813

Copy of (1895) Madras.

PUBLIC WORKS.

Dated

Rcvd.

Encl.

G.O., 14/11 1895, No. 334 Mar.

Madras Port Department.

Memo.

—

Reviewing the Administration Report for the Year 1894-95.

—

120

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14/11

9-4-65 No 41 - Ma
6-11-64 - 426 Ma
7-8-65 - 241 - Mi
4-12-64 - 472 Ma

Port Administ-
-tration Reports

U. S. Hte Governor

difference should have been explained as also should have been the ~~marked~~ great variations in the charges for the past three years :—

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

It is remarked 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. It is observed that 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.

	No. of packages.	Tons.
Landed.		
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 landing operations carried out by 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.)

Chief Secretary.

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

DESPATCHED
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5. Although there was a falling off in tonnage, the value of the trade of Madras shows a steady increase, while the introduction of the Tariff Act, as was to be expected, was no doubt principally responsible for the increase in the duty realised [illegible] 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	1,125,778	5,93,14,809	5,10,18,461	11,03,33,270	11,08,308	14,541	11,22,849
1893–94	1,233,735	6,49,78,552	5,76,53,455	12,26,32,007	10,73,662	9,741	10,63,403
1894–95	1,165,715	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 showed a considerable advance over the figures for the preceding year, particularly so in the case of the last item.

6. As in previous years, the bulk of the passenger traffic was carried on 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	1,145
1893–94	123	7,609	1,176
1894–95	101	5,750	988

8. *Accounts.*—With the exception of Kistna, Madura and Tinnevelly, the District Port Funds closed the year's transactions with a surplus in each case. 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	~~1,42,000~~	3,25,474	3,75,262	8,42,738
Closing "	85,532	3,68,749	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 considerable

ORDER—No. 334 Marine, 9/14 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, ~~containing also the reports~~ 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 ~~being sanctioned~~, 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 ~~medical~~ leave. 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 accidents to the S.S. *Lanark* and *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 ~~has been put up~~. The Government ~~notices~~ with satisfaction that, as in the previous year, no lives were lost by wrecks.

* 1892-93	18
1893-94	16
1894-95	21

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, ~~together with~~ the dues paid by them during the year, with the figures for the two preceding years :—

	Number of vessels.	Tonnage.	Dues paid.
			Rs.
Madras.			
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.

CURRENT No. 813

Marine (1895) Department.

From

The Presidency Port Officer,

Madras,

To

The Chief Secy. to Government,

Marine Department,

Fort St. George.

No. 1769/290 4

Dated 12th October 1895.
Received 14

No.

Subject.

Forwarding Administration Report of the Madras Port Department for 1894-95

No. 1769/290-G.

FROM

COMMANDER C. W. HEWETT, R.I.M.,
Acting Presidency Port Officer, Madras,

To

THE CHIEF SECRETARY TO GOVERNMENT,
MADRAS.

CHIEF SECRETARY
14 OCT. 1895
GOVERNMENT OF MADRAS

SIR,

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.

I have the honour to be,
Sir,
Your most obedient servant,

Charles a Hewett

Comdr., R.I.M.,
Ag. Presideney Port Officer.

MADRAS,
12*th October* 1895.

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 Tellicherry, 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.
				R.
Madras ..	British—	324	560,642	33,144
	Coasting	216	471,663	64,287
	Other than coasting	87	125,557	13,105
	Foreign	78	7,853	560
	Native			
	Total ..	705	1,165,715	1,11,096
Coast Ports ..	British—	3,831	4,965,668	1,64,187
	Coasting	309	407,909	31,995
	Other than coasting	741	153,062	14,049
	Foreign	20,175	702,052	23,791
	Native			
	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—

(*a*) British coasting vessels, a decrease in number, tonnage and dues;
(*b*) British vessels, other than coasting, a decrease of one in number, but an increase in tonnage and consequently in dues;
(*c*) Foreign vessels, an increase in number, tonnage and dues;
(*d*) 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
Mangalore	586,044	44,76,534	1,59,17,689	2,03,94,223	12,065	73,018	85,083
Tellicherry	234,614	44,17,605	1,25,66,914	1,69,84,519	22,920	7,777	30,697
Negapatam	344,564	46,32,537	76,34,803	1,23,17,345	9,095	13	9,108
Cuddalore	496,447	42,13,095	63,47,437	1,05,60,532	70,847	1,54,695	2,25,542
Bimlipatam	316,886	6,66,065	55,18,805	60,84,870	1,174	1,274	2,448
Cammanore	406,533	24,79,001	34,17,947	58,16,948	1,224	77	1,301
Masulipatam	268,345	21,35,852	13,87,459	35,23,311	2,445	..	2,445
Vizagapatam	302,659	9,48,616	24,35,107	33,83,723	1,060	88,431	89,491
Goyalpur	400,018	14,78,782	17,09,445	31,88,227	1,853	..	1,853
Calingapatam	203,160	13,07,512	14,18,489	27,26,001	1,555	28,864	30,419
Porto Novo	216,015	3,86,640	7,41,732	11,44,372	48	..	48
Pámban	68,450	2,26,346	6,50,527	8,76,873	11,245	22,860	34,105
All other coast ports	95,064	1,70,374	2,44,663	4,15,037	1,956	..	1,956
	768,192	5,69,19,560	12,17,88,674	17,87,08,234	21,424	1,65,243	1,86,667
Madras { 1893–94	1,233,735	6,49,78,552	5,76,53,455	12,26,32,007	10,73,662	9,741	10,83,403
{ 1894–95	1,165,715	7,15,21,088	6,92,32,809	13,07,53,897	26,20,108	21,271	26,41,379
Increase	..	65,42,536	16,79,354	81,21,890	15,46,446	11,530	15,57,976
Decrease	68,020	..	..	..	..	..	..
Coast ports { 1893–94	6,142,638	6,08,43,234	4,43,660	17,02,99,110	1,00,892	4,43,660	5,44,552
{ 1894–95	6,228,691	5,69,19,560	5,52,892	17,87,08,234	3,18,746	5,52,892	8,71,638
Increase	86,053	39,23,674	1,09,232	1,23,32,798	2,17,854	1,09,232	3,27,086
Decrease	..	..	..	84,09,124	..	..	..

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.

Pámban.—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.

Ganjám.—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, Gódávari, 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 Pámban Port Officer's residence and other public works amounting to Rs. 8,440.

Tinnevelly.—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	33,900	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.

Pámban 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 Tinnevelly 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 Tinnevelly 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), Pámban (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. *Inchdune;* Master, H. Purse. (*Stranding.*)	1,895	*En route* from Rangoon to Zaandam, sustained damage to propeller shaft.	
19th „ ..	Gunja *Fathel Khair;* Master, Ali. (*Stranding.*)	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 „ ..	Suwala *Yeshwanti;* Master, Sadashir. (*Stranding.*)	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 ..	Brig *Meenatchy Sundrum;* Master, Oomer Ally. (*Stranding.*)	134	Mistaking the passage between Munnali and Mossel Island for the Pooma channel, Gulf of Mannar, vessel took the ground and became a total wreck. No lives lost.	
16th „ ..	Gunja *Dolutpasa;* Master, Hassan. (*Stranding.*)	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 „ ..	Dhoney *Tiruporur Murugiah Puravy;* Master, C. Subramania Pillay. (*Stranding.*)	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 „ ..	S.S. *Lanark;* Master, W. B. Cross. (*Stranding.*)	1,973	*En route* from Middlesborough to Cocanada vessel struck on the south-east edge of the Sacramento Shoal about 1¾ miles off shore owing to strong south-westerly current. Crew landed safe by a boat from the *Camorta.*	Court of Inquiry held at Cocanada on the 18th June 1894. The master was exonerated from all blame.
9th June ..	British Brig *Perianayaghee;* Master, Cadir Mohideen. (*Stranding.*)	153	*En route* from Pámban to Colombo vessel stranded in the Kilakarai channel. Partial loss to Brig Rs. 500 and to cargo Rs. 300. No lives lost.	
4th July ..	Dhony *Kanagasabapathy;* Master, Peena Meerasa. (*Stranding.*)	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 „ ..	S.S. *Linlithgow;* Master, A. Haig. (*Stranding.*)	2,041	*En route* 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 „ ..	Brig *Neelayathatchi;* Master, Jamal Muhammad. (*Stranding.*)	126	*En route* from Negapatam to Masulipatam, stranded at False Point Divi but was floated without damage.	
22nd August.	Schooner *Sree Runganaikloo;* Master, Meera Sahib. (*Stranding.*)	57	*En route* from Pambán to Kilakarai, stranded in the Kilakarai channel. Partial loss to the vessel Rs. 1,000 and to cargo Rs. 500. No lives lost.	
26th „	S.S. *Goalpara;* 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 *Futteh Kher;* Master, Hassoni. (*Stranding.*)	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 „ ..	Kathwar Muchwa *Lakhmi Pasha;* Master, Nattoo. (*Stranding.*)	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. ..	British S.S. *Sirdhana;* Master, A. Langlois. (*Stranding.*)	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.				
12th February.	Muchwa *Rahimany;* Master, Rama. (*Miscellaneous.*)	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 „	S.S. *Newby;* Master, R. G. Tait. (*Stranding.*)	1,406	Propeller damaged. Shipped a new one at Madras.	
24th „	Muchwa *Barkati;* Master, Bhava. (*Collision.*)	26	*En route* 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 ..	Batela *Bombay Salamat;* Master, Narain Bhika. (*Stranding.*)	48	Lost by collision with the S.S. *Scindia* about three miles south of Mangalore. Total loss to vessel Rs. 5,000. No lives lost.	
15th „ ..	Schooner *Mohidin Cader Bux;* 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.	Founderings.	Collisions.	Miscellaneous.	Total.	
1893–94	10	2	1	3	16	*Nil.*
1894–95	18	..	1	2	21	..
Increase ..	8	..	..	..	..	..
Decrease ..	..	2	..	1	5	..

APPENDIX B.

PARTICULARS of the Trade of the several districts of the Madras Presidency during the official year 1894–95.

Districts.	British vessels. Coasting steamers. Arrived. In ballast. Vessels.	Tonnage.	Dues.	With cargo. Vessels.	Tonnage.	Dues.	With passengers. Vessels.	Tonnage.	Dues.	Total. Vessels.	Tonnage.	Dues.
1	2	3	4	5	6	7	8	9	10	11	12	13
Eastern Group.			Rs. A. P.			Rs. A. P.			Rs. A. P.			Rs. A. P.
Ganjám	1	2,055	..	183	266,589	7,631 7 0	147	223,645	3,816 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
Gódávari	4	6,966	1,049 14 6	76	149,273	7,560 15 0	210	325,372	4,579 14 0	290	481,611	13,190 11 6
Kistna	19	32,646	..	54	76,542	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	..	..	..	..	..	..	..	..	..	..	..	..
South Arcot	..	..	..	183	300,260	6,979 11 0	1	1,355	..	184	301,615	6,979 11 0
Tanjore	..	..	..	153	233,735	6,852 3 0	133	161,930	9,415 2 0	286	395,665	16,267 5 0
Madura	21	9,900	..	47	18,877	165 12 0	165	63,702	1,857 15 0	233	92,479	2,023 11 0
Tinnevelly	..	..	..	514	436,007	33,411 15 0	..	..	..	514	436,007	33,411 15 0
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
Western Group.												
Malabar	2	2,571	171 0 0	593	1,036,842	51,111 12 9	203	340,220	10,747 7 3	798	1,379,633	62,030 4 0
South Canara	15	172	..	11	17,462	268 8 0	505	343,638	4,590 12 10	531	361,272	4,859 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

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APPENDIX B—*cont.*

Districts.	British vessels—*cont.* Coasting steamers—*cont.* Left. In ballast. Vessels.	Tonnage.	Dues.	With cargo. Vessels.	Tonnage.	Dues.	With passengers. Vessels.	Tonnage.	Dues.	Total. Vessels.	Tonnage.	Dues.
	14	15	16	17	18	19	20	21	22	23	24	25
Eastern Group.						Rs. A. P.						Rs. A. P.
Ganjám	1	2,055	..	175	254,068	..	155	236,166	..	331	492,289	..
Vizagapatam	..	..	..	365	572,510	..	109	168,740	..	474	741,250	..
Gódávari	..	..	..	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	785 7 0
Chingleput	..	..	..	..	..	..	..	..	..	..	..	..
South Arcot	2	4,131	..	148	242,367	..	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
Tinnevelly	1	1,932	..	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
Western Group.												
Malabar	56	100,123	..	557	961,482	..	175	304,144	..	788	1,365,749	..
South Canara	14	160	..	5	6,136	..	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	..	287	482,287	..	..	..	..	347	582,392	..
Grand Total	211	282,980	..	2,410	3,452,240	875 13 0	1,540	1,790,413	..	4,161	5,525,633	875 13 0

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APPENDIX B—*cont.*

British vessels—*cont.*

Other vessels (excluding coasting steamers).

Arrived.

Districts.	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.			Rs. A. P.			Rs. A. P.			Rs. A. P.			Rs. A. P.
Ganjám	..	..	..	3	4,636	441 10 6	..	..	..	3	4,636	441 10 6
Vizagapatam	10	16,126	1,511 13 0	28	46,851	5,168 3 0	..	..	..	38	62,977	6,680 0 0
Gódávari	17	21,273	2,695 7 3	33	53,731	7,788 5 3	1	2,778	..	51	77,782	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	1,776 0 6	41	70,411	4,602 7 6
Tanjore	..	..	..	4	6,428	..	48	78,480	2,790 14 6	52	84,908	2,790 14 6
Madura	..	..	..	31	6,521	329 7 9	9	1,161	72 9 0	40	7,682	402 0 9
Tinnevelly	8	6,888	831 3 1	14	29,615	3,646 5 6	..	..	..	22	36,503	4,477 8 7
Total ..	47	66,341	7,106 0 4	116	1,53,853	18,132 14 0	84	124,705	4,639 8 0	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	73,734	7,549 7 2	382	679,208	84,093 8 7	85	126,630	4,639 8 0	525	879,572	96,282 7 9

APPENDIX B—*cont.*

British vessels—*cont.*

Other vessels (excluding coasting steamers)—*cont.*

Left.

Districts.	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
Eastern Group.												
Ganjám	..	..	..	4	6,352	..	..	..	..	4	6,352	..
Vizagapatam	3	5,412	..	36	59,297	..	..	..	..	39	64,709	..
Gódávari	..	..	..	50	76,745	..	..	..	..	50	76,745	..
Kistna	..	..	..	..	..	..	..	..	..	..	..	..
Nellore	..	..	..	..	..	..	..	..	..	..	..	..
Chingleput	..	..	..	..	..	..	..	..	..	..	..	..
South Arcot	..	..	..	15	28,125	..	26	42,286	..	41	70,411	..
Tanjore	..	..	..	2	3,046	..	53	86,445	..	55	89,491	..
Madura	33	6,058½	..	5	951	..	1	199¼	..	39	7,208¾	..
Tinnevelly	1	1,912	..	21	34,591	..	..	..	..	22	36,503	..
Total ..	37	13,382½	..	133	209,107	..	80	128,930¼	..	250	351,419¾	..
Western Group.												
Malabar	3	263	..	50	58,346	..	2	3,741	..	55	62,350	..
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	88,545½	..	365	651,313	..	82	132,671¼	..	527	872,529¾	..

APPENDIX B—*cont.*

Foreign vessels.

Districts.

Arrived.

Districts.	In ballast.			With cargo.			With passengers.			Total.		
	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.
	50	51	52	53	54	55	56	57	58	59	60	61
Eastern Group.			Rs. A. P.			Rs. As. P.			Rs. A. P.			Rs. A. P.
Ganjám	1	1,693	238 1 3	..	..	..	..	..	..	1	1,693	238 1 3
Vizagapatam	..	..	..	1	1,693	158 11 6	..	..	..	1	1,693	158 11 6
Gódávari	1	438	61 2 9	1	1,693	..	4	10,020	1,878 12 0	6	12,151	1,939 14 9
Kistna	..	..	..	..	..	..	..	..	..	..	..	..
Nellore	..	..	..	..	..	..	..	..	..	..	..	..
Chingleput	..	..	..	..	..	..	..	..	..	..	..	..
South Arcot	..	..	..	..	..	..	..	..	..	..	..	..
Tanjore	..	..	..	4	7,676	1,439 4 0	..	..	..	4	7,676	1,439 4 0
Madura	..	..	..	..	..	..	..	..	..	..	..	..
Tinnevelly	2	1,916	179 10 0	4	7,616	952 0 0	..	..	..	6	9,532	1,131 10 0
Total	4	4,047	478 14 0	10	18,678	2,549 15 6	4	10,020	1,878 12 0	18	32,745	4,907 9 6
Western Group.												
Malabar	50	9,513	812 12 10	158	92,607	7,008 0 11	4	5,455	680 6 0	212	107,575	8,501 3 9
South Canara	239	3,825	98 11 8	266	8,745	531 15 9	6	172	9 7 0	511	12,742	640 2 5
Total	289	13,338	911 8 6	424	101,352	7,540 0 8	10	5,627	689 13 0	723	120,317	9,141 6 2
Madras	..	..	..	87	125,557	13,104 14 9	..	..	..	87	125,557	13,104 14 9
Grand Total	293	17,385	1,390 6 6	521	245,587	23,194 14 11	14	15,647	2,568 9 0	828	278,619	27,153 14 5

APPENDIX B—*cont.*

Foreign vessels—*cont.*

Districts.

