9/6

Marine (1896) Department.

G.O., No. 582 Mar

DATED 27. August 1896

[Despatch Abstract.]

Transfer of the custody of imported goods to the Harbour Trust Board: Res: Rev: Dept. stating that the matter regarding the — and the removal of certain buildings connected with the bonded Warehouses on the Beach road Madras is under reference to the Hon'ble the Advocate General. Comt. to the Chairman, Harbour Trust Board & the Chamber of Commerce

9/9

BACK PAPERS.

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

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
-	539E.	Mas:	3-11-96				

Marine (1896) Department.

CURRENT No. 916

B

Order 582 Marine, d/27 August 1896

Communicated to the Chairman Harbour Trust Board, and the Chairman Chamber of Commerce with reference to the undermentioned correspondence.

Letter from the Chairman Harbour Trust Board No 1471 d/11 July 1896

Letter from the Chairman Chamber of Commerce No — d/14 July 1896

27/8/96

The Ch. H. T. Bd

The Ch. C. of C. Madras

Desp. 9/9/96

From

The Revenue Department.

No. 1670 R.

Dated 24th August 1896.

Received 26 August 1896

Enclosures

Spare copies

SUBJECT.

with remark

Recording reminders from the Marine Dept. requesting early reply to its communications re: the transfer to the Harbour Trust Board of the custody of imported goods and the removal of certain buildings connected with the Bonded Warehouse on the Beach Road, Madras.

5032
2983
1114

649

BACK PAPERS.

G.O.	No.	Department.	Date.
503	–	Marine	16-7-96
–	298E	– u –	5-6-96.
311	–	– u –	6-5-96.
1585W	–	P.W.D.	23-5-96.
1530W	–	u	16-5-96.
1334W	–	– u –	28-4-96
1171W	—	– u –	2-4-96
119-20	–	Marine	26-2-96
288	–	u –	26-2-96
297	–	– u –	8-10-95
.190	–	– u –	1-7-95
47	–	– u –	9-2-95
	(with report)		
1178W	– .	P.W.D.	28-4-93.
~~1171W~~	~~–~~	~~– u –~~	~~2-4-96~~

Stat

FURTHER PAPERS.

G.O.	No.	Department.	Date.
1162		26-96	

Harbour Trust Office,

MADRAS, 27 April 1896

No. 366

FROM

Ware Austin Esq. I.C.S.

CHAIRMAN, HARBOUR TRUST BOARD,

MADRAS.

TO

The Hon'ble Col. D. McNeil Campbell R.E.

SECRETARY TO GOVERNMENT,

Marine Department.

Sir,

I have the honour to acknowledge the receipt of G.O. No. 1171 W. Public Works, dated 2nd April 1896, authorising the Consulting Architect to complete the building intended for a public warehouse at Madras, and to request that Government will postpone the completion of the building in question until such time as the Harbour Improvements Scheme has been finally settled.

2 A copy of the resolution

passed

passed by the Board at its meeting of the 24th Instant is enclosed for your information.

I have the honour to be

Sir

Your obedient Servant

Ag. Secy. for Chairman

Harbour Trust Board

EXTRACT of Proceedings of the TRUSTEES OF THE HARBOUR OF MADRAS, at a Meeting held at the Offices of the Board on Friday the 24th day of April 1896.

10. Read G. O. No. 1171 W. Public Works, dated 2nd April 1896, authorising the Consulting Architect to complete the building intended for a public warehouse at Madras; an estimate for which was sanctioned in G. O. No. 1178 W. dated 28th April 1893, and the requisite funds ordered to be applied for in due course.

Read minutes by Trustees.

Resolved that the Chairman be invited to request Government to postpone the completion of the building in question, until such time as the Harbour Improvements Scheme has been finally settled.

True Extract

HARBOUR TRUST
MADRAS 27. APR. 96
SECRETARY'S OFFICE

Hutchins
Ag. Secretary
Harbour Trust Board

MARINE C. No. 479

B

MARINE DEPARTMENT.

Recd 29

Urgent

FROM

THE CHAIRMAN,
HARBOUR TRUST BOARD,
MADRAS.

To

THE SECRETARY TO GOVERNMENT,
Marine Department.

28.4.93. 1178 W
2.4.96. 1171 W

DATED 27th April '96

1334 W Dt 28-4-96
1530 W Dt 16-5-96

DESPATCHED 27th do

RECEIVED

ENCLOSURE one

No. 366

SUBJECT.

Requesting that Govern-
-ment will postpone the
completion of the building
intended for a public
warehouse at Madras
until such time as the
Harbour Improvements
Scheme has been finally
Settled

SCOTTISH PRESS.

PUBLIC WORKS DEPARTMENT.
(Marine)

PROCEEDINGS OF THE MADRAS GOVERNMENT.

