,359	319	2,695	286	1,678	208
Treasury—						
Copper	145	..	300	..	3,295	..
Silver	167	..	28	..	..	..
Paper Currency	16	..	42	..	38	..
Public Works Department	1,930	281	7,542	630	14,435	* 1,900
Secretariat	56	6	44	4	54	5
Government Gardens	193	28	279	56	126	31
Military—						
Army Clothing	2,073	484	2,074	479	1,823	395
Medical	501	149	662	250	758	133
Ordnance	24,209	1,227	23,436	2,183	16,873	† 1,261
Commissariat	2,150	291	1,115	130	2,067	277
Regimental necessaries	303	47	257	40	412	59
Marine—						
Port Department	160	10	339	22	238	47
Miscellaneous	630	85	328	44	445	89
Total	51,125	4,048	48,363	4,912	66,797	5,801

* Including 207 tons of coke.

† Including 110 tons of coke.

APPENDIX B.

Statement of Government Stores shipped during the past three official years.

Departments.	1895-96.		1896-97.		1897-98.	
	Number of packages.	Tons.	Number of packages.	Tons.	Number of packages.	Tons.
Civil—						
Stamp	267	29	257	89	269	78
Stationery	779	147	690	217	726	143
Telegraph	10,870	355	1,784	187	1,743	171
Police	497	53	579	56	539	52
Press	489	41	339	35	187	12
Prisons	23	1	23	1	15	1
Salt	725	27	522	18	350	10
Survey	54	6	68	10	57	7
Forest	..	..	..	..	..	..
Post office	..	..	..	..	..	..
Treasury—						
Copper	105	..	55	..	..	..
Silver	865	..	14	..	..	..
Paper Currency	2	..	2	..	4	½
Public Works Department	1,678	48	16,117	162	3,692	182
Secretariat	..	..	..	..	..	..
Government Gardens	30	5	13	2	112	16
Military—						
Army Clothing	1,225	176	1,835	266	882	118
Medical	573	74	989	210	646	93
Ordnance	7,352	660	9,434	1,379	14,600	1,167
Commissariat	6,849	493	4,036	285	3,307	286
Regimental necessaries	..	..	..	..	73	7
Marine—						
Port Department	51	3	49	6	81	10
Miscellaneous	339	39	299	34	538	68
Total	32,773	2,157	37,105	2,960	27,821	2,421

APPENDIX C.

Statement showing the Results of landing Government Stores by Contract during the past ten official years.

—	Landed.		Recoveries on account of damage to and short delivery of stores.		Loss borne by Government on account of stores damaged or lost by accident of the sea and from causes over which ship or landing contractor had no control.	Total value of stores damaged, short-delivered, and lost.
	No. of packages.	Tons.	From the steamer agents.	From the landing contractor.		
			Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
1888-89	Unknown.	11,024	61 15 2	....	* 531 10 2	985 9 4
1889-90	93,246	14,398	1,964 0 0	7 0 0	† 918 0 0	2,889 0 0
1890-91	98,028	11,411	2,531 0 0	223 0 0	8 8 0	2,762 8 0
1891-92	103,927	6,800	868 13 10	4 5 11	225 0 0	1,098 3 9
1892-93	79,846	5,775	1,078 6 3	42 9 9	....	1,121 0 0
1893-94	56,607	5,077	1,699 7 2	203 2 7	‡ 1,246 15 6	3,149 9 3
1894-95	72,539	4,355	2,597 13 7	183 11 7	....	2,781 9 2
1895-96	51,125	4,048	758 14 2	22 0 6	....	780 14 8
1896-97	48,363	4,912	1,572 8 8	392 6 6	....	1,964 15 2
1897-98	66,797	5,801	1,111 6 9	549 0 1	468 4 0	2,128 10 10
Total	670,478	73,601	14,244 5 7	1,627 4 11	3,398 5 8	19,662 0 2

* This sum represents the difference of value (Rs. 923-10-2) and sale-proceeds (Rs. 392) fetched at auction on account of two bales serge which fell into the sea by accident and were subsequently recovered.

† Includes Rs. 799-7-3 being value of coal lost by wastage.

‡ One case Ordnance stores *ex* S.S. *Coromandel* lost overboard in October 1892, value .. Rs. 698 7 0
Damage to Clothing bales *ex* S.S. *Rewa* 548 8 6

APPENDIX D.

Statement showing Shipments of Government Stores as carried on departmentally during the past ten official years.