Left.

Districts.	In ballast.			With cargo.			With passengers.			Totah		
	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.
	62	63	64	65	66	67	68	69	70	71	72	73
Eastern Group.												
Ganjám	..	..	..	1	1,693	..	..	..	..	1	1,693	..
Vizagapatam	..	..	..	1	1,693	..	..	..	..	1	1,693	..
Gódávari	..	..	..	3	4,419	..	3	7,729	..	6	12,148	..
Kistna	..	..	..	..	..	..	..	..	..	..	..	..
Nellore	..	..	..	..	..	..	..	..	..	..	..	..
Chingleput	..	..	..	..	..	..	..	..	..	..	..	..
South Arcot	..	..	..	..	..	..	..	..	..	..	..	..
Tanjore	..	..	..	4	7,676	..	..	..	..	4	7,676	..
Madura	..	..	..	..	..	..	..	..	..	..	..	..
Tinnevelly	..	..	..	6	9,532	..	..	..	..	6	9,532	..
Total	..	..	..	15	25,013	..	3	7,729	..	18	32,742	..
Western Group.												
Malabar	25	4,550	..	186	96,358	..	5	4,772	..	216	105,680	..
South Canara	106	1,234	..	378	11,035	..	8	118	..	492	12,387	..
Total	131	5,784	..	564	107,393	..	13	4,890	..	708	118,067	..
Madras	4	5,698	..	84	121,316	..	..	..	..	88	127,014	..
Grand Total	135	11,482	..	663	253,722	..	16	12,619	..	814	277,823	..

APPENDIX B—*cont.*

Native Craft.

Arrived.

Districts.	In ballast.			With cargo.			With passengers.			Total.		
	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.
	74	75	76	77	78	79	80	81	82	83	84	85
			Rs. A. P.			Rs. A. P.			Rs. A. P.			Rs. A. P.
Eastern Group.										10	1,119	67 8 3
Ganjám	3	93	3 6 3	7	1,026	64 2 0	..	..	..	4	631	33 2 0
Vizagapatam	1	202	6 5 0	3	429	26 13 0	..	..	..	41	15,213	752 4 11
Gódávari	24	7,488	340 4 2	12	5,873	319 8 9	5	1,852	92 8 0	422	30,086½	1,052 11 8
Kistna	245	20,733	611 13 11	176	9,335½	440 13 9	1	18	..	51	1,469	35 11 6
Nellore	4	78	2 10 6	47	1,391	32 1 0	..	..	..	..	..	..
Chingleput	..	..	..	..	..	..	..	..	..	158	13,310¼	543 7 11
South Arcot	52	4,049½	150 14 2	47	4,487	169 11 0	59	4,773¾	222 14 9	1,130	85,980	3,159 10 0
Tanjore	294	18,908	556 2 10	425	40,798	1,686 0 11	411	26,274	917 6 3	3,360	77,007	1,754 8 10
Madura	1,274	30,255¾	379 15 1	780	28,093¼	1,203 9 3	1,306	18,658	170 11 6	2,074	79,775¼	1,730 7 1
Tinnevelly	386	10,099¼	169 9 1	1,564	65,655¼	1,480 10 0	124	4,020¾	80 4 0			
Total ..	2,283	91,906¼	2,222 1 0	3,061	157,088	5,423 5 8	1,906	55,596½	1,483 12 6	7,250	304,591	9,129 3 2
Western Group.												
Malabar	2,317	93,806	3,175 12 5	5,388	195,045	7,777 14 3	313	14,388	720 4 0	8,018	303,239	11,673 14 8
South Canara	1,731	28,303	450 15 0	2,667	55,758	1,819 1 2	509	10,161	165 11 6	4,907	94,222	2,435 11 8
Total ..	4,048	122,109	3,626 11 5	8,055	250,803	9,596 15 5	822	24,549	885 15 6	12,925	397,461	14,109 10 4
Madras	10	1,450	91 9 4	68	6,403	468 12 8	..	..	..	78	7,853	560 6 0
Grand Total ..	6,341	215,465½	5,940 5 9	11,184	414,294	15,489 1 9	2,728	80,145½	2,369 12 0	20,253	709,905	23,799 3 6

APPENDIX B—*cont.*

Native craft—*cont.*

Left.

Districts.	In ballast.			With cargo.			With passengers.			Total.		
	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.
	86	87	88	89	90	91	92	93	94	95	96	97
			Rs. A. P.			Rs. A. P.			Rs. A. P.			Rs. A. P.
Eastern Group.												
Ganjám	..	..	..	10	1,119	..	..	..	..	10	1,119	..
Vizagapatam	1	202	..	3	429	..	..	..	..	4	631	..
Gódávari	22	3,607	..	55	9,051	..	7	1,741	..	84	14,399	..
Kistna	22	1,184	..	413	29,183	..	..	..	..	435	30,367	..
Nellore	37	781	..	14	688	19 5 0	..	..	..	51	1,469	19 5 0
Chingleput	..	..	..	..	..	..	..	..	..	..	..	..
South Arcot	28	2,351	..	50	4,796	..	76	5,963¾	..	154	13,110¾	..
Tanjore	193	19,024	4 12 6	592	54,129	41 14 3	347	13,539	36 9 0	1,132	86,692	83 3 9
Madura	1,095	29,551¾	24 0 9	778	27,034½	397 8 4	1,478	20,256½	27 10 0	3,351	76,842½	449 3 1
Tinnevelly	839	25,605½	..	1,116	77,621¾	..	119	4,194	..	2,074	107,421¼	..
Total ..	2,237	82,306¼	28 13 3	3,031	204,051	458 11 7	2,027	45,694	64 3 0	7,295	332,051¼	551 11 10
Western Group.												
Malabar	1,716	49,922	..	6,003	242,581	..	227	7,581	..	7,946	300,084	..
South Canara	1,002	16,597	..	3,286	65,487	..	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	4,744¾	..	37	3,489	..	..	..	..	78	8,233¾	..
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	7,34,072	551 11 10

APPENDIX B—*cont.*

Districts.	Total. Arrived. In ballast. Vessels.	Tonnage.	Dues.	With cargo. Vessels.	Tonnage.	Dues.	With passengers. Vessels.	Tonnage.	Dues.	Total. Vessels.	Tonnage.	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	5	3,841	241 7 6	198	272,251	8,137 3 6	147	223,645	3,816 6 0	345	499,737	12,195 1 0
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	14,697 5 6
Gódávari	46	36,165	4,146 12 8	122	210,570	15,668 13 0	220	340,022	6,551 2 0	388	586,757	26,366 11 8
Kistna	264	53,379	611 13 11	230	85,877½	2,269 2 9	114	168,367	3,447 0 0	608	307,623½	6,328 0 8
Nellore	4	78	3 10 6	51	7,701	32 1 0	..	..	..	55	7,779	35 11 6
Chingleput	..	..	..	..	..	..	..	..	..	..	..	..
South Arcot	64	26,103½	2,218 7 2	233	310,818	7,908 4 0	86	48,414¾	1,998 15 3	383	385,336¼	12,125 10 5
Tanjore	294	18,908	556 2 10	586	288,637	9,977 7 11	592	266,684	13,123 6 0	1,472	574,229	23,657 1 6
Madura	1,295	40,155¾	379 15 1	858	53,491	1,698 13 0	1,480	83,521	2,101 3 6	3,633	177,167¾	4,179 15 7
Tinnevelly	396	18,903¼	1,180 6 2	2,096	538,893¼	39,490 14 6	124	4,020¾	80 4 0	2,616	561,817¼	40,751 8 8
Total	2,379	213,861½	10,556 13 10	4,766	2,389,721¾	95,032 8 2	2,872	1,303,414½	34,447 12 6	10,017	3,906,998	1,40,337 2 6
Western Group.												
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	84,036 1 8
South Canara	1,989	32,989	581 15 5	2,947	83,438	2,873 11 11	1,024	355,896	4,765 15 4	5,957	472,323	8,221 10 8
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	92,257 12 4
Madras	16	12,702	587 13 7	689	1,155,013	1,10,508 2 9	..	..	..	705	1,165,715	1,11,096 0 4
Grand Total	6,757	365,056½	16,321 13 10	14,591	5,009,975¼	2,76,007 4 3	4,413	2,019,373½	51,361 13 1	25,761	7,394,406	3,43,690 15 2

APPENDIX B—*cont.*

Districts.	Total—*cont.* Left. In ballast. Vessels.	Tonnage.	Dues.	With cargo. Vessels.	Tonnage.	Dues.	With passengers. Vessels.	Tonnage.	Dues.	Total. Vessels.	Tonnage.	Dues.
	110	111	112	113	114	115	116	117	118	119	120	121
Eastern Group.			Rs. A. P.			Rs. A. P.			Rs. A. P.			Rs. A. P.
Ganjám	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	..
Gódávari	22	3,607	..	189	241,795	..	218	337,301	..	429	582,703	..
Kistna	52	47,024	..	456	90,398	..	113	170,482	..	621	307,904	..
Nellore	37	781	..	18	6,998	804 12 0	..	..	..	55	7,779	804 12 0
Chingleput	..	..	..	..	..	..	..	..	..	..	..	..
South Arcot	30	6,482	..	213	275,288	..	136	103,366¾	..	379	385,136¾	..
Tanjore	199	29,752	4 12 6	774	323,271	41 14 3	500	220,671	36 9 0	1,473	573,694	83 3 9
Madura	1,169	53,516¼	24 0 9	840	50,276½	487 14 4	1,614	72,737½	27 10 0	3,623	176,530	539 9 1
Tinnevelly	841	29,449½	..	1,655	555,318¾	..	119	4,194	..	2,615	588,962¼	..
Total	2,355	178,280¾	28 13 3	4,740	2,440,506	1,334 8 7	2,964	1,313,658¼	64 3 0	10,059	3,932,445	1,427 8 10
Western Group.												
Malabar	1,800	154,858	..	6,796	1,358,767	..	409	320,238	..	9,005	1,833,863	..
South Canara	1,122	17,991	..	3,677	86,745	..	1,126	366,701	..	5,925	471,437	..
Total	2,922	172,849	..	10,473	1,445,512	..	1,535	686,939	..	14,930	2,305,300	..
Madras	145	185,447¾	..	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	2,000,597¼	64 3 0	25,716	7,410,058	1,427 8 10

Abstract of Appendix B.

	1894–95.								1893–94.		1892–93.	
	Madras.		Eastern Group.		Western Group.		Total.					
Class of Vessels.	NUMBER.	TONNAGE.	NUMBER.	TONNAGE.	NUMBER.	TONNAGE.	NUMBER.	TONNAGE.	NUMBER.	TONNAGE.	NUMBER.	TONNAGE.
British .. Coasting steamers..	324	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
British .. 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	228,525
Native do.	78	7,853	7,250	304,591	12,925	397,461	20,253	709,905	19,778	692,658	20,673	723,604
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
Dues collected.	RS.		RS.		RS.		RS.		RS.		RS.	
British .. .. Coasting steamers..	33,144		97,298		66,889		1.97,331		1,97,585		1,84,536	
British .. .. 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	
Native do.	560		9,681		14,110		24,351		23,087		26,708	
Total ..	1,11,096		1,41,765		92,257		3,45,118		3,36,980		3,19,770	

APPENDIX C (i-*a*).

STATEMENT showing the actual receipts of the Maritime Districts in the Madras Presidency (under Act X of 1889) for the official year 1894–95.

Districts.	Coasting Steamers' dues.	Other Port dues.	General Administration receipts.	Miscellaneous receipts.	Public Works receipts.	Fees.	Interest.	Repayment of loans, advances, contributions, and investments.	Provincial contribution.	Total.
Eastern Group.	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.
Ganjám	11,447 13 0	747 4 0	..	619 10 4	..	1,001 7 3	..	..	4,728 8 11	18,544 11 6
Vizagapatam	7,773 1 6	6,871 13 6	..	520 9 11	..	2,575 0 1	4,486 9 0	..	..	22,227 2 0
Gódávari	12,667 12 6	13,175 4 0	..	130 7 2	540 0 0	1,640 4 1	571 1 7	..	..	28,724 13 4
Kistna	5,275 5 0	1,052 11 9	..	370 9 3	..	2,524 15 5	..	..	..	9,223 9 5
Nellore	785 7 0	55 0 6	..	1,023 4 9	..	76 0 0	359 1 11	..	..	2,298 14 2
Chingleput	..	..	..	297 0 3	..	..	269 5 5	..	..	566 5 8
Madras	33,143 13 2	77,952 3 2	421 0 0	1,561 8 11	..	4,533 0 5	1,521 12 9	..	..	1,19,133 6 5
South Arcot	6,979 11 0	5,145 15 5	..	1,458 11 9	..	709 3 10	852 14 9	..	..	15,146 8 9
Tanjore	16,262 4 0	7,473 0 3	..	1,297 0 6	..	2,882 0 4	..	..	..	27,914 5 1
Madura	2,114 1 0	2,724 8 11	..	1,241 10 0	..	1,510 15 8	..	..	..	7,591 3 7
Tinnevelly	33,270 9 0	7,153 10 10	..	16,893 14 6	..	2,378 4 4	2,516 5 11	{ 200 0 0 / 12,000 0 0 }	..	74,412 12 7
Total ..	1,29,719 13 2	1,22,351 8 4	421 0 0	25,414 7 4	540 0 0	19,331 3 5	10,577 3 4	12,200 0 0	4,728 8 11	3,25,783 12 6
Western Group.										
Malabar	62,030 0	22,005 13 8	..	493 3 10	..	3,747 5 3	10,225 1 0	..	..	98,501 11 9
South Canara	4,859 10	3,354 11 4	..	351 3 3	..	1,314 10 7	1,705 13 5	..	..	11,585 11 5
Total ..	66,889 8 10	25,360 9 0	..	844 7 1	..	5,061 15 10	11,930 14 5	..	..	1,10,087 7 2
Grand Total ..	* 1,96,609 6 0	1,47,712 1 4	421 0 0	26,258 14 5	540 0 0	24,893 3 3	22,508 1 9	12,200 0 0	4,728 8 11	4,35,871 3 8

* Total of coasting steamers' dues as per abstract statement in Appendix B .. .. RS. A. P. 1,97,331 2 6

Deduct—

Refund of coasting steamers' dues, Eastern Group .. .. RS. A. P. 721 12 6

Do. do. Western Group 721 12 6

Total .. 1,96,609 6 0

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. Port Officers and Conservators.	Establishment. Other Establishments.	Contingencies and Miscellaneous.	Public Works charges.	Fees.	Interest.	(a) Contributions and (b) investments.	Total.
Eastern Group.	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	4,579 0 5	5,121 6 2	3,764 0 0	1,300 5 4	1,406 13 10	175 4 10	444 7 8	..	..	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
Gódávari	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	4,358 6 1	1,672 10 2	1,882 4 2	634 5 2	977 1 4	..	..	20,671 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 6 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	1,336 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. Port Officers and Conservators.	Establishment. Other Establishments.	Contingencies and Miscellaneous.	Public Works charges.	Fees.	Interest.	(a) Contributions and (b) investments.	Total.
Eastern Group.	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	..	14,228 15 10	3,764 0 0	1,300 5 4	1,406 13 10	175 4 10	444 7 8	..	..	21,319 15 6
Vizagapatam	1,083 8 8	2,747 9 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
Gódavari	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	3,494 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
Tinnevelly	18 15 9	7,195 10 8	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	1,08,829 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
Western Group.										
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	57,604 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 (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 1894–95.