READ the following

From the Chairman, Harbour Trust Board, Madras, No. 366, dated 27th April 1896.

No. 311 Marine 8th May 1896

A.9.H
2.5.96

BW
5/5/96

His Excellency the Governor in Council desires that the Harbour Trust Board will, at an early date, state the grounds on which their Resolution is based; there being -- nothing before Government to show in what manner the harbour improvements scheme will interfere with the construction of the public warehouse. Meanwhile, the Consulting --- Architect will be directed in the Public Works Department to hold the Warehouse work in abeyance.

30/4/96

CHBW
30.4.96.

DESPATCHED
8 MAY. 96

The Chairman, Harbour Trust Board.

,, P.W. Department.

(40—4,000—14-3-95.)

~~H. E. the Governor~~
~~The Hon. Mr. Bliss C.I.E.~~

Public Warehouse, Madras

Urgent

No. 311 Marine d/ 6th May 1896

Con 30/4

D.C. 9/5/96

9/5

Revenue Department.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

-----:::-----

Read reminders from the Marine Department, Nos.503/1 Marine and 298 E/III, & dated 18th August 1896.

Order thereon: No. 1670 R., dated 24th August 1896.

Recorded with the remark that the matter is under reference to the Honourable the Advocate General.

(True Extract)

Lionel C. Davidson 25.8

Ag. Under Secretary to Govt.

To

The Marine Dept.

25/8

On her first entry she

Rec 307
Enc 1

Marine (1896) DEPARTMENT.

From

THE PRESIDENCY PORT OFFICER,
Madras,

To

THE SECRETARY TO GOVERNMENT,
~~PUBLIC WORKS~~ (MARINE) DEPARTMENT,
Madras.

No. $\frac{1769}{252}$ G.

Dated 28 } July 1896.
Received }

No.

Subject.

Forwarding statements of tonnage of vessels shewn in the Administration Reports of past years and enquiring whether the same information is to be continued to be shewn in the future reports.

Date taken out.	For what purpose.			Initials of clerk taking the paper or of attender.	Date returned.	Initi atte
	Department.	C. No.	Year.			

Year	Particulars of vessels	Number	Tonnage	Dues Collected	Rate per ton Contributed	Remarks
1872-73.	#11 British	1,815	1,346,223	92,436	13 pies	
		292	51,134			
		2,107	1,397,357			
	Foreign	1,511	179,192	17,567	16 ——	
		1,511	179,192			
	Native	21,995	788,790	30,557	5 ——	
		6,690	372,109			
		28,685	1,160,899			
	Total	32,303	2,737,448	140,560	–	
1873-74.	British	1,517	1,323,733	88,620	12 pies	
		949	140,824			
		2,466	1,464,557			
	Foreign	609	133,301	13,251	16 ——	
		670	21,492			
		1,279	154,793			
	Native	13,388	555,897	30,907	5 ——	
		17,032	535,054			
		30,420	1,090,951			
	Total	34,165	2,710,301	132,778	–	
	British	1,953	2,048,230	124,411	11 pies	
		418	125,351			
		2,371	2,173,581			

		Madras			
Year	Particulars of vessels	Number	Tonnage	Dues	Rate per
1881-82.	British	367	553,310	1,06,242	36
	Foreign	31	30,878	2,154	12
	Native	559	71,790	3,754	10
	Total	957	655,978	1,12,150	
1882-83.	British	426	634,715	1,23,515	36
	Foreign	29	30,751	1,412	9
	Native	574	76.112	2,853	7
	Total	1,029	741,578	1,27,780	
1883-84.	British	391	6,44,927	1,19,843	35
	Foreign	43	51,378	7,915	29
	Native	375	50,512	2,034	7
	Total	809	7,46,817	1,29,792	
1884-85.	British	388	6,59,904	1,16,541	34
	Foreign	40	47,843	4,349	17
	Native	401	58,065	2,017	7
	Total	829	7,65,812	1,22,907	
1885-86.	British	444	729,156	1,42,594	36
	Foreign	57	65,916	6,372	18
	Native	368	54,303	2,031	[illegible]

Madras

Year	Particulars of vessels		Number	Tonnage	Port Dues Rs	Rate per ton
1889-90.	British	Coasting	266	4,25,599	29,945	13 p
		Other than — do	251	4,91,822	73,714	28 —
	Foreign		57	62,084	3,893	12 —
	Native		79	10,638	1,092	20 —
	Total		653	9,90,143	1,08,644	
1890-91.	British	Coasting	314	4,48,302	28,636	12 p
		Other than — do	252	4,85,104	64,292	26 —
	Foreign		69	86,582	8,304	18 —
	Native		86	10,980	869	15 —
	Total		721	1,030,968	1,02,101	
1891-92.	British	Coasting	381	5,95,580	39,945	13 p
		Other than — do	243	5,05,695	66,279	25 —
	Foreign		73	92,223	9,378	20 —
	Native		118	16,302	1,320	16 —
	Total		815	1,209,800	1,16,922	