—	Shipped.		Recoveries on account of damage to and loss of stores during shipment.		Loss borne by Government on account of stores damaged or lost during shipment.
	No. of packages.	Tons.	From the steamer agents.	From the boat owners.	
			Rs. A. P.	Rs. A. P.	
1888-89	..	3,058	....	....	....
1889-90	56,681	2,509	....	....	....
1890-91	30,676	2,464	....	....	....
1891-92	35,227	3,883	....	....	....
1892-93	24,248	2,246	....	....	....
1893-94	29,753	2,353	....	....	....
1894-95	25,582	2,267	....	* 59 7 0	....
1895-96	32,773	2,157	....	....	....
1896-97	37,105	2,960	....	....	....
1897-98	27,821	2,421	† 23 6 0	‡ 3 2 7	....
Total	299,866	26,318	23 6 0	62 9 7	....

* Being value of five bags of sugar damaged in boat while being conveyed to steamer.

† Value of two telegraph rails which fell from ship's sling and were lost in the sea.

‡ Value of seven straps (leather) extracted from one Ordnance package by boatmen.

Order—No. 962, Marine, dated 16th November 1898.

With his letter read above, the Presidency Port Officer submits the Administration Report of the Madras Port Department for the year 1897-98; also the reports of the Agent for Government Consignments and of the Deputy Conservator of the Port of Madras for the same period.

2. *Official Staff.*—Commander H. A. Street, R.I.M., was in charge of the department during the year under review. Particulars of changes in the staff are given in Appendix H of the report.

3. *Acts.*—The action taken under the various Marine Acts in force is specified in paragraph 2 of the report.

4. *Casualties.*—There were 16 * shipping casualties during the year as against 17 in the previous year, but only two were attended with loss of life; in one case 3, and in the other 26 persons met their death. A Court of Inquiry was held at Calcutta in connection with the sinking of the barque *Amanath Rahiman*, which was run down by the Asiatic Steam Navigation Company's steamer *Nawab*, in the vicinity of Pigeon Island off the West Coast. The Court found that the collision was due to defects in the lighting arrangements of the barque.

*1895-96	30
1896-97	17
1897-98	16

5. *Tonnage and Dues.*—The following statement gives the number and tonnage of the several classes of vessels that entered the ports of the Madras Presidency, and the dues paid by them during the year as compared with the figures for the two preceding years:—

—	Number of vessels.	Tonnage.	Dues paid.
Madras.			Rs.
1895-96	742	1,225,426	1,19,765
1896-97	767	1,243,423	1,20,932
1897-98	711	1,158,897	1,09,495
Other Ports.			
1895-96	25,861	6,255,303	2,42,201
1896-97	24,948	5,779,653	2,21,866
1897-98	22,979	5,154,439	2,27,289

6. It is observed that at Madras there was a decrease in the number of vessels, tonnage and dues; while at other ports the dues show an increase as compared with the previous year, notwithstanding a fall in the number of vessels and amount of tonnage. The enhanced receipts at coast ports is attributed to the port dues for the Eastern group having been raised during the year to the maximum rates allowed by law.

7. *Trade.*—The following statement gives an abstract of the value of the import and export trade of the Presidency, exclusive of treasure and Government stores, with the duty paid thereon:—

—	Value.			Duty.		
	Imports.	Exports.	Total.	Imports.	Exports.	Total.
Madras.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1895-96	6,28,26,933	6,60,98,517	12,89,25,450	30,23,722	1,281	30,25,003
1896-97	6,65,41,183	5,81,52,170	12,46,93,353	25,14,170	12,245	25,26,415
1897-98	6,87,87,036	5,54,14,495	12,42,01,531	28,08,581	16,426	28,25,007
Other Ports.						
1895-96	6,18,49,698	11,96,26,117	18,14,75,815	3,79,228	4,35,103	8,14,331
1896-97	4,63,51,233	11,28,03,593	15,91,54,826	3,29,222	7,92,756	11,21,978
1897-98	5,53,46,420	10,93,95,976	16,47,42,396	4,36,017	7,27,329	11,63,346

8. At Madras there was a decrease of Rs. 4,91,822 in the total value of imports and exports, while the duties collected showed an increase of Rs. 2,98,592 as compared with the previous year. The other ports showed an increase of Rs. 55,87,570 in the total value of imports and exports and of Rs. 41,368 in the amount of duties collected. Paragraph 11 of the Presidency Port Officer's review exhibits the ports in the order of their relative importance as regards trade.

9. *Passenger Traffic.*—The number of passengers outwards increased by 33,198, and the number inwards decreased by 18,260 as compared with the previous year. Tuticorin, Pámban and Negapatam continued to show the largest traffic. The numbers at these ports were as follows:—

	Outwards.	Inwards.
Tuticorin	113,308	81,329
Pámban	42,918	25,142
Negapatam	38,073	23,115

10. *Registration of Vessels.*—The number of vessels registered under Act X of 1841 fell to 101 from 113. The number registered in each district with the amount of fees collected are given in Appendix G.