Districts.	Receipts.			Charges.							
	Survey and registration of vessels.	Sale of surplus stores.	Total.	Officers of the Administrative Department.	Presidency Port Office establishment.	Contingencies.	Travelling allowance 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.	Rs. A. P.	Rs. A. P.
Ganjám	..	..	..	..	..	..	..	..	..	..	..
Vizagapatam	..	..	..	..	..	..	..	..	..	1,083 8 8	1,083 8 8
Gódávari	..	..	..	40 2 0	..	..	..	..	..	660 0 0	700 2 0
Kistna	..	..	..	..	..	..	..	..	..	56 0 0	56 0 0
Nellore	..	..	..	..	..	..	..	..	..	..	..
Chingleput	..	..	..	..	..	..	..	..	..	..	..
Madras	..	..	..	..	..	..	..	..	..	18,447 14 8	18,447 14 8
Madras Presidency Port Office	68 0 0	353 0 0	421 0 0	22,032 5 10	11,196 3 11	2,874 13 10	1,619 11 0	3,601 2 10	* 4,172 8 1	..	45,496 13 6
South Arcot	..	..	..	..	..	..	..	..	..	151 3 0	151 3 0
Tanjore	..	..	..	..	..	..	..	..	..	96 0 0	96 0 0
Madura	..	..	..	62 14 5	..	..	..	..	..	32 8 0	95 6 5
Tinnevelly	..	..	..	..	..	..	..	..	..	18 15 9	18 15 9
Malabar	..	..	..	..	..	..	..	..	..	1,568 0 0	1,568 0 0
South Canara	..	..	..	..	..	..	..	..	..	40 0 0	40 0 0
Total ..	68 0 0	353 0 0	421 0 0	22,135 6 3	11,196 3 11	2,874 13 10	1,619 11 0	3,601 2 10	4,172 8 1	22,154 2 1	67,754 0 0

* This sum includes the following special charges :—

	Rs. A. P.
Stationery and printing charges	1,438 4 11
Rent of telephone line	186 5 10
Books and periodicals received from England for the Presidency Port Office	540 0 9
Share of Municipal assessment on Port Office building	230 2 8
Charges incurred on account of S. S. *Margarita* in connection with the inspection tour of the Presidency Port Officer, Madras.	1,777 9 11
Total ..	4,172 8 1

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
Gódávari	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	..	..	..	..
Madras	1,452 0 0	1,260 0 0	1,821 0 5	4,533 0 5
South Arcot	334 8 0	109 2 10	265 9 0	709 3 10
Tanjore	1,139 15 0	1,530 0 0	212 1 4	2,882 0 4
Madura	641 0 0	896 0 0	73 15 8	1,610 15 8
Tinnevelly	342 2 0	1,665 0 0	371 2 4	2,378 4 4
Malabar	966 14 0	2,356 10 5	423 12 10	3,747 5 3
South Canara	760 8 0	490 0 0	64 2 7	1,314 10 7
Total ..	7,442 12 0	13,554 10 5	4,095 12 10	24,593 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
Gódávari	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.
Landing and Shipping Dues Act III of 1885.		
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
Pilotage Funds Act X of 1889.		
Madras	36,011 1 3	83,366 7 1
Pámban and Kedakarai	51,062 14 5	23,692 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	2	3		4	5		6		7
Districts.	Total receipts as per monthly accounts sent to Accountant-General.	Other adjustments.		Net receipts as per Appendix C (*i-a*).	Adjustments of coasting steamers' dues.		Adjustments of general receipts.		Net receipts as per Appendix C (i).
		Add.	Deduct.		Add.	Deduct.	Add.	Deduct.	
	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	18,544 11 6	..	..	18,544 11 6	14,743 3 1	11,447 13 0	28 7 3	..	21,868 8 10
Vizagapatam	22,279 8 6	..	(*a*) 52 6 6	22,227 2 0	22,199 2 2	7,773 1 6	45 14 9	..	36,699 1 5
Gódávari	29,247 12 4	..	(*a*) 522 15 0	28,724 13 4	14,423 6 6	12,667 12 6	33 6 6	..	30,513 13 10
Kistna	9,223 9 5	..	..	9,223 9 5	8,311 11 11	5,275 5 0	17 8 3	..	12,277 8 7
Nellore	2,298 14 2	..	..	2,298 14 2	188 15 7	785 7 0	0 7 1	..	1,702 13 10
Chingleput	566 5 8	..	..	566 5 8	..	..	..	..	566 5 8
Madras Port Funds (including General Administration)	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
South Arcot	15,146 8 9	..	..	15,146 8 9	9,032 13 5	6,979 11 0	21 15 0	..	17,221 10 2
Tanjore	27,919 6 1	..	(*a*) 5 1 0	27,914 5 1	11,849 7 7	16,262 4 0	32 11 1	..	23,534 3 9
Madura	7,591 3 7	..	..	7,591 3 7	2,769 9 5	2,114 1 0	10 1 5	..	8,256 13 5
Tinnevelly	74,554 2 7	..	(*a*) 141 6 0	74,412 12 7	13,057 10 4	33,270 9 0	31 15 10	..	54,231 13 9
Total ..	3,26,505 9 0	..	721 12 6	3,25,783 12 6	1,29,719 13 2	1,29,719 13 2	288 13 1	421 0 0	3,25,651 9 7
Malabar	98,501 11 9	..	..	98,501 11 9	53,008 10 6	62,030 4 0	105 4 8	..	89,585 6 11
South Canara	11,585 11 5	..	..	11,585 11 5	13,880 14 4	4,859 4 10	26 14 3	..	20,634 3 2
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
Grand Total ..	4,36,593 0 2	..	721 12 6	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	2	3		4	5		6		7
Districts.	Total charges as per monthly account sent to Accountant-General.	Other adjustments.		Net charges as per Appendix C (ii-*a*).	Adjustments on account of general charges.		Adjustments of Lighthouse charges.		Net charges as per Appendix C (ii).
		Add.	Deduct.		Add.	Deduct.	Add.	Deduct.	
	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	21,319 15 6	..	..	21,319 15 6	4,579 0 5	..	5,121 6 2	14,228 15 10	16,791 6 3
Vizagapatam	20,138 1 4	1,083 8 8	(*a*) 52 6 6	21,169 3 6	7,390 5 2	1,083 8 8	8,265 10 8	2,747 9 6	32,994 1 2
Gódávari	26,064 14 11	700 2 0	(*a*) 522 15 0	26,242 1 11	5,376 6 1	700 2 0	6,013 2 11	5,067 0 10	31,864 8 1
Kistna	15,594 11 6	56 0 0	..	15,650 11 6	2,818 11 6	56 0 0	3,152 9 4	3,140 8 5	18,425 7 11
Nellore	7,845 7 4	..	..	7,845 7 4	71 4 5	..	79 11 6	5,625 15 4	2,370 7 11
Chingleput	6,466 7 0	..	..	6,466 7 0	..	..	..	5,423 12 0	1,042 11 0
Madras — Administration	67,754 2 8	..	(*b*) 67,754 2 8	..	..	..	..	..	..
Madras — Madras Port Funds	1,98,170 12 1	63,944 14 10	..	2,62,115 10 11	10,681 4 9	63,944 12 2	11,946 7 1	5,133 1 0	2,15,665 9 7
South Arcot	8,535 4 11	151 3 0	..	8,686 7 11	3,530 12 7	151 3 0	3,948 15 10	1,191 5 11	14,823 11 5
Tanjore	10,813 10 5	96 0 0	(*a*) 5 1 0	10,904 9 5	5,261 9 5	96 0 0	5,884 12 8	1,283 14 6	20,671 1 0
Madura	14,138 2 8	95 6 5	..	14,233 9 1	1,623 5 11	95 6 5	1,815 10 4	948 2 0	16,629 0 11
Tinnevelly	1,08,952 1 7	18 15 9	(*a*) 141 6 0	1,08,829 11 4	5,147 13 9	18 15 9	5,757 9 6	7,195 10 8	1,12,520 8 2
Total ..	5,05,793 11 11	66,146 2 8	68,475 15 2	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	1,568 0 0	..	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	40 0 0	..	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	1,608 0 0	..	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	(*b*) 67,754 2 8	68,475 15 2	5,76,743 15 3	67,754 0 0	67,754 0 0	56,556 0 0	56,556 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
Madras.			Rs.	Rs.
Port establishment	4	93	54,738	..
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
Coast Ports.				
Port officers and Conservators	16	149	64,295	..
Lighthouses	..	102	18,106	..
Pilotage (Pámban 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
River-going Vessels.				Rs. A. P.	
Steam Dredge "Priestman's"	..	1	9	4,788 15 9	..
Do. "Connemara"	..	..	11	3,989 15 8	..
Steam Launch "Empress"	6½ tons ..	..	1	240 0 0	..
Steam Tug "Gódávari"	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.
		Rs.
Madras	10	20
Ganjám	..	..
Vizagapatam	..	..
Gódávari	8	16
Kistna	3	6
Nellore	..	..
Chingleput	..	..
South Arcot	..	..
Tanjore	38	76
Madura	33	66
Tinnevelly	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.
			Rs. A. P.
Madras	1	205	25 10 0
Ganjám	..	..	..
Vizagapatam	..	..	..
Gódávari	6	1,192	147 4 0
Kistna	13	552	134 2 0
Nellore	..	..	..
Chingleput	..	..	..
South Arcot	..	..	..
Tanjore	9	1,433	189 7 0
Madura	10	383	64 0 0
Tinnevelly	5	530	70 2 0
Malabar	14	542	103 6 0
South Canara	43	913	254 0 0
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 (Pámban) 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 Tellicharry.
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.

APPENDIX I.

STATEMENT of passengers sailed from the undermentioned ports in the Madras Presidency during the official year 1894–95.

Names of Ports.	Ports bound to: Ports within the Presidency. Adults. Males.	Females.	Children under 12.	Total.	Ports beyond the Presidency but within British India. Adults. Males.	Females.	Children under 12.	Total.	Ports in Burma. Adults. Males.	Females.	Children under 12.	Total.	Ports in Ceylon. Adults. Males.	Females.	Children under 12.	Total.	Ports in Straits Settlements. Adults. Males.	Females.	Children under 12.	Total.	Other Ports. Adults. Males.	Females.	Children under 12.	Total.	Grand 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	186	27	30	243	418	225	132	775	1,198	7	63	1,268	..	..	..	..	..	..	..	..	..	..	..	..	2,286
Báruva	1	..	..	1	..	..	..	..	3,921	33	146	4,100	..	..	..	..	..	..	..	..	..	..	..	..	4,101
Calingapatam	41	5	..	46	170	13	1	184	3,633	94	303	4,030	..	..	..	..	..	..	..	..	..	..	..	..	4,260
Bimlipatam	53	13	7	73	44	10	17	71	1,089	110	111	1,310	..	..	..	..	..	..	..	..	1	1	..	2	1,456
Vizagapatam	176	41	33	250	187	31	25	243	3,937	212	190	4,339	..	..	..	..	..	..	..	..	..	..	..	..	4,832
Cocanada	345	40	14	399	40	8	5	53	7,991	260	316	8,567	..	..	..	..	..	1	..	1	3	..	..	3	9,023
Masulipatam	303	85	33	421	6	3	..	9	240	47	17	304	1	1	..	2	..	..	..	..	..	..	..	..	736
Cuddalore	1	..	..	1	..	..	..	..	27	2	1	30	13	2	2	17	2	..	..	2	..	..	..	..	50
Porto Novo	..	..	..	..	..	..	..	..	..	..	..	..	24	..	..	24	121	2	4	127	..	..	..	..	151
Tirumalavásal	..	..	..	..	..	..	..	..	..	..	..	..	13	..	2	15	..	..	..	..	..	..	..	..	15
Tranquebar	..	..	..	..	..	..	..	..	..	..	..	..	21	..	1	22	..	..	..	..	148	14	73	235	257
Negapatam	68	7	7	82	19	..	..	19	8,850	798	696	10,344	741	46	3	818	12,107	1,108	929	14,144	5	..	..	5	*25,412
Vélánganni	..	..	..	..	..	..	..	..	..	..	..	..	32	2	1	35	..	..	..	..	8	..	..	8	43
Tópputturai	..	..	..	..	..	..	..	..	..	..	..	..	2,447	235	34	2,716	..	..	..	..	..	..	..	..	2,716
Muttupet	24	3	..	27	..	..	..	..	..	..	..	..	250	9	19	278	..	..	..	..	..	..	..	..	305
Adirámpatnam	..	..	..	..	..	..	..	..	..	..	..	..	238	9	11	258	..	..	..	..	..	..	..	..	258
Ammápatnam	..	..	..	..	..	..	..	..	..	..	..	..	25	..	..	25	..	..	..	..	..	..	..	..	25
Kóttaipatnam	..	..	..	..	..	..	..	..	..	..	..	..	14	..	..	14	..	..	..	..	..	..	..	..	14
Karikal	..	..	..	..	..	..	..	..	..	..	..	..	4	..	..	4	351	68	40	459	..	..	..	..	463
Pámban	8,489	3,636	141	12,266	..	..	..	..	..	..	..	..	15,027	3,420	1,049	19,496	..	..	..	..	..	..	..	..	31,762
Kilakarai	531	87	9	627	..	..	..	..	..	..	..	..	117	1	13	131	..	..	..	..	..	..	..	..	758
Devipatam	7,216	3,640	611	11,467	..	..	..	..	..	..	..	..	208	10	7	225	..	..	..	..	..	..	..	..	11,692
Tondi	216	4	..	220	..	..	..	..	..	..	..	..	6,269	1,200	1,048	8,517	..	..	..	..	..	..	..	..	8,737
Tuticorin	440	..	1	441	192	..	1	193	..	..	..	..	35,191	6,007	4,734	45,932	..	..	..	..	..	..	..	..	46,566
Kulasékarapatnam	137	3	..	140	..	..	..	..	..	..	..	..	580	44	149	773	..	..	..	..	..	..	..	..	913
Káyalpatnam	38	..	..	38	..	..	..	..	..	..	..	..	11	..	..	11	..	..	..	..	..	..	..	..	49
Cochin	250	6	..	256	84	9	..	93	3	..	..	3	7	3	1	11	..	..	..	28	2	4	34	397
Calicut	768	41	28	837	39	7	..	46	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	883
Badagara	7	..	..	7	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	7
Kallâyi	6	..	..	6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	6
Tellicherry	432	54	29	515	36	2	1	39	..	..	..	7	1	..	..	8	..	..	..	1	..	..	1	..	563
Cannanore	447	46	38	531	60	9	16	85	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	616
Mangalore	4,532	1,222	702	6,456	3,215	1,113	727	5,05	1	..	..	1	12	4	1	17	..	..	..	569	162	144	875	12,404
Kasaragod	348	41	9	398	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	398
Malpe	1,986	580	326	2,892	1,298	389	141	1,82	..	..	..	..	..	..	..	..	..	..	..	340	91	43	474	5,194
Hangarakatta	90	10	6	106	194	25	10	22	..	..	..	..	..	..	..	..	..	..	..	96	3	1	100	435
Coondapoor	1,425	208	194	1,822	1,389	262	103	1,754	..	..	..	..	..	..	..	..	..	..	..	236	28	16	280	3,856
Baindoor	34	..	..	34	5	1	..	6	..	..	..	..	..	..	..	..	..	..	..	1	..	1	2	42
Madras	479	10	40	622	646	119	16	781	2,956	1,038	447	4,441	83	23	8	114	186	20	4	210	1,753	642	384	2,779	8,947
Total	29,069	9,897	2,258	41,224	8,042	2,226	1,195	11,463	33,846	2,601	2,290	38,737	61,335	11,017	7,111	79,463	12.767	1,199	977	14,943	3,189	943	666	4,798	190,628

* Including Emigrants, 1,684 adults and 64 children.

Grand Total	1893–94	208,894
	1894–95	190,628
	Decrease	18,266

APPENDIX I—*cont.*

STATEMENT of passengers arrived at the undermentioned ports in the Madras Presidency during the official year 1894–95.