Year	Particulars of vessels	Number	Tonnage	Dues Collected	Rate per ton Contributed	Remarks
1877-78.	British	2,936	2,976,567	1,98,580	13 pies	
		327	126,905			
		3,263	3,103,472			
	Foreign	458	140,572	12,432	17 —	G. O. Marine No. 489 of 23d September 1878.
		368	14,441			
		826	155,013			
	Native	12,913	696,794	30,300	4 —	
		18,187	610,080			
		31,100	1,306,874			
	Total	35,189	4,565,359	2,41,312		
1878-79.	British	2,222	2,750,594	1,51,323	10 pies	
		650	112,480			
		2,872	2,863,074			
	Foreign	453	108,662	10,866	19 —	G. O. Marine No. 463. of 18th August 1879.
		394	17,705			
		847	1,26,367			
	Native	17,608	8,37,644	29,984	7 —	
		17,509	5,82,998			
		35,117	1,420,642			
	Total	38,836	4,410,083	1,92,173		
	British	2,399	2,825,711	1,59,439	11 pies	
		67	67,473			
		2,466	2,893,184			

	Coast Ports				
-buted.	Number	Tonnage	Dues	Rate per ton Contri-buted.	Remarks.
pies	2,146	2,684,020	1,31,222	9 pies	G. O. Marine No. 522, dated 19th December 1882.
—"—	600	64,425	6,595	19 —"—	
—"—	31,416	1,290,293	32,110	5 —"—	
	34,160	4,038,738	1,69,927		
pies	2,331	2,896,202	1,42,222	9 pies	G. O. Marine No. 615, dated 17th December 1883.
—"—	583	57,610	7,829	26 —"—	
—"—	33,921	1,258,941	37,764	5 —"—	
	36,835	4,212,753	1,87,815		
pies	2,210	3,148,480	1,59,701	10 pies	G. O. Marine No. 353, dated 9 August 1884.
—"—	687	1,00,550	12,104	23 —"—	
—"—	35,788	1,279,615	37,086	5 —"—	
	38,685	4,528,645	2,08,891		
pies	2,070	2,899,996	1,58,224	10 pies	G. O. Marine No. 361, dated 26th August 1885.
—"—	735	1,24,219	10,764	16 —"—	
—"—	39,054	1,365,707	37,505	5 —"—	
	41,859	4,389,922	2,06,538		
es	2,341	3,081,683	1,20,035	7 Pies	G. O. Marine No. 466 dated 21st August 1886.
—"—	800	200,716	17,899	17 —"—	
	35,578	1,298,399	37,804	5 —"—	

Coast Ports

Contributed	Number	Tonnage	Port dues	Rate per ton Contributed	Remarks.
	✓	✓	✓		
ies	2,721	3,904,835	1,02,792	5 pies	G.O. Marine No. 471
——	612	398,949	31,378	15 ——	dated 31st December 1890.
——	606	38,298.	3,199	16 ——	
——	20,500	774,644	25,421	6 ——	
	24,439	5,116,726	1,62,790		
ies	3,954	4,948,359	1,54,407	6 pies	G.O. Marine No. 496
——	966	9,47,206	1,02,949	21 ——	dated 10 November 1891.
——	666	1,30,048	12,859	19 ——	
——	19,969	7,85,603	25,860	6 ——	
	25,555	6,811,216	2,96,075		
ies	3,395	4,640,406	1,40,403	6 pies	G.O. Marine No. 462
——	298	4,01,107	36,347	17 ——	dated 15th December 1892.
——	629	1,13,826	12,127	20 ——	
——	19,314	6,90,553	24,851	7 ——	
	23,636	5,845,892	2,13,728		

Encl / Mar 824/96

1879-80.	Foreign	394	105,926	10,988	20 "	G.O. Marine No. 505 of 8th October 1880.
		349	10,707			
		743	116,633			
	Native	17,247	741,560	24,281	3 "	
		18,200	966,176			
		35,447	7,707,736			
	Total	38,656	4,717,553	1,94,708		
1880-81.	British	2,471	3,093,958	1,72,508	11 pies	
		42	27,032			
		2,513	3,120,990			
	Foreign	823	1,25,274	9,077	14 "	G.O. Marine No. 415 of 26th August 1881.
		284	5,743			
		1,107	1,31,017			
	Native	33,078	1,438,726	29,809	3 "	
		11,143	449,322			
		44,221	1,888,048			
	Total	47,841	5,140,055	2,11,394		

H. A. Street

Commander