11. *Government Vessels.*—The number of vessels in charge of the Port department remained the same as in the previous year, viz., 8.

12. *Licensed Boats.*—The number of serviceable cargo and other licensed boats at the principal ports in the Presidency rose from 1,784 at the end of 1896-97 to 1,878 at the end of the year under review.

13. *Dredging Operations.*—These operations were carried on during the year at Cocanada, Cuddalore and Negapatam. Details are shown in Appendices J—J (ii). The subjoined statement gives an abstract of the results:—

—	Tons dredged.	Average outturn per day.	Working expenses per ton.
			As. P.
Cocanada	67,235	332·7	1 11
	56,029	292·7	1 11
Cuddalore	6,046	67	4 7
Negapatam	22,257	97	5 10

14. The working expenses per ton were high: at Cuddalore, because the dredger was for a long time idle, pending repairs, and had to pay for establishment; at Negapatam because the rate includes hand dredging. The differences in the working expenses were also due to the cost of discharging the silt at each port, which necessarily varies according to the distance of the place of discharge from the working base, also to local fluctuations in the price of labour and hire of boats.

15. *Accounts.*—During the year under review, the district grouping of Port funds was abolished in favour of two distinct groups only, viz., the Eastern and the Western group, the accounts of the port of Madras remaining separate, as required by law.

16. The opening balance of Port funds under Act X of 1889 on the 1st April 1897 amounted to Rs. 6,93,200. The receipts during the year aggregated Rs. 4,80,840, and the charges Rs. 4,54,989. The closing balance on the 31st March 1898 was thus Rs. 7,19,051. During the year under review, the charges of the Eastern group exceeded the receipts by Rs. 18,153, there having been considerable expenditure in the Public Works Department on the construction of the Krishna and Manapad lighthouses. In the Western group, the receipts exceeded the charges by Rs. 38,914. The closing balance of each group on the 31st March 1898 was as follows:—

	Rs.
Eastern group	2,27,529
Western group	3,99,515

17. In Madras the receipts were Rs. 1,68,633, and the charges Rs. 1,63,544. The year closed with a surplus balance of Rs. 92,007. A sum of Rs. 10,762 from this amount has to be reserved to meet the deficit in the Pilotage fund of the port. The balance after meeting this demand, will be retained to meet charges on account of lighthouses for which the port of Madras is liable.

18. The subjoined statement gives the receipts and charges for the year under Pilotage funds (Act X of 1889), Landing and Shipping Dues (Act III of 1885), and Pier Funds (Acts V of 1863 and VII of 1871):—

—	Receipts (Cash).	Charges (Cash).	Balance.
Pilotage Funds.	Rs.	Rs.	Rs.
Madras	29,776	40,538	— 10,762
Pámban and Kilakarai	11,578	2,157	+ 9,421
Cochin	1,639	2,168	— 529
Mangalore	296	295½	+ ½
Landing and Shipping Dues.			
Vizagapatam	13,876	1,790	12,086
Cocanada	39,838	26,419	13,419
Masulipatam	2,883	440	2,443
Negapatam	14,451	11,686	2,765
Mangalore	8,359	720	7,639
Pier Funds.			
Gopalpur	15	76	— 61
Tuticorin	21,471	571	+ 20,900
Calicut	4,005	6,356	— 2,351

19. Appendix M gives particulars of public works carried out by the agency of the Port department during 1897-98. The cost of such works amounted to Rs. 2,552-9-9.

20. The Presidency Port Officer forwards a copy of the report of the Deputy Conservator. This has already been submitted to Government by the Conservator of the Port of Madras, and was reviewed in G.O., No. 694, Marine, dated 16th August 1898. It will accordingly be excluded from the present proceedings, and need not, in future, form an accompaniment to the Presidency Port Officer's report.

21. *Agent for Government Consignments.*—The statement given below exhibits the number of packages landed and shipped during 1897-98, and their tonnage as compared with the figures for the two previous years:—

—	Imports.		Exports.		Total.	
	Packages.	Tons.	Packages.	Tons.	Packages.	Tons.
1895-96	51,125	4,048	32,773	2,157	83,898	6,205
1896-97	48,363	4,912	37,105	2,960	85,468	7,872
1897-98	66,797	5,801	27,821	2,421	94,618	8,222

22. Under imports, there was an increase. This occurred under Stamps, Stationery, Telegraph and Public Works Stores. The decrease under exports is attributed to a general falling off in the shipment of Military stores and treasure.

(True Extract.)

A. Kunnett

Under Secretary to Government.

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

Rxd. T. K. Narayana Aiyangar.

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Current No.

Enclosures to C. No.

Order of Government.	A	A	A	A	A	A	A
Letter of Government.							
Statement with ditto							
Papers not filed up, being meant for despatch in original.							

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A = Copy in full.
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