Names of Ports.	Ports bound to: Ports within the Presidency. Adults. Males.	Females.	Children under 12.	Total.	Ports beyond the Presidency but within British India. Adults. Males.	Females.	Children under 12.	Total.	Ports in Burma. Adults. Males.	Females.	Children under 12.	Total.	Ports in Ceylon. Adults. Males.	Females	Children under 12.	Total.	Ports in Straits Settlements. Adults. Males.	Females.	Children under 12.	Total.	Other Ports. Adults. Males.	Females.	Children under 12.	Total.	Grand 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	212	28	18	258	231	12	6	249	345	2	5	352	..	..	..	..	..	..	..	..	..	..	..	..	859
Báruva	2	..	..	2	..	..	..	..	1,948	12	27	1,987	..	..	..	..	..	..	..	..	..	..	..	..	1,989
Calingapatam	27	5	..	32	102	9	6	117	4,175	47	78	4,300	..	..	..	..	..	..	..	..	..	..	..	..	4,449
Bimlipatam	128	23	7	158	76	14	13	103	3,734	112	125	3,971	..	..	..	..	..	..	..	..	..	..	..	..	4,232
Vizagapatam	188	21	8	217	191	15	10	216	5,030	84	105	5,219	..	..	..	..	..	..	..	..	..	..	..	..	5,652
Cocanada	339	35	17	391	33	6	..	39	8,094	214	138	8,446	1	1	..	2	..	..	..	..	..	..	..	..	8,878
Masulipatam	365	103	42	510	..	..	..	..	194	36	10	240	..	2	..	2	..	..	..	..	..	..	..	..	752
Nizampatam	2	..	..	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2
Cuddalere	3	3	5	11	..	..	..	..	135	6	14	155	..	..	..	..	33	..	1	34	..	..	..	..	200
Porto Novo	..	..	..	..	..	..	..	..	..	..	..	..	7	..	..	7	429	5	..	434	..	..	..	..	441
Tranquebar	..	..	..	..	..	..	..	..	..	..	..	..	22	..	..	22	..	..	..	..	..	..	..	..	22
Negapatam	112	18	5	135	..	..	..	..	12,846	868	933	14,647	1,301	158	93	1,552	10,487	853	482	11,822	60	12	3	75	28,231
Tópputturai	23	7	..	30	..	..	..	..	..	..	..	..	2,029	271	33	2,333	..	..	..	..	..	..	..	..	2,363
Muttupet	..	..	..	..	..	..	..	..	..	..	..	..	280	17	20	317	..	..	..	..	..	..	..	..	317
Adirámpatnam	25	10	..	35	..	..	..	..	..	..	..	..	413	25	25	463	..	..	..	..	..	..	..	..	498
Ammápatnam	32	..	..	32	..	..	..	..	..	..	..	..	304	13	6	323	..	..	..	..	..	..	..	..	355
Kóttaipatnam	..	..	..	..	..	..	..	..	..	..	..	..	150	4	13	167	..	..	..	..	..	..	..	..	167
Karikal	..	..	..	..	..	..	..	..	..	..	..	..	65	16	..	81	1,453	107	75	1,635	..	..	..	..	1,716
Pámban	12,787	5,530	186	18,503	..	..	..	..	..	..	..	..	22,397	6,295	2,383	31,075	..	..	..	..	..	..	..	..	49,578
Kilakarai	3,067	1,718	58	4,843	..	..	..	..	..	..	..	..	106	..	..	106	..	..	..	..	..	..	..	..	4,949
Devipatam	6,335	3,239	489	10,063	..	..	..	..	..	..	..	..	87	7	..	94	..	..	..	..	..	..	..	..	10,157
Tondi	230	17	..	247	..	..	..	..	..	..	..	..	9,575	1,373	1,072	12,020	..	..	..	..	..	..	..	..	12,267
Tuticorin	1,751	7	6	1,764	6	..	1	7	..	..	..	..	38,510	10,176	3,275	51,961	..	..	..	..	..	..	..	..	53,732
Kulasékarapatnam	189	84	39	312	..	..	..	..	..	..	..	..	509	27	103	639	..	..	..	..	..	..	..	..	951
Káyalpatnam	23	2	..	25	..	..	..	..	..	..	..	..	72	8	10	90	..	..	..	..	..	..	..	..	115
Cochin	229	8	4	241	93	8	2	103	2	..	..	2	22	4	8	34	4	..	..	4	19	..	..	19	403
Calicut	1,094	66	40	1,200	17	1	..	18	..	..	..	..	13	..	..	13	..	..	..	..	..	..	..	..	1,231
Badagara	37	4	5	46	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	46
Kallâyi	27	1	3	31	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	31
Tellicherry	556	31	15	602	49	8	2	59	..	..	..	..	1	4	3	8	..	..	..	..	11	2	3	16	685
Cannanore	410	29	25	464	21	5	7	33	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	497
Mangalore	4,181	916	490	5,587	2,550	698	416	3,664	..	..	..	..	..	..	..	..	..	..	..	..	1,444	422	185	2,051	11,302
Manjeshwar	2	..	..	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2
Kasaragod	338	58	14	410	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	410
Malpe	2,203	676	391	3,270	1,282	423	138	1,843	..	..	..	..	..	..	..	..	..	..	..	..	329	142	69	540	5,653
Hangarakatta	189	18	10	217	169	26	10	205	..	..	..	..	..	..	..	..	..	..	..	..	53	2	..	55	477
Coondapoor	1,607	242	213	2,062	1,511	358	127	1,996	..	..	..	..	..	..	..	..	..	..	..	..	224	26	16	266	4,324
Baindoor	6	1	1	8	24	3	..	27	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	35
Madras	1,341	201	81	1,623	1,076	228	111	1,415	2,600	236	189	3,025	155	74	15	244	446	28	15	489	590	235	117	942	7,738
Total	38,060	13,101	2,172	53,333	7,431	1,814	849	10,094	39,103	1,617	1,624	42,344	76,019	18,475	7,059	101,553	12,852	993	573	14,418	2,730	841	393	3,964	225,706

Grand Total	1894–95	225,706
	1893–94	203,807
	Increase	21,899

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.	
Priestman's Dredger.			
(*a*) Days working	67	172	184
(*b*) Hours dredging	421	1,538	1,646
(*c*) Barges / Boats loaded, giving number of tons each barge / boat will hold.	142 of 59⅔ and 250 of 29 7/10 tons.	621 of 59⅔ and 491 of 29 7/10 tons.	622 of 59⅔ and 299 of 29 7/10 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. 4–5½	As. 1–5	As. 2–3
Dredger "Connemara."			
(*a*) Days working	132	189	202
(*b*) Hours dredging	1,165	1,669	1,798
(*c*) Barges / Boats loaded, giving number of tons each barge / boat will hold.	238 of 59⅔ and 490 of 29 7/10 tons.	636 of 59⅔ and 495½ of 29 7/10 tons.	621 of 59⅔ and 530 of 29 7/10 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.	
Steam Dredger.			
(*a*) Days working	120	148	149
(*b*) Hours dredging	707	888	894
(*c*) Barges / Boats loaded, giving number of tons each barge / boat will hold.	1,877 of 4 tons each.	2,413¾ of 4 tons each.	2,362¾ 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
Pámban	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 :—

Vessels entered.

	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

Vessels left.

	No.	Tonnage.
Steam ships, mercantile	645	1,160,543
Sailing „ „	2	2,299
„ native crafts	78	8,049
Men-of-war, &c.	6	14,589
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
	1,12,785
Pilotage and boat charges connected	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. *Clan 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 2¼ inches chain of 24½ 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	
Native ,, engaged	.. ..	66	845
,, ,, discharged	.. ..	779	
,, ,, sent to jail	.. ..	4	
,, ,, hospital	.. ..	10	
Distressed seamen sent home	.. ..	10	

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

PORT OFFICE, MADRAS, *14th May* 1895.

(Signed) CHARLES W. HEWETT, Comdr., R.I.M.,
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.
	As. P.	As. P.
Landing charges	14 9	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	2,597 13 7
,, landing contractor	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	786	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	..	..	..	..	..	..
Government Gardens	3	..	11	1	48	8
Military—						
Clothing	1,066	164	924	128	1,160	141
Medical	1,614	239	2,159	325	1,027	183
Ordnance	5,677	707	9,222	834	8,829	856
Commissariat	6,204	581	5,365	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	2,246½	29,753	2,353	25,582	2,267

MADRAS, *1st August* 1895.

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

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.		
				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 —.			
	Loans (*i.e.*) sums lent + sums borrowed —.	Government securities.	Cash balance.	Cash.	Adjustments.	Cash.	Adjustments.						Cash balance.
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.
Act X of 1889.														
Ganjám	+ 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	..	+ 3,705 0 3	(*a*) 5,000 0 0	..			0 0	8,906 7 9
Gódávari	..	10,000 0 0	10,498 8 5	30,513 13 10	..	24,864 8 1	5,000 0	+ 1,350 10 3	(*a*) 7,000 0 0	..			0 0	9,147 14 2
Kistna	..	..	42 14 9	12,277 8 7	..	18,425 7 11	7,000 0	— 6,147 15 4	..	— 4,000 0 0		cer,	0 0	— 6,105 0 7
Nellore	— 4,000 0 0	8,000 0 0	2,432 12 2	1,702 13 10	..	370 7 11	..	— 667 10 1	(*a*) 2,000 0 0	..		95,	0 0	1,765 2 1
Chingleput	..	6,000 0 0	1,351 3 0	566 5 8	..	42 11 0	2,000 0	— 476 5 4	(*a*) 1,000 0 0	..			0 0	874 13 8
South Arcot	..	19,000 0 0	3,274 1 5	17,221 10 2	..	12,823 11 5	1,000 0	— 2,397 14 9	(*a*) 2,000 0 0	..			0 0	5,672 0 2
Tanjore	..	..	47 8 1	23,534 3 9	..	20,671 1 0	2,000 0	+ 2,863 2 9	..	— 7,000 0 0			0 0	2,910 10 10
Madura	— 7,000 0 0	..	366 1 8	8,256 13 5	..	16,262 15 3	..	+ 8,372 3 6	..	..		the		— 8,006 1 10
Tinnevelly	..	..	1,27,705 14 8	42,031 13 9	{ 12,000 0 0 200 0 0	{ 1,08,935 15 2	366 8	— 58,288 10 5	{ (*b*) — 12,000 0 0 (*c*) — 200 0 0	..		ent	0 0	69,417 4 3
	+ 200 0 0	55,000 0 0					3,584 0							
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 8	— 61,260 2 7	4,800 0 0	— 2,00,400 0 0			0 0	84,931 12 2
		+ 1,41,991 14 9		+ 2,06,872 13 3		+ 2,68,132 15 10		..	..		+		2 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	+ 16,152 15 4	(*a*) 20,000 0 0	+ 16,500 0 0			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	+ 1,121 4 11	(*a*) 6,000 0 0	..			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	+ 17,274 4 3	26,000 0 0	+ 16,500 0 0			0	68,248 10 9
		+ 3,25,474 6 6		+ 1,10,219 10 1		+ 92,945 5 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		..	..		+		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 6 6	— 1,40,872 11 7	— 3,100 0 0	+ 16,500 0 0	4,8	0 0 0		1,97,255 10 6
		+ 8,42,728 6 1		+ 4,35,871 3 8		+ 5,76,743 15 3		..	..		+ 6,	55 10 6		
PILOTAGE FUNDS.														
Act X of 1889.														
Madras	..	50,000 0 0	— 2,431 8 9	33,579 8 6	2,431 8 9	33,366 7 1	..	+ 2,644 10 2	..	..		5	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	..	+ 27,440 12 2	(*c*) 200 0 0	..		12	0 0	— 5,410 10 5
Cochin	..	12,000 0 0	5,517 7 9	3,430 11 0	..	7,340 9 1	200 0	+ 3,909 14 1	..	..				— 1,607 9 8
Mangalore	..	..	— 28 7 7	298 8 0	..	286 0 0	..	— 12 8 0	..	..				— 15 15 7
LANDING AND SHIPPING DUES.														
Act III of 1885.														
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	..	— 16,500 0 0		5,0	0 0	59,621 15 4
Masulipatam	..	..	5,956 6 0	3,352 0 8	..	974 10 3	..	+ 2,622 9 7	(*a*) 5,000 0 0	..		..		3,333 12 5
Negapatam	..	..	40,667 13 9	11,987 9 4	..	4,596 14 9	5,000 0	— 7,390 10 7	..	..		8		48,058 8 4
Mangalore	..	..	13,519 14 2	8,588 6 8	..	2,181 5 2	..	+ 2,408 12 8	..	..				15,928 10 10
							3,998 0							

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 Tellicherry, 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—

(*a*) British coasting vessels, a decrease in number, tonnage and dues;
(*b*) British vessels, other than coasting, a decrease of one in number, but an increase in tonnage and consequently in dues;
(*c*) Foreign vessels, an increase in number, tonnage and dues;
(*d*) 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.	Value of		Duty on		Total.
	Tons.	Imports.	Imports.	Exports.	
		Rs.	Rs.	Rs.	Rs.
	1,165,715	7,15,21,088	26,20,108	21,271	26,41,379
Madras	518,979	77,40,151	89,358	10,547	99,905
Tuticorin	523,440	84,76,112	43,169	32	43,201
Cochin	459,291	72,16,382	27,308	61	27,369
Calicut	586,044	44,76,634	12,065	73,018	85,083
Cocanada	284,614	44,17,605	22,920	7,777	30,697
Mangalore	344,564	46,82,537	9,095	13	9,108
Tellicherry	496,447	42,13,095	70,847	1,54,695	2,25,542
Negapatam	316,886	6,66,065	1,174	1,274	2,448
Cuddalore	406,533	24,79,001	1,224	77	1,301
Bimlipatam	263,345	21,35,562	2,445	..	2,445
Cammanore	302,659	9,48,616	1,060	88,431	89,491
Masulipatam	400,018	14,78,782	1,853	..	1,853
Vizagapatam	203,160	13,07,512	1,555	28,864	30,419
Gopalpur	216,015	3,96,640	48	..	48
Calingapatam	68,450	2,26,346	..	22,860	34,105
Porto Novo	95,064	1,70,374	11,245	..	1,956
Pámban	763,192	5,69,19,560	1,956	1,65,243	1,86,667
All other coast ports			21,424		
		6,49,78,552	10,73,662	9,741	10,83,403
Madras { 1893–94	1,233,735	7,15,21,088	26,20,108	21,271	26,41,379
Madras { 1894–95	1,165,715				
		65,42,536	15,46,446	11,630	15,57,976
Increase	68,020	..	..	..	..
Decrease	..	6,08,43,234	1,00,892	4,43,660	5,44,552
Coast ports { 1893–94	6,142,638	6,09,19,560	3,18,746	5,52,892	8,71,638
Coast ports { 1894–95	6,228,691				
		39,23,674	2,17,854	1,09,232	3,27,086
Increase	86,053	..	..	..	..
Decrease	..				

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.

Pámban.—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.

Ganjám.—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, Gódávari, 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 Pámban Port Officer's residence and other public works amounting to Rs. 8,440.

Tinnevelly.—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	33,900	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.

Pámban 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 Tinnevelly 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 Tinnevelly 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), Pámban (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. *Inchdune*; Master, H. Purse.	1,895	*En route* from Rangoon to Zaandam, sustained damage to propeller shaft.	
	(*Stranding.*)			
19th „ ..	Gunja *Futhel Khair*; 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.	
	(*Stranding.*)			
30th „ ..	Suwala *Yeshwanti*; 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.	
	(*Stranding.*)			
5th May ..	Brig *Meenatchy Sundrum*; Master, Oomer Ally.	134	Mistaking the passage between Munnali and Mossel Island for the Pooma channel, Gulf of Mannar, vessel took the ground and became a total wreck. No lives lost.	
	(*Stranding.*)			
16th „ ..	Gunja *Dolutpasa*; 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.	
	(*Stranding.*)			
30th „ ..	Dhoney *Tiruporur Murugiah Puravy*; 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.	
	(*Stranding.*)			
31st „ ..	S.S. *Lanark*; Master, W. B. Cross.	1,973	*En route* from Middlesborough to Cocanada vessel struck on the south-east edge of the Sacramento Shoal about $1\frac{3}{4}$ miles off shore owing to strong south-westerly current. Crew landed safe by a boat from the *Camorta*.	Court of Inquiry held at Cocanada on the 18th June 1894. The master was exonerated from all blame.
	(*Stranding.*)			
9th June ..	British Brig *Perianayaghee*; Master, Cadir Mohideen.	153	*En route* from Pámban to Colombo vessel stranded in the Kilakarai channel. Partial loss to Brig Rs. 500 and to cargo Rs. 300. No lives lost.	
	(*Stranding.*)			
4th July ..	Dhony *Kanagasabapathy*; 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.	
	(*Stranding.*)			
20th „ ..	S.S. *Linlithgow*; Master, A. Haig.	2,041	*En route* 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.
	(*Stranding.*)			
29th „ ..	Brig *Neelayathatchi*; Master, Jamal Muhammad.	126	*En route* from Negapatam to Masulipatam, stranded at False Point Divi but was floated without damage.	
	(*Stranding.*)			
22nd August.	Schooner *Sree Runganaikloo*; Master, Meera Sahib.	57	*En route* from Pambán to Kilakarai, stranded in the Kilakarai channel. Partial loss to the vessel Rs. 1,000 and to cargo Rs. 500. No lives lost.	
	(*Stranding.*)			
26th „	S.S. *Goalpara*; 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 *Futteh Kher*; Master, Hassoon.	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. 7,000. No lives lost.	
	(*Stranding.*)			
19th „ ..	Kathwar Muchwa *Lakhmi Pasha*; 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.	
	(*Stranding.*)			
22nd Dec. ..	British S.S. *Sirdhana*; 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.	Muchwa *Rohimany*; 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.	
	(*Miscellaneous.*)			
16th „	S.S. *Nowby*; Master, R. G. Tait.	1,406	Propeller damaged. Shipped a new one at Madras.	
	(*Stranding.*)			
24th „	Muchwa *Barkati*; Master, Bhava.	26	*En route* 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.	
	(*Collision.*)			
5th March ..	Batela *Bombay Salamat*; Master, Narain Bhika.	48	Lost by collision with the S.S. *Scindia* about three miles south of Mangalore. Total loss to vessel Rs. 5,000. No lives lost.	
	(*Stranding.*)			
15th „ ..	Schooner *Mohidin Cader Bux*; 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.	Founderings.	Collisions.	Miscellaneous.	Total.	
1893-94	10	2	1	3	16	*Nil.*
1894-95	18	..	1	2	21	..
Increase ..	8	..	..	..	..	..
Decrease ..	..	2	..	1	5	..

APPENDIX B.

PARTICULARS of the Trade of the several districts of the Madras Presidency during the official year 1894–95.

Districts.	British vessels. Coasting steamers. Arrived. In ballast. Vessels.	Tonnage.	Dues.	With cargo. Vessels.	Tonnage.	Dues.	With passengers. Vessels.	Tonnage.	Dues.	Total. Vessels.	Tonnage.	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	1	2,055	..	183	266,589	7,631 7 0	147	223,645	3,816 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
Gódávari	4	6,966	1,049 14 6	76	149,273	7,560 15 0	210	325,372	4,579 14 0	290	481,611	13,190 11 6
Kistna	19	32,646	..	54	76,542	1,828 5 0	113	168,349	3,447 0 0	186	277,537	5,276 5 0
Nellore	..	..	..	4	6,310	..	..	..	..	4	6,310	..
Chingleput	..	..	..	..	..	..	..	..	..	..	..	..
South Arcot	..	..	..	183	300,260	6,979 11 0	1	1,355	..	184	301,615	6,979 11 0
Tanjore	..	..	..	153	233,785	6,852 3 0	133	161,930	9,415 2 0	286	395,665	16,267 5 0
Madura	21	9,900	..	47	18,877	165 12 0	165	63,702	1,857 15 0	233	92,479	2,023 11 0
Tinnevelly	..	..	..	514	436,007	33,411 15 0	..	..	..	514	436,007	33,411 15 0
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
Western Group.												
Malabar	2	2,571	171 0 0	593	1,036,842	51,111 12 9	203	340,220	10,747 7 3	798	1,379,633	62,030 4 0
South Canara	15	172	..	11	17,462	268 8 0	505	343,638	4,590 12 10	531	361,272	4,859 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.*

Districts.	British vessels—*cont.* Coasting steamers—*cont.* Left. In ballast. Vessels.	Tonnage.	Dues.	With cargo. Vessels.	Tonnage.	Dues.	With passengers. Vessels.	Tonnage.	Dues.	Total. Vessels.	Tonnage.	Dues.
14	15	16	17	18	19	20	21	22	23	24	25
					Rs. A. P.						Rs. A. P.
Eastern Group.												
Ganjám	1	2,055	..	175	254,068	..	155	236,166	..	331	492,289	..
Vizagapatam	..	..	..	365	572,510	..	109	168,740	..	474	741,250	..
Gódávari	..	..	..	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	785 7 0
Chingleput	..	..	..	..	..	..	..	..	..	..	..	..
South Arcot	..	..	..	148	242,367	..	..	..	..	184	301,615	..
Tanjore	2	4,131	..	176	258,420	..	34	55,117	..	282	389,835	..
Madura	6	10,728	..	57	22,291	90 6 0	100	120,687	..	233	92,479	90 6 0
Tinnevelly	41	17,906	..	512	433,574	..	135	52,282	..	513	435,506	..
Total ..	1	1,932	..	1,561	2,002,335	875 13 0	..	..	..	2,496	3,216,232	875 13 0
	81	82,592	..				854	1,131,305	..			
Western Group.												
Malabar	56	100,123	..	557	961,482	..	175	304,144	..	788	1,365,749	..
South Canara	14	160	..	5	6,136	..	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	..	287	482,287	..	..	..	..	347	582,392	..
Grand Total ..	211	282,980	..	2,410	3,452,240	875 13 0	1,540	1,790,413	..	4,161	5,525,633	875 13 0

APPENDIX B—*cont.*

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.			Rs. A. P.			Rs. A. P.			Rs. A. P.			Rs. A. P.
Ganjám	..	..	..	3	4,636	441 10 6	..	..	..	3	4,636	441 10 6
Vizagapatam	10	16,126	1,511 13 0	28	46,851	5,168 3 0	..	..	..	38	62,977	6,680 0 0
Gódávari	17	21,273	2,695 7 3	33	53,731	7,788 5 3	1	2,778	..	51	77,782	10,483 12 6
Kistna	..	..	..	..	..	..	..	..	..	..	..	..
Nellore	..	..	..	..	..	..	..	..	..	..	..	..
Chingleput	..	..	..	..	..	..	..	..	..	..	..	..
South Arcot	..	..	..	..	..	..	..	..	..	..	..	..
Tanjore	12	22,054	2,067 9 0	3	6,071	758 14 0	26	42,286	1,776 0 6	41	70,411	4,602 7 6
Madura	..	..	..	4	6,428	..	48	78,480	2,790 14 6	52	84,908	2,790 14 6
Tinnevelly	8	6,888	831 3 1	31	6,521	329 7 9	9	1,161	72 9 0	40	7,682	402 0 9
				14	29,615	3,646 5 6	..	..	..	22	36,503	4,477 8 7
Total ..	47	66,341	7,106 0 4	116	1,53,853	18,132 14 0	84	124,705	4,639 8 0	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	4,639 8 0	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
Eastern Group.												
Ganjám	..	..	..	4	6,352	..	..	..	..	4	6,352	..
Vizagapatam	3	5,412	..	35	59,297	..	..	..	..	39	64,709	..
Gódávari	..	..	..	50	76,745	..	..	..	..	50	76,745	..
Kistna	..	..	..	..	..	..	..	..	..	..	..	..
Nellore	..	..	..	..	..	..	..	..	..	..	..	..
Chingleput	..	..	..	..	..	..	..	..	..	..	..	..
South Arcot	..	..	..	15	28,125	..	26	42,286	..	41	70,411	..
Tanjore	..	..	..	2	3,046	..	53	86,445	..	55	89,491	..
Madura	33	6,058½	..	5	951	..	1	199¼	..	39	7,208¾	..
Tinnevelly	1	1,912	..	21	34,591	..	..	..	..	22	36,503	..
Total ..	37	13,382½	..	133	209,107	..	80	128,930¼	..	250	351,419¾	..
Western Group.												
Malabar	3	263	..	50	58,346	..	2	3,741	..	55	62,350	..
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	88,545½	..	365	651,313	..	82	132,671¼	..	527	872,529¾	..

APPENDIX B—*cont.*

Foreign vessels.

Arrived.

Districts.	In ballast.			With cargo.			With passengers.			Total.		
	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.
	50	51	52	53	54	55	56	57	58	59	60	61
			Rs. A. P.			Rs. A. P.			Rs. A. P.			Rs. A. P.
Eastern Group.												
Ganjám	1	1,693	238 1 3	..	..	..	..	..	..	1	1,693	238 1 3
Vizagapatam	..	..	..	1	1,693	158 11 6	..	..	..	1	1,693	158 11 6
Gódávari	1	438	61 2 9	1	1,693	..	4	10,020	1,878 12 0	6	12,151	1,939 14 9
Kistna	..	..	..	..	..	..	..	..	..	..	..	..
Nellore	..	..	..	..	..	..	..	..	..	..	..	..
Chingleput	..	..	..	..	..	..	..	..	..	..	..	..
South Arcot	..	..	..	..	..	..	..	..	..	..	..	..
Tanjore	..	..	..	4	7,676	1,439 4 0	..	..	..	4	7,676	1,439 4 0
Madura	..	..	..	..	..	..	..	..	..	..	..	..
Tinnevelly	2	1,916	179 10 0	4	7,616	952 0 0	..	..	..	6	9,532	1,131 10 0
Total ..	4	4,047	478 14 0	10	18,678	2,549 15 6	4	10,020	1,878 12 0	18	32,745	4,907 9 6
Western Group.												
Malabar	50	9,513	812 12 10	158	92,607	7,008 0 11	4	5,455	680 6 0	212	107,575	8,501 3 9
South Canara	239	3,825	98 11 8	266	8,745	531 15 9	6	172	9 7 0	511	12,742	640 2 5
Total ..	289	13,338	911 8 6	424	101,352	7,540 0 8	10	5,627	689 13 0	723	120,317	9,141 6 2
Madras	..	..	..	87	125,557	13,104 14 9	..	..	..	87	125,557	13,104 14 9
Grand Total ..	293	17,385	1,390 6 6	521	245,587	23,194 14 11	14	15,647	2,568 9 0	828	278,619	27,153 14 5

APPENDIX B—*cont.*

Foreign vessels—*cont.*

Left.

Districts.	In ballast.			With cargo.			With passengers.			Total.		
	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.
	62	63	64	65	66	67	68	69	70	71	72	73
Eastern Group.												
Ganjám	..	..	..	1	1,693	..	..	..	..	1	1,693	..
Vizagapatam	..	..	..	1	1,693	..	..	..	..	1	1,693	..
Gódávari	..	..	..	3	4,419	..	..	3	7,729	6	12,148	..
Kistna	..	..	..	..	..	..	..	..	..	..	..	..
Nellore	..	..	..	..	..	..	..	..	..	..	..	..
Chingleput	..	..	..	..	..	..	..	..	..	..	..	..
South Arcot	..	..	..	..	..	..	..	..	..	..	..	..
Tanjore	..	..	..	4	7,676	..	..	..	..	4	7,676	..
Madura	..	..	..	..	..	..	..	..	..	..	..	..
Tinnevelly	..	..	..	6	9,532	..	..	..	..	6	9,532	..
Total ..	..	..	..	15	25,013	..	3	7,729	..	18	32,742	..
Western Group.												
Malabar	25	4,550	..	186	96,358	..	5	4,772	..	216	105,680	..
South Canara	106	1,234	..	378	11,035	..	8	118	..	492	12,387	..
Total ..	131	5,784	..	564	107,393	..	13	4,890	..	708	118,067	..
Madras	4	5,698	..	84	121,316	..	..	..	..	88	127,014	..
Grand Total ..	135	11,482	..	663	253,722	..	16	12,619	..	814	277,823	..

APPENDIX B—*cont.*

Native craft.

Arrived.

Districts.	In ballast.			With cargo.			With passengers.			Total.		
	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.
	74	75	76	77	78	79	80	81	82	83	84	85
			Rs. A. P.			Rs. A. P.			Rs. A. P.			Rs. A. P.
Eastern Group.												
Ganjám	3	93	3 6 3	7	1,026	64 2 0	..	..	..	10	1,119	..
Vizagapatam	1	202	6 5 0	3	429	26 13 0	..	..	..	4	631	..
Gódávari	24	7,488	340 4 2	12	5,873	319 8 9	5	1,852	92 8 0	41	15,213	67 8 3
Kistna	245	20,733	611 13 11	176	9,335½	440 13 9	1	18	..	422	30,086½	33 2 0
Nellore	4	78	3 10 6	47	1,391	32 1 0	..	..	..	51	1,469	752 4 11
Chingleput	..	..	..	..	..	..	..	..	..	..	..	1,052 11 8
South Arcot	52	4,049½	150 14 2	47	4,487	169 11 0	59	4,773¾	222 14 9	158	13,310¼	35 11 6
Tanjore	294	18,908	556 2 10	425	40,798	1,686 0 11	411	26,274	917 6 3	1,130	85,980	..
Madura	1,274	30,255¾	379 15 1	780	28,093¼	1,203 9 3	1,306	18,658	170 11 6	3,360	77,007	543 7 11
Tinnevelly	386	10,099¼	169 9 1	1,564	65,655¼	1,480 10 0	124	4,020¾	80 4 0	2,074	79,775¼	3,159 10 0
												1,754 3 10
Total ..	2,283	91,906½	2,222 1 0	3,061	157,088	5,423 5 8	1,906	55,596½	1,483 12 6	7,250	304,591	1,730 7 1
												9,129 3 2
Western Group.												
Malabar	2,317	93,806	3,175 12 5	5,388	195,045	7,777 14 3	313	14,388	720 4 0	8,018	303,239	
South Canara	1,731	28,303	450 15 0	2,667	55,758	1,819 1 2	509	10,161	165 11 6	4,907	94,222	11,673 14 8
												2,435 11 8
Total ..	4,048	122,109	3,626 11 5	8,055	250,803	9,596 15 5	822	24,549	885 15 6	12,925	397,461	14,109 10 4
Madras	10	1,450	91 9 4	68	6,403	468 12 8	..	..	..	78	7,853	560 6 0
Grand Total ..	6,341	215,465½	5,940 5 9	11,184	414,294	15,489 1 9	2,728	80,145½	2,369 12 0	20,253	709,905	23,799 3 6

APPENDIX B—*cont.*

Native craft—*cont.*

Left.

Districts.	In ballast.			With cargo.			With passengers.			Total.		
	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.
	86	87	88	89	90	91	92	93	94	95	96	97
			Rs. A. P.			Rs. A. P.			Rs. A. P.			Rs. A. P.
Eastern Group.												
Ganjám	..	..	..	10	1,119	..	..	..	..	10	1,119	..
Vizagapatam	1	202	..	3	429	..	..	..	..	4	631	..
Gódávari	22	3,607	..	55	9,051	..	..	..	..	84	14,399	..
Kistna	22	1,184	..	413	29,183	..	7	1,741	..	435	30,367	..
Nellore	37	781	..	14	688	19 5 0	..	..	..	51	1,469	19 5 0
Chingleput	..	..	..	..	..	..	..	..	..	..	..	..
South Arcot	28	2,351	..	50	4,796	..	..	..	..	154	13,110¾	..
Tanjore	193	19,024	4 12 6	592	54,129	41 14 3	76	5,963¾	36 9 0	1,132	86,692	83 3 9
Madura	1,095	29,551¾	24 0 9	778	27,034¼	397 8 4	347	13,539	27 10 0	3,351	76,842½	449 3 1
Tinnevelly	839	25,605½	..	1,116	77,621¾	..	1,478	20,256¼	..	2,074	107,421¼	..
							119	4,194				
Total ..	2,237	82,306¼	28 13 3	3,031	204,051	458 11 7	2,027	45,694	64 3 0	7,295	332,051¼	551 11 10
Western Group.												
Malabar	1,716	49,922	..	6,003	242,581	..	227	7,581	..	7,946	300,084	..
South Canara	1,002	16,597	..	3,286	65,487	..	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	4,744¾	..	37	3,489	..	..	..	..	78	8,233¾	..
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. Vessels.	In ballast. Tonnage.	In ballast. Dues.	With cargo. Vessels.	With cargo. Tonnage.	With cargo. Dues.	With passengers. Vessels.	With passengers. Tonnage.	With passengers. Dues.	Total. Vessels.	Total. Tonnage.	Total. Dues.
	98	99	100	101	102	103	104	105	106	107	108	109
			Rs. A. P.			Rs. A. P.			Rs. A. P.			Rs. A. P.
Eastern Group.												
Ganjám	5	3,841	241 7 6	193	272,251	8,137 3 6	147	223,645	3,816 6 0	345	499,737	12,195 1 0
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	14,697 5 6
Gódávari	46	36,165	4,146 12 8	122	210,570	15,668 13 0	220	340,022	6,551 2 0	388	586,757	26,366 11 8
Kistna	264	53,379	611 13 11	230	85,877½	2,269 2 9	114	168,367	3,447 0 0	608	307,623½	6,328 0 8
Nellore	4	78	3 10 6	51	7,701	32 1 0	..	..	..	55	7,779	35 11 6
Chingleput	..	..	..	..	..	..	..	..	..	..	..	..
South Arcot	64	26,103½	2,218 7 2	233	310,818	7,908 4 0	86	48,414¾	1,998 15 3	383	385,336¼	12,125 10 5
Tanjore	294	18,908	556 2 10	586	288,637	9,977 7 11	592	266,684	13,123 6 9	1,472	574,229	23,657 1 6
Madura	1,295	40,155¾	379 15 1	858	53,491	1,698 13 0	1,480	83,521	2,101 3 6	3,633	177,167¾	4,179 15 7
Tinnevelly	396	18,903¼	1,180 6 2	2,096	538,893¼	39,490 14 6	124	4,020¾	80 4 0	2,616	561,817¼	40,751 8 8
Total ..	2,379	213,861½	10,556 13 10	4,766	2,389,721¾	95,032 8 2	2,872	1,303,414½	34,447 12 6	10,017	3,906,998	1,40,337 2 6
Western Group.												
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	84,036 1 8
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	8,221 10 8
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	92,257 12 4
Madras	16	10,702	587 13 7	689	1,155,013	1,10,508 2 9	..	..	..	705	1,165,715	1,11,096 0 4
Grand Total ..	6,757	365,056½	16,321 13 10	14,591	5,009,975¾	2,76,007 4 3	4,413	2,019,373½	51,361 13 1	25,761	7,394,406	3,43,690 15 2

APPENDIX B—*cont.*

Districts.	Total—*cont.* Left. In ballast. Vessels.	In ballast. Tonnage.	In ballast. Dues.	With cargo. Vessels.	With cargo. Tonnage.	With cargo. Dues.	With passengers. Vessels.	With passengers. Tonnage.	With passengers. Dues.	Total. Vessels.	Total. Tonnage.	Total. 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	2,055	..	190	263,232	..	155	236,166	..	346	501,453	..
Vizagapatam	4	5,614	..	405	633,929	..	109	168,740	..	518	808,283	..
Gódávari	22	3,607	..	189	241,795	..	218	337,301	..	429	582,703	..
Kistna	52	47,024	..	456	90,398	..	113	170,482	..	621	307,904	..
Nellore	37	781	..	18	6,998	804 12 0	..	..	..	55	7,779	804 12 0
Chingleput	..	..	..	..	..	..	..	..	..	..	..	..
South Arcot	30	6,482	..	213	275,288	..	136	103,366¾	..	379	385,136¾	..
Tanjore	109	29,752	4 12 6	774	323,271	41 14 3	500	220,671	36 9 0	1,473	573,694	83 3 9
Madura	1,169	53,516¼	24 0 9	840	50,276¼	487 14 4	1,614	72,737½	27 10 0	3,623	176,530	539 9 1
Tinnevelly	841	29,449½	..	1,655	555,318¾	..	119	4,194	..	2,615	588,962¼	..
Total ..	2,355	178,280¾	28 13 3	4,740	2,440,506	1,334 8 7	2,964	1,313,658¼	64 3 0	10,059	3,932,445	1,427 8 10
Western Group.												
Malabar	1,800	154,858	..	6,796	1,358,767	..	409	320,238	..	9,005	1,833,863	..
South Canara	1,122	17,991	..	3,677	86,745	..	1,126	366,701	..	5,925	471,437	..
Total ..	2,922	172,849	..	10,473	1,445,512	..	1,525	686,939	..	14,930	2,305,300	..
Madras	145	185,447¾	..	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	2,000,597¼	64 3 0	25,716	7,410,058	1,427 8 10

Abstract of Appendix B.

1894-95.

—	1893-94.				1892-93.			
	Madras.		Eastern Group.		Western Group.		Total.	
	NUMBER.	TONNAGE.	NUMBER.	TONNAGE.	NUMBER.	TONNAGE.	NUMBER.	TONNAGE.
Class of Vessels.								
British .. .. { Coasting steamers..	324	560,642	2,502	3,224,763	1,329	1,740,905	4,155	5,526,310
British .. .. { Other vessels ..	216	471,663	247	344,899	62	63,010	525	879,572
Foreign vessels	87	125,557	18	32,745	723	120,317	828	278,619
Native do.	78	7,853	7,250	304,591	12,925	397,461	20,253	709,905
Total ..	705	1,165,715	10,017	3,906,998	15,039	2,321,693	25,761	7,394,406
	Rs.		Rs.		Rs.		Rs.	
Dues collected.								
British .. .. { Coasting steamers..	33,144		97,298		66,889		1,97,331	
British .. .. { Other vessels ..	64,987		29,878		2,117		96,982	
Foreign vessels	13,105		4,908		9,141		27,154	
Native do.	560		9,681		14,110		24,351	
Total ..	1,11,096		1,41,765		92,257		3,45,118	
	NUMBER.	TONNAGE.	NUMBER.	TONNAGE.	NUMBER.	TONNAGE.	NUMBER.	TONNAGE.
Class of Vessels.								
British .. .. { Coasting steamers..	324	560,642	2,502	3,224,763	1,329	1,740,905	4,155	5,526,310
British .. .. { Other vessels ..	216	471,663	247	344,899	62	63,010	525	879,572
Foreign vessels	87	125,557	18	32,745	723	120,317	828	278,619
Native do.	78	7,853	7,250	304,591	12,925	397,461	20,253	709,905
Total ..	705	1,165,715	10,017	3,906,998	15,089	2,321,693	25,761	7,394,406
	Rs.		Rs.		Rs.		Rs.	
Dues collected.								
British .. .. { Coasting steamers..	33,144		97,298		66,889		1,97,331	
British .. .. { Other vessels ..	64,987		29,878		2,117		96,982	
Foreign vessels	13,105		4,908		9,141		27,154	
Native do.	560		9,681		14,110		24,351	
Total ..	1,11,096		1,41,765		92,257		3,45,118	

1895.

Funds.	Openi		Closing balance, 1894-95.		
	Loans (*i.e.*) sums lent + sums borrowed —.	s (*i.e.*) lent + rrowed —.	Government securities.	Cash balance.	
Port Funds.	Rs. A. P.	s. A. P.	Rs. A. P.	Rs. A. P.	
Act X of 1889.				348 9 8	
Ganjám	— 1,89,400 0 0	400 0 0	..	8,906 7 9	
Vizagapatam	..	..	1,03,000 0 0	9,147 14 2	
Gódávari	..	..	17,000 0 0	6,105 0 7	—
Kistna	— 4,000 0 0	000 0 0	..	1,765 2 1	
Nellore	..	..	10,000 0 0	874 13 8	
Chingleput	..	..	7,000 0 0	5,672 0 2	
South Arcot	..	..	21,000 0 0	2,910 10 10	
Tanjore	— 7,000 0 0	000 0 0	..	8,006 1 10	—
Madura	..	..	..		
Tinnevelly	+ 200 0 0	..	43,000 0 0	69,417 4 3	
Total ..	— 2,00,200 0 0	400 0 0	2,01,000 0 0	84,931 12 2	
	+		+ 85,531 12 2		
Malabar	+ 16,500 0 0	500 0 0	2,40,000 0 0	56,796 15 6	
South Canara	..	..	44,000 0 0	11,451 11 3	
Total ..	+ 16,500 0 0	500 0 0	2,84,000 0 0	68,248 10 9	
	+		+ 3,68,748 10 9		
Madras	+ 2,00,400 0 0	400 0 0	..	44,075 3 7	
	+		+ 2,44,475 3 7		
Grand Total ..	+ 16,700 0 0	500 0 0	4,85,000 0 0	1,97,255 10 6	
	+		+ 6,98,755 10 6		
Pilotage Funds.					
Act X of 1889.				213 1 5	
Madras	..	..	50,000 0 0	5,410 10 5	—
Pámban and Keelakarai ..	— 200 0 0	..	12,000 0 0	1,607 9 8	
Cochin	..	..	..	15 15 7	—
Mangalore	..	..			
Landing and Shipping Dues.					
Act III of 1885.				16,607 3 4	
Vizagapatam	..	..	..	59,621 15 4	
Cocanada	— 16,500 0 0	500 0 0	5,000 0 0	3,333 12 5	
Masulipatam	..	..	..	48,058 8 4	
Negapatam	..	..	..	15,928 10 10	
Mangalore	..	..			

APPENDIX C (i).

STATEMENT showing the Receipts of the Maritime Districts in 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 Coasting Steamers' dues.	Other Port dues.	Share of General Administration receipts.	Miscellaneous receipts.	Public Works receipts.	Fees.	Interest.	Repayment of loans, advances, contributions and investments.	Provincial contribution.	Total.
Eastern Group.	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.
Ganjám	14,743 3 1	747 4 0	28 7 3	619 10 4	..	1,001 7 3	..	..	4,728 8 11	21,868 8 10
Vizagapatam	22,199 2 2	6,871 13 6	45 14 9	520 9 11	..	2,575 0 1	4,486 9 0	..	..	36,699 1 5
Gódávari	14,423 6 6	13,175 4 0	33 6 6	130 7 2	540 0 0	1,640 4 1	571 1 7	..	..	30,513 13 10
Kistna	8,311 11 11	1,052 11 9	17 8 3	370 9 3	..	2,524 15 5	..	..	..	12,277 8 7
Nellore	188 15 7	55 0 6	0 7 1	1,023 4 9	..	76 0 0	359 1 11	..	..	1,702 13 10
Chingleput	..	..	..	297 0 3	..	..	269 5 5	..	..	566 5 8
Madras	33,143 13 2	77,952 3 2	66 5 11	1,561 8 11	..	4,533 0 5	1,521 12 9	..	..	1,18,778 12 4
South Arcot	9,032 13 5	5,145 15 5	21 15 0	1,458 11 9	..	709 3 10	852 14 9	..	..	17,221 10 2
Tanjore	11,849 7 7	7,473 0 3	32 11 1	1,297 0 6	..	2,882 0 4	..	..	..	23,534 3 9
Madura	2,769 9 5	2,724 8 11	10 1 5	1,241 10 0	..	1,510 15 8	..	..	..	8,256 13 5
Tinnevelly	13,057 10 4	7,153 10 10	31 15 10	16,893 14 6	..	2,378 4 4	2,516 5 11	{ 200 0 0 / 12,000 0 0 }	..	54,231 13 9
Total ..	1,29,719 13 2	1,22,351 8 4	288 13 1	25,414 7 4	540 0 0	19,831 3 5	10,577 3 4	12,200 0 0	4,728 8 11	3,25,651 9 7
Western Group.										
Malabar	53,008 10 6	22,005 13 8	105 4 8	493 3 10	..	3,747 5 3	10,225 1 0	..	..	89,585 6 11
South Canara	13,880 14 4	3,354 11 4	26 14 3	351 3 3	..	1,314 10 7	1,705 13 5	..	..	20,634 3 2
Total ..	66,889 8 10	25,360 9 0	132 2 11	844 7 1	..	5,061 15 10	11,930 14 5	..	..	1,10,219 10 1
Grand Total ..	1,96,609 6 0	1,47,712 1 4	421 0 0	26,258 14 5	540 0 0	24,893 3 3	22,508 1 9	12,200 0 0	4,728 8 11	4,35,871 3 8

APPENDIX C (i-*a*).

STATEMENT showing the actual receipts of the Maritime Districts in the Madras Presidency (under Act X of 1889) for the official year 1894–95.

Districts.	Coasting Steamers' dues.	Other Port dues.	General Administration receipts.	Miscellaneous receipts.	Public Works receipts.	Fees.	Interest.	Repayment of loans, advances, contributions and investments.	Provincial contribution.	Total.
Eastern Group.	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.
Ganjám	11,447 13 0	747 4 0	..	619 10 4	..	1,001 7 3	..	..	4,728 8 11	18,544 11 6
Vizagapatam	7,773 1 6	6,871 13 6	..	520 9 11	..	2,575 0 1	4,486 9 0	..	..	22,227 2 0
Gódávari	12,667 12 6	13,175 4 0	..	130 7 2	540 0 0	1,640 4 1	571 1 7	..	..	28,724 13 4
Kistna	5,275 5 0	1,052 11 9	..	370 9 3	..	2,524 15 5	..	..	..	9,223 9 5
Nellore	785 7 0	55 0 6	..	1,023 4 9	..	76 0 0	359 1 11	..	..	2,298 14 2
Chingleput	..	..	..	297 0 3	..	..	269 5 5	..	..	566 5 8
Madras	33,143 13 2	77,952 3 2	421 0 0	1,561 8 11	..	4,533 0 5	1,521 12 9	..	..	1,19,133 6 5
South Arcot	6,979 11 0	5,145 15 5	..	1,458 11 9	..	709 3 10	852 14 9	..	..	15,146 8 9
Tanjore	16,262 4 0	7,473 0 3	..	1,297 0 6	..	2,882 0 4	..	..	..	27,914 5 1
Madura	2,114 1 0	2,724 8 11	..	1,241 10 0	..	1,510 15 8	..	..	..	7,591 3 7
Tinnevelly	33,270 9 0	7,153 10 10	..	16,893 14 6	..	2,378 4 4	2,516 5 11	{ 200 0 0 / 12,000 0 0 }	..	74,412 12 7
Total ..	1,29,719 13 2	1,22,351 8 4	421 0 0	25,414 7 4	540 0 0	19,831 3 5	10,577 3 4	12,200 0 0	4,728 8 11	3,25,783 12 6
Western Group.										
Malabar	62,030 4 0	22,005 13 8	..	493 3 10	..	3,747 5 3	10,225 1 0	..	..	98,501 11 9
South Canara	4,859 4 10	3,354 11 4	..	351 3 3	..	1,314 10 7	1,705 13 5	..	..	11,585 11 5
Total ..	66,889 8 10	25,360 9 0	..	844 7 1	..	5,061 15 10	11,930 14 5	..	..	1,10,087 7 2
Grand Total ..	* 1,96,609 6 0	1,47,712 1 4	421 0 0	26,258 14 5	540 0 0	24,893 3 3	22,508 1 9	12,200 0 0	4,728 8 11	4,35,871 3 8

	Rs. A. P.	Rs. A. P.
* Total of coasting steamers' dues as per abstract statement in Appendix B		1,97,331 2 6
Deduct—		
Refund of coasting steamers' dues, Eastern Group	721 12 6	
Do. do. Western Group	..	
		721 12 6
Total ..		1,96,609 6 0

APPENDIX C.

Port and Marine Funds of the Madras Presidency on the 31st March 1895.

Head.	Adjustments.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
		1894–95.	Charge, Appendix C (ii).	Government securities purchased and received to credit (a). Government securities sold and transferred (b). Repayment of loan (c).	Loans (Local funds) raised [ ] or repaid [ ].	Closing balance, 1894–95. Government securities.	Cash balance.
3701		6 3 2	Rs. 5,077 2 7	Rs. (a) ...	Rs. — 1,89,400 0 0	Rs. 1,03,000 0 0	Rs. 848 9 8
3664		1 2	3,705 0 3	(a) 5,000 0 0		17,000 0 0	8,906 7 9
3665		8 1	1,350 10 3	(a) 7,000 0 0			9,147 14 2
3702		7 11	6,147 15 4				6,105 0 7
3703		7 11	667 10 1	(a) 2,000 0 0	— 4,000 0 0	10,000 0 0	1,765 2 1
3680		0 0	476 5 4	(a) 1,000 0 0		7,000 0 0	874 13 8
3711		11 5	2,397 14 9	(a) 2,000 0 0		21,000 0 0	5,672 0 2
3680		1 0	2,863 2 9				2,910 10 10
3680		15 3	8,372 3 6				8,005 1 10
3665		15 2	68,288 10 6	(b)— 12,000 0 0 (c)— 200 0 0	— 7,000 0 0	43,000 0 0	69,417 4 3
3680		5 2	20,950 10 8	61,260 2 7	4,800 0 0	2,01,000 0 0	84,931 12 2
			+ 2,68,132 15 10		— 2,00,400 0 0	+ 85,531 12 2	
3682		7 7	20,000 0 0	(a) 20,000 0 0	+ 16,800 0 0	2,40,000 0 0	55,796 15 6
3680		14 3	6,000 0 0	(a) 6,000 0 0		44,000 0 0	11,451 11 3
3685		5 10	26,000 0 0	26,000 0 0	+ 16,800 0 0	2,84,000 0 0	68,248 10 9
			+ 92,945 5 10	17,274 4 3		+ 3,68,748 10 9	
3672		0 0	1,40,962 0 10	(b)—33,900 0 0	+2,00,100 0 0	..	44,075 3 7
			2,431 8 9			+ 2,44,475 3 7	
			+ 2,15,665 9 7	96,886 13 3			
3681		3 9	1,87,912 11 6	— 1,40,872 11 7	— 3,100 0 0	4,85,000 0 0	1,97,265 10 6
			+ 6,76,743 15 3		+ 16,600 0 0	+ 6,98,755 10 6	
3686		7 1		2,644 10 2	(c) 200 0 0	50,000 0 0	213 1 5
3692		2 3	200 0 0	27,440 12 2		12,000 0 0	— 5,410 10 5
3710		9 1		3,909 14 1			— 1,607 9 8
3686		0 0		12 8 0			15 15 7
1,006		9 2		6,029 7 7			16,607 3 4
6,780		5 4		6,823 12 11			59,621 15 4
974		10 3	5,000 0 0	2,622 9 7			3,333 12 5
4,596		14 9		7,390 10 7			48,058 8 4
2,181		5 2	8,998 4 10	2,408 12 8			15,928 10 10

APPENDIX C (i-*a*).

STATEMENT showing the actual receipts of the Maritime Districts in the Madras Presidency (under Act X of 1889) for the official year 1894–95.

Districts.	Coasting Steamers' dues.	Other Port dues.	General Administration receipts.	Miscellaneous receipts.	Public Works receipts.	Fees.	Interest.	Repayment of loans, advances, contributions and investments.	Provincial contribution.	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.	Rs. A. P.
Eastern Group.				619 10 4	..	1,001 7 3	..	..	4,728 8 11	18,544 11 6
Ganjám	11,447 13 0	747 4 0	..	520 9 11	..	2,575 0 1	4,486 9 0	..	..	22,227 2 0
Vizagapatam	7,773 1 6	6,871 13 6	..	130 7 2	540 0 0	1,640 4 1	571 1 7	..	..	28,724 13 4
Gódávari	12,667 12 6	13,175 4 0	..	370 9 3	..	2,524 15 5	..	..	..	9,223 9 5
Kistna	5,275 5 0	1,052 11 9	..	1,023 4 9	..	76 0 0	359 1 11	..	..	2,298 14 2
Nellore	785 7 0	55 0 6	..	297 0 3	..	..	269 5 5	..	..	566 5 8
Chingleput	..	..	..	1,561 8 11	..	4,533 0 5	1,521 12 9	..	..	1,19,133 6 5
Madras	33,143 13 2	77,952 3 2	421 0 0	1,458 11 9	..	709 3 10	852 14 9	..	..	15,146 8 9
South Arcot	6,979 11 0	5,145 15 5	..	1,297 0 6	..	2,882 0 4	..	..	..	27,914 5 1
Tanjore	16,262 4 0	7,473 0 3	..	1,241 10 0	..	1,510 15 8	..	200 0 0 / 12,000 0 0	..	7,591 3 7
Madura	2,114 1 0	2,724 8 11	..	16,893 14 6	..	2,378 4 4	2,516 5 11			74,412 12 7
Tinnevelly	33,270 9 0	7,153 10 10	..							
Total ..	1,29,719 13 2	1,22,351 8 4	421 0 0	25,414 7 4	540 0 0	19,831 3 5	10,577 3 4	12,200 0 0	4,728 8 11	3,25,783 12 6
Western Group.				493 3 10	..	3,747 5 3	10,225 1 0	..	..	98,501 11 9
Malabar	62,030 4 0	22,005 13 8	..	351 3 3	..	1,314 10 7	1,705 13 5	..	..	11,585 11 5
South Canara	4,859 4 10	3,354 11 4	..							
Total ..	66,889 8 10	25,360 9 0	..	844 7 1	..	5,061 15 10	11,930 14 5	..	..	1,10,087 7 2
Grand Total ..	* 1,96,609 6 0	1,47,712 1 4	421 0 0	26,258 14 5	540 0 0	24,893 3 3	22,508 1 9	12,200 0 0	4,728 8 11	4,35,871 3 8

	Rs. A. P.	Rs. A. P.
* Total of coasting steamers' dues as per abstract statement in Appendix B		1,97,331 2 6
Deduct—		
Refund of coasting steamers' dues, Eastern Group	721 12 6	
Do. do. Western Group	..	
Total ..		721 12 6
		1,96,609 6 0

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.	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	4,579 0 5	5,121 6 2	3,764 0 0	1,300 5 4	1,406 13 10	175 4 10	444 7 8	..	..	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
Gódávari	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	4,358 6 1	1,672 10 2	1,882 4 2	634 5 2	977 1 4	..	..	20,671 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	1,336 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.						
Eastern Group.	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	..	14,228 15 10	3,764 0 0	1,300 5 4	1,406 13 10	175 4 10	444 7 8	..	..	21,319 15 6
Vizagapatam	1,083 8 8	2,747 9 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
Gódávari	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	3,494 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
Tinnevelly	18 15 9	7,195 10 8	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	1,08,829 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
Western Group.										
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	57,604 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 (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 1894–95.

Districts.	Receipts.			Charges.							
	Survey and registration of vessels.	Sale of surplus stores.	Total.	Officers of the Administrative Department.	Presidency Port Office establishment.	Contingencies.	Travelling allowance 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.	RS. A. P.	RS. A. P.
Ganjám	..	..	..	..	..	..	..	..	..	1,083 8 8	1,083 8 8
Vizagapatam	..	..	..	40 2 0	..	..	..	..	..	660 0 0	700 2 0
Gódávari	..	..	..	..	..	..	..	..	..	56 0 0	56 0 0
Kistna	..	..	..	..	..	..	..	..	..	..	..
Nellore	..	..	..	..	..	..	..	..	..	..	..
Chingleput	..	..	..	..	..	..	..	..	..	18,447 14 8	18,447 14 8
Madras { Madras ..	68 0 0	353 0 0	421 0 0	22,032 5 10	11,196 3 11	2,874 13 10	1,619 11 0	3,601 2 10	* 4,172 8 1	..	45,496 13 6
Madras { Presidency Port Office ..	..	..	..	..	..	..	..	..	..	151 3 0	151 3 0
South Arcot	..	..	..	..	..	..	..	..	..	96 0 0	96 0 0
Tanjore	..	..	..	62 14 5	..	..	..	..	..	32 8 0	95 6 5
Madura	..	..	..	..	..	..	..	..	..	18 15 9	18 15 9
Tinnevelly	..	..	..	..	..	..	..	..	..	1,568 0 0	1,568 0 0
Malabar	..	..	..	..	..	..	..	..	..	40 0 0	40 0 0
South Canara	..	..	..	..	..	..	..	..	..		
Total ..	68 0 0	353 0 0	421 0 0	22,135 6 3	11,196 3 11	2,874 13 10	1,619 11 0	3,601 2 10	4,172 8 1	22,154 2 1	67,754 0 0

* This sum includes the following special charges :—

	RS. A. P.
Stationery and printing charges	1,438 4 11
Rent of telephone line	186 5 10
Books and periodicals received from England for the Presidency Port Office	540 0 9
Share of Municipal assessment on Port Office building	230 2 8
Charges incurred on account of S. S. *Margarita* in connection with the inspection tour of the Presidency Port Officer, Madras.	1,777 9 11
Total ..	4,172 8 1

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
Gódávari	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	..	..	..	..
Madras	1,452 0 0	1,260 0 0	1,821 0 5	4,533 0 5
South Arcot	334 8 0	109 2 10	265 9 0	709 3 10
Tanjore	1,139 15 0	1,530 0 0	212 1 4	2,882 0 4
Madura	541 0 0	896 0 0	73 15 8	1,510 15 8
Tinnevelly	342 2 0	1,665 0 0	371 2 4	2,378 4 4
Malabar	966 14 0	2,356 10 5	423 12 10	3,747 5 3
South Canara	760 8 0	490 0 0	64 2 7	1,314 10 7
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
Gódávari	437 8 0	174 4 1	611 12 1
Kistna	970 0 0	406 3 8	1,376 3 8
Nellore	..	..	..
Chingleput	..	..	..
Madras	..	827 1 10	827 1 10
South Arcot	..	265 9 0	265 9 0
Tanjore	765 0 0	212 1 4	977 1 4
Madura	45 0 0	73 15 6	118 15 6
Tinnevelly	870 0 0	371 2 4	1,241 2 4
Malabar	1,192 5 3	410 3 5	1,602 8 8
South Canara	277 8 0	72 12 0	350 4 0
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.
Landing and Shipping Dues Act III of 1885.		
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
Pilotage Funds Act X of 1889.		
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	2	3		4	5		6		7
Districts.	Total receipts as per monthly accounts sent to Accountant-General.	Other adjustments.		Net receipts as per Appendix C (*i-a*).	Adjustments of coasting steamers' dues.		Adjustments of general receipts.		Net receipts as per Appendix C (i).
		Add.	Deduct.		Add.	Deduct.	Add.	Deduct.	
	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	18,544 11 6	..	..	18,544 11 6	14,743 3 1	11,447 13 0	28 7 3	..	21,868 8 10
Vizagapatam	22,279 8 6	..	(*a*) 52 6 6	22,227 2 0	22,199 2 2	7,773 1 6	45 14 9	..	36,699 1 5
Gódávari	29,247 12 4	..	(*a*) 522 15 0	28,724 13 4	14,423 6 6	12,667 12 6	33 6 6	..	30,513 13 10
Kistna	9,223 9 5	..	..	9,223 9 5	8,311 11 11	5,275 5 0	17 8 3	..	12,277 8 7
Nellore	2,298 14 2	..	..	2,298 14 2	188 15 7	785 7 0	0 7 1	..	1,702 13 10
Chingleput	566 5 8	..	..	566 5 8	..	..	..	..	566 5 8
Madras Port Funds (including General Administration)	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
South Arcot	15,146 8 9	..	..	15,146 8 9	9,032 13 5	6,979 11 0	21 15 0	..	17,221 10 2
Tanjore	27,919 6 1	..	(*a*) 5 1 0	27,914 5 1	11,849 7 7	16,262 4 0	32 11 1	..	23,534 3 9
Madura	7,591 3 7	..	..	7,591 3 7	2,769 9 5	2,114 1 0	10 1 5	..	8,256 13 5
Tinnevelly	74,554 2 7	..	(*a*) 141 6 0	74,412 12 7	13,057 10 4	33,270 9 0	31 15 10	..	54,231 13 9
Total ..	3,26,505 9 0	..	721 12 6	3,25,783 12 6	1,29,719 13 2	1,29,719 13 2	288 13 1	421 0 0	3,25,651 9 7
Malabar	98,501 11 9	..	..	98,501 11 9	53,008 10 6	62,030 4 0	105 4 8	..	89,585 6 11
South Canara	11,585 11 5	..	..	11,585 11 5	13,880 14 4	4,859 4 10	26 14 3	..	20,634 3 2
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
Grand Total ..	4,36,593 0 2	..	721 12 6	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	2	3		4	5		6		7
Districts.	Total charges as per monthly account sent to Accountant-General.	Other adjustments.		Net charges as per Appendix C (ii-*a*).	Adjustments on account of general charges.		Adjustments of Lighthouse charges.		Net charges as per Appendix C (ii).
		Add.	Deduct.		Add.	Deduct.	Add.	Deduct.	
	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	21,319 15 6	..	..	21,319 15 6	4,579 0 5	..	5,121 6 2	14,228 15 10	16,791 6 3
Vizagapatam	20,138 1 4	1,083 8 8	(*a*) 52 6 6	21,169 3 6	7,390 5 2	1,083 8 8	8,265 10 8	2,747 9 6	32,994 1 2
Gódávari	26,064 14 11	700 2 0	(*a*) 522 15 0	26,242 1 11	5,376 6 1	700 2 0	6,013 2 11	5,067 0 10	31,864 8 1
Kistna	15,594 11 6	56 0 0	..	15,650 11 6	2,818 11 6	56 0 0	3,152 9 4	3,140 8 5	18,425 7 11
Nellore	7,845 7 4	..	..	7,845 7 4	71 4 5	..	79 11 6	5,625 15 4	2,370 7 11
Chingleput	6,466 7 0	..	..	6,466 7 0	..	..	..	5,423 12 0	1,042 11 0
Madras .. { Administration	67,754 2 8	..	(*b*) 67,754 2 8	..	..	..	..	..	..
Madras .. { Madras Port Funds ..	1,98,170 12 1	63,944 14 10	..	2,62,115 10 11	10,681 4 9	63,944 12 2	11,946 7 1	5,133 1 0	2,15,665 9 7
South Arcot	8,585 4 11	151 3 0	..	8,686 7 11	3,530 12 7	151 3 0	3,948 15 10	1,191 5 11	14,823 11 5
Tanjore	10,813 10 5	96 0 0	(*a*) 5 1 0	10,904 9 5	5,261 9 5	96 0 0	5,884 12 8	1,283 14 6	20,671 1 0
Madura	14,138 2 8	95 6 5	..	14,233 9 1	1,623 5 11	95 6 5	1,815 10 4	948 2 0	16,629 0 11
Tinnevelly	1,08,952 1 7	18 15 9	(*a*) 141 6 0	1,08,829 11 4	5,147 13 9	18 15 9	5,757 9 6	7,195 10 8	1,12,520 8 2
Total ..	5,05,793 11 11	66,146 2 8	68,475 15 2	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	1,568 0 0	..	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	40 0 0	..	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	1,608 0 0	..	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	(*b*) 67,754 2 8	68,475 15 2	5,76,743 15 3	67,754 0 0	67,754 0 0	56,556 0 0	56,556 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
			Rs.	Rs.
Madras.				
Port establishment	4	93	54,738	..
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
Coast Ports.				
Port officers and Conservators	16	149	64,295	..
Lighthouses	..	102	18,106	..
Pilotage (Pámban 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
				Rs. A. P.	
River-going Vessels.					
Steam Dredge "Priestman's"	..	1	9	4,788 15 9	..
Do. "Connemara"	..	..	11	3,989 15 8	..
Steam Launch "Empress"	6½ tons ..	..	1	240 0 0	..
Steam Tug "Gódávari"	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.
		Rs.
Madras	10	20
Ganjám	..	..
Vizagapatam	..	..
Gódávari	8	16
Kistna	3	6
Nellore	..	..
Chingleput	..	..
South Arcot	..	..
Tanjore	38	76
Madura	33	66
Tinnevelly	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.
			Rs. A. P.
Madras	1	205	25 10 0
Ganjám	..	..	..
Vizagapatam	..	..	..
Gódávari	6	1,192	147 4 0
Kistna	13	552	134 2 0
Nellore	..	..	..
Chingleput	..	..	..
South Arcot	..	..	..
Tanjore	9	1,433	189 7 0
Madura	10	383	64 0 0
Tinnevelly	5	530	70 2 0
Malabar	14	542	103 6 0
South Canara	43	913	254 0 0
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 (Pámban) 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.

APPENDIX I.

STATEMENT of passengers sailed from the undermentioned ports in the Madras Presidency during the official year 1894-95.

Names of Ports.	Ports bound to: Ports within the Presidency. Adults. Males.	Females.	Children under 12.	Total.	Ports beyond the Presidency but within British India. Adults. Males.	Females.	Children under 12.	Total.	Ports in Burma. Adults. Males.	Females.	Children under 12.	Total.	Ports in Ceylon. Adults. Males.	Females.	Children under 12.	Total.	Ports in Straits Settlements. Adults. Males.	Females.	Children under 12.	Total.	Other Ports. Adults. Males.	Females.	Children under 12.	Total.	Grand 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	186	27	30	243	418	225	132	775	1,198	7	63	1,268	..	..	..	..	..	..	..	..	..	..	..	..	2,286
Báruva	1	..	..	1	..	..	..	..	3,921	33	146	4,100	..	..	..	..	..	..	..	..	..	..	..	..	4,101
Calingapatam ..	41	5	..	46	170	13	1	184	3,633	94	303	4,030	..	..	..	..	..	..	..	..	..	..	..	..	4,449
Bimlipatam ..	53	13	7	73	44	10	17	71	1,089	110	111	1,310	..	..	..	..	..	..	..	..	..	..	..	..	4,260
Vizagapatam ..	176	41	33	250	187	31	25	243	3,937	212	190	4,339	..	..	..	..	..	..	..	..	1	1	..	2	4,832
Cocanada	345	40	14	399	40	8	5	53	7,991	260	316	8,567	..	..	..	..	..	1	..	1	3	..	..	3	1,456
Masulipatam ..	303	85	33	421	6	3	..	9	240	47	17	304	1	1	..	2	..	..	..	..	..	..	..	..	9,023
Cuddalore	1	..	..	1	..	..	..	..	27	2	1	30	13	2	2	17	2	..	..	2	..	..	..	..	736
Porto Novo ..	..	..	..	..	..	..	..	..	..	..	..	..	24	..	..	24	121	2	4	127	..	..	..	..	50
Tirumalavásal ..	..	..	..	..	..	..	..	..	..	..	..	..	13	..	2	15	..	..	..	..	..	..	..	..	151
Tranquebar ..	..	..	..	..	..	..	..	..	..	..	..	..	21	..	1	22	..	..	..	..	..	..	..	..	15
Negapatam ..	68	7	7	82	19	..	..	19	8,850	798	696	10,344	741	46	31	818	12,107	1,108	929	14,144	148	14	73	235	257
Vélánganni ..	..	..	..	..	..	..	..	..	..	..	..	..	32	2	1	35	..	..	..	..	8	..	..	8	43
Tópputturai ..	..	..	..	..	..	..	..	..	..	..	..	..	2,447	235	34	2,716	..	..	..	..	..	..	..	..	2,716
Muttupet	24	3	..	27	..	..	..	..	..	..	..	..	250	9	19	278	..	..	..	..	..	..	..	..	305
Adirámpatnam ..	..	..	..	..	..	..	..	..	..	..	..	..	238	9	11	258	..	..	..	..	..	..	..	..	258
Ammápatnam ..	..	..	..	..	..	..	..	..	..	..	..	..	25	..	..	25	..	..	..	..	..	..	..	..	25
Kóttaipatnam ..	..	..	..	..	..	..	..	..	..	..	..	..	14	..	..	14	..	..	..	..	..	..	..	..	14
Karikal	..	..	..	..	..	..	..	..	..	..	..	..	4	..	..	4	351	68	40	459	..	..	..	..	463
Pámban	8,489	3,636	141	12,266	..	..	..	..	..	..	..	..	15,027	3,420	1,049	19,496	..	..	..	..	..	..	..	..	31,762
Kilakarai	531	87	9	627	..	..	..	..	..	..	..	..	117	1	13	131	..	..	..	..	..	..	..	..	758
Devipatam	7,216	3,640	611	11,467	..	..	..	..	..	..	..	..	208	10	7	225	..	..	..	..	..	..	..	..	11,692
Tondi	216	4	..	220	..	..	..	..	..	..	..	..	6,269	1,200	1,048	8,517	..	..	..	..	..	..	..	..	8,737
Tuticorin	440	..	1	441	192	..	1	193	..	..	..	..	35,191	6,007	4,734	45,932	..	..	..	..	..	..	..	..	46,566
Kulasékarapatnam.	137	3	..	140	..	..	..	..	..	..	..	..	580	44	149	773	..	..	..	..	..	..	..	..	913
Káyalpatnam ..	38	..	..	38	..	..	..	..	..	..	..	..	11	..	..	11	..	..	..	..	..	..	..	..	49
Cochin	250	6	..	256	84	9	..	93	3	..	..	3	7	3	1	11	..	..	..	..	28	2	4	34	397
Calicut	768	41	28	837	39	7	..	46	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	883
Badagara	7	..	..	7	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	7
Kallayi	6	..	..	6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	6
Tellicherry ..	432	54	29	515	36	2	1	39	..	..	..	..	7	1	..	8	..	..	..	..	1	..	..	1	563
Cannanore ..	447	46	38	531	60	9	16	85	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	616
Mangalore ..	4,532	1,222	702	6,456	3,215	1,113	727	5,05	1	..	..	1	12	4	1	17	..	..	..	..	569	162	144	875	12,404
Kasaragod ..	348	41	9	398	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	398
Malpe	1,986	580	326	2,892	1,298	389	141	1,82	..	..	..	..	..	..	..	..	..	..	..	..	340	91	43	474	5,194
Hangarakatta ..	90	10	6	106	194	25	10	22	..	..	..	..	..	..	..	..	..	..	..	..	96	3	1	100	435
Coondapoor ..	1,425	203	194	1,822	1,389	262	103	1,754	..	..	..	..	..	..	..	..	..	..	..	..	236	28	16	280	3,856
Baindoor	34	..	..	34	5	1	..	6	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1	2	42
Madras	479	103	40	622	646	119	16	781	2,956	1,038	447	4,441	83	23	8	114	186	20	4	210	1,753	642	384	2,779	8,947
Total ..	29,069	9,897	2,258	41,224	8,042	2,226	1,195	11,463	33,846	2,601	2,290	38,737	61,335	11,017	7,111	79,463	12,767	1,199	977	14,943	3,189	943	666	4,798	190,628

* Including Emigrants, 1,684 adults and 64 children.

Grand Total ..	1893-94 ..	208,894
	1894-95 ..	190,628
	Decrease ..	18,266

APPENDIX I—*cont.*

STATEMENT of passengers arrived at the undermentioned ports in the Madras Presidency during the official year 1894-95.

Names of Ports.	Ports bound to: Ports within the Presidency. Adults. Males.	Females.	Children under 12.	Total.	Ports beyond the Presidency but within British India. Adults. Males.	Females.	Children under 12.	Total.	Ports in Burma. Adults. Males.	Females.	Children under 12.	Total.	Ports in Ceylon. Adults. Males.	Females.	Children under 12.	Total.	Ports in Straits Settlements. Adults. Males.	Females.	Children under 12.	Total.	Other Ports. Adults. Males.	Females.	Children under 12.	Total.	Grand 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	212	28	18	258	231	12	6	249	345	2	5	352	..	..	..	..	..	..	..	..	..	..	..	..	859
Báruva	2	..	..	2	..	..	..	..	1,948	12	27	1,987	..	..	..	..	..	..	..	..	..	..	..	..	1,989
Calingapatam ..	27	5	..	32	102	9	6	117	4,175	47	78	4,300	..	..	..	..	..	..	..	..	..	..	..	..	4,449
Bimlipatam ..	128	23	7	158	76	14	13	103	3,734	112	125	3,971	..	..	..	..	..	..	..	..	..	..	..	..	4,232
Vizagapatam ..	188	21	8	217	191	15	10	216	5,030	84	105	5,219	..	..	..	..	..	..	..	..	..	..	..	..	5,652
Cocanada	339	35	17	391	33	6	..	39	8,094	214	138	8,446	1	1	..	2	..	..	..	..	..	..	..	..	8,878
Masulipatam ..	365	103	42	510	..	..	..	..	194	36	10	240	..	2	..	2	..	..	..	..	..	..	..	..	752
Nizampatam ..	2	..	..	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2
Cuddalore	3	3	5	11	..	..	..	..	135	6	14	155	..	..	..	..	33	..	1	34	..	..	..	..	200
Porto Novo ..	..	..	..	..	..	..	..	..	..	..	..	..	7	..	..	7	429	5	..	434	..	..	..	..	441
Tranquebar ..	..	..	..	..	..	..	..	..	..	..	..	..	22	..	..	22	..	..	..	..	..	..	..	..	22
Negapatam ..	112	18	5	135	..	..	..	..	12,846	868	933	14,647	1,301	158	93	1,552	10,487	853	482	11,822	60	12	3	75	28,231
Tópputturai ..	23	7	..	30	..	..	..	..	..	..	..	..	2,029	271	33	2,333	..	..	..	..	..	..	..	..	2,363
Muttupet	..	..	..	..	..	..	..	..	..	..	..	..	280	17	20	317	..	..	..	..	..	..	..	..	317
Adirámpatnam ..	25	10	..	35	..	..	..	..	..	..	..	..	413	25	25	463	..	..	..	..	..	..	..	..	498
Ammápatnam ..	32	..	..	32	..	..	..	..	..	..	..	..	304	13	6	323	..	..	..	..	..	..	..	..	355
Kóttaipatnam ..	..	..	..	..	..	..	..	..	..	..	..	..	150	4	13	167	..	..	..	..	..	..	..	..	167
Karikal	..	..	..	..	..	..	..	..	..	..	..	..	65	16	..	81	1,453	107	75	1,635	..	..	..	..	1,716
Pámban	12,787	5,530	186	18,503	..	..	..	..	..	..	..	..	22,397	6,295	2,383	31,075	..	..	..	..	..	..	..	..	49,578
Kílakarai	3,067	1,718	58	4,843	..	..	..	..	..	..	..	..	106	..	..	106	..	..	..	..	..	..	..	..	4,949
Devipatam ..	6,335	3,239	489	10,063	..	..	..	..	..	..	..	..	87	7	..	94	..	..	..	..	..	..	..	..	10,157
Tondi	230	17	..	247	..	..	..	..	..	..	..	..	9,575	1,373	1,072	12,020	..	..	..	..	..	..	..	..	12,267
Tuticorin	1,751	7	6	1,764	6	..	1	7	..	..	..	..	38,510	10,176	3,275	51,961	..	..	..	..	..	..	..	..	53,732
Kulasékarapatnam.	189	84	39	312	..	..	..	..	..	..	..	..	509	27	103	639	..	..	..	..	..	..	..	..	951
Káyalpatnam ..	23	2	..	25	..	..	..	..	..	..	..	..	72	8	10	90	..	..	..	..	..	..	..	..	115
Cochin	229	8	4	241	93	8	2	103	2	..	..	2	22	4	8	34	4	..	..	4	19	..	..	19	403
Calicut	1,094	66	40	1,200	17	1	..	18	..	..	..	..	13	..	..	13	..	..	..	..	..	..	..	..	1,231
Badagara	37	4	5	46	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	46
Kallayi	27	1	3	31	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	31
Tellicherry ..	556	31	15	602	49	8	2	59	..	..	..	..	1	4	3	8	..	..	..	..	11	2	3	16	685
Cannanore	410	29	25	464	21	5	7	33	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	497
Mangalore ..	4,181	916	490	5,587	2,550	698	416	3,664	..	..	..	..	..	..	..	..	..	..	..	..	1,444	422	185	2,051	11,302
Manjeshwar ..	2	..	..	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2
Kasaragod ..	338	58	14	410	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	410
Malpe	2,203	676	391	3,270	1,282	423	138	1,843	..	..	..	..	..	..	..	..	..	..	..	..	329	142	69	540	5,653
Hangarakatta ..	189	18	10	217	169	26	10	205	..	..	..	..	..	..	..	..	..	..	..	..	53	2	..	55	477
Coondapoor ..	1,607	242	213	2,062	1,511	358	127	1,996	..	..	..	..	..	..	..	..	..	..	..	..	224	26	16	266	4,324
Baindoor	6	1	1	8	24	3	..	27	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	35
Madras	1,341	201	81	1,623	1,076	228	111	1,415	2,600	236	189	3,025	155	74	15	244	446	28	15	489	590	235	117	942	7,738
Total ..	28,060	13,101	2,172	53,333	7,431	1,814	849	10,094	39,103	1,617	1,624	42,344	76,019	18,475	7,059	101,553	12,852	993	573	14,418	2,730	841	393	3,964	225,706

Grand Total ..	1894-95 ..	225,706
	1893-94 ..	203,807
	Increase ..	21,899

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.	
Priestman's Dredger.			
(*a*) Days working	67	172	184
(*b*) Hours dredging	421	1,538	1,646
(*c*) Barges / Boats loaded, giving number of tons each barge / boat will hold.	142 of 59⅜ and 250 of 29 7/10 tons.	621 of 59⅜ and 491 of 29 7/10 tons.	622 of 59⅜ and 299 of 29 7/10 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. 4–5½	As. 1–5	As. 2–3
Dredger "Connemara."			
(*a*) Days working	132	189	202
(*b*) Hours dredging	1,165	1,669	1,798
(*c*) Barges / Boats loaded, giving number of tons each barge / boat will hold.	238 of 59⅜ and 490 of 29 7/10 tons.	636 of 59⅜ and 495½ of 29 7/10 tons.	621 of 59⅜ and 530 of 29 7/10 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.	
Steam Dredger.			
(*a*) Days working	120	148	149
(*b*) Hours dredging	707	888	894
(*c*) Barges / Boats loaded, giving number of tons each barge / boat will hold.	1,877 of 4 tons each.	2,413¾ of 4 tons each.	2,362¾ 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	..	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
Pámban	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 :—

Vessels entered.

	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

Vessels left.

	No.	Tonnage.
Steam ships, mercantile	645	1,160,543
Sailing „ „	2	2,299
„ native crafts	78	8,049
Men-of-war, &c.	6	14,589
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
	1,12,785
Pilotage and boat charges connected	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. *Clan 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 2¼ inches chain of 24¼ 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	..	..	..	
,, ,, discharged	..	8	}	19
,, ,, sent to jail	..	11	}	
,, ,, hospital	..	..		
Native ,, engaged	..	2		
,, ,, discharged	..	66	}	845
,, ,, sent to jail	..	779	}	
,, ,, hospital	..	4		
Distressed seamen sent home	..	10		
	..	10		

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

Port Office, Madras, 14th May 1895. (Signed) CHARLES W. HEWETT, Comdr., R.I.M., 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.
	As. P.	As. P.
Landing charges	14 9	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	2,597	13	7
,, landing contractor	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. Packages.	1892–93. Tons.	1893–94. Packages.	1893–94. Tons.	1894–95. Packages.	1894–95. Tons.
Civil—	1,121	138	2,131	269	1,611	219
Stamp	1,157	283	1,105	297	1,115	310
Stationery	24,034	921	9,237	506	10,770	253
Telegraph	168	22	204	44	131	29
Police	152	9	81	11	249	13
Press	16	9	6	1	16	2
Prisons	143	32	109	24	78	7
Salt	207	8	20	2	37	4
Survey	27	13	2	½	1	..
Forest	857	67	780	73	2,784	294
Post Office			835	..	480	..
Treasury—	1,010	..	458	..	489	..
Copper	282	..	30	6	13	..
Silver	18	..	10,172	548	12,351	* 735
Paper Currency	6,392	746	85	6	68	7
Public Works Department	79	8	122	16	285	36
Secretariat	313	35				
Government Gardens			2,146	490	1,899	415
Military—	2,324	533	1,900	627	998	177
Clothing	980	507	22,857	1,404	† 34,540	‡ 1,498
Medical	31,926	1,634	2,314	513	3,605	208
Ordnance	6,560	538	721	106	501	75
Commissariat	342	57				
Regimental necessaries			58	8	316	27
Marine—	515	72	1,213	126	202	46
Port Department	1,223	143				
Miscellaneous						
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. Packages.	1892–93. Tons.	1893–94. Packages.	1893–94. Tons.	1894–95. Packages.	1894–95. Tons.
Civil—	228	24	233	25	221	24
Stamp	780	140	654	118	680	124
Stationery	4,336	123	4,953	123	3,045	100
Telegraph	977	68	926	58	933	69
Police	513	42	478	39	588	53
Press	201	23	103	4	58	5
Prisons	723	25	732	34	950	54
Salt	458	32	236	20	138	11
Survey	33	4	1	..	87	5
Forest	1	½	2	1	..	..
Post Office			163	8	225	..
Treasury—	262	..	95	..	22	..
Copper	45	..	8	..	6	..
Silver	14	..	3,168	54	1,241	85
Paper Currency	488	22	..	..	..	..
Public Works Department	..	..	11	1	48	8
Secretariat	3	..				
Government Gardens			924	128	1,160	141
Military—	1,066	164	2,159	325	1,027	183
Clothing	1,614	239	9,222	834	8,829	856
Medical	5,677	707	5,365	556	6,029	518
Ordnance	6,204	581	..	..	..	..
Commissariat	..	..	..	..	..	..
Regimental necessaries						
Marine—	352	28	37	5	98	8
Port Department	273	24	283	20	197	23
Miscellaneous						
Total ..	24,248	2,246½	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.

*1892–93	18
1893–94	16
1894–95	21

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.
			Rs.
Madras.			
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	1,125,778	5,93,14,809	5,10,18,461	11,03,33,270	11,08,308	14,541	11,22,849
1893–94	1,233,735	6,49,78,552	5,76,53,455	12,26,32,007	10,73,662	9,741	10,83,403
1894–95	1,165,715	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	1,145
1893–94	123	7,609	1,176
1894–95	101	5,750	988

8. *Accounts.*—With the exception of Kistna, Madura and Tinnevelly, 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	3,68,749	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.
	A. P.	A. P.	A. P.
"Priestman"	4 5½	1 5	2 3
"Connemara"	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.

	No. of packages.	Tons.
* *Landed.*		
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.)

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.

Exd. A. Baitt.

860

Govt. of {1895} Madras.

Govt. of {1895} Madras.

MARINE.

Dated November, 14th.

Recd. *Encl.*

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

NOVEMBER.

Madras Port Department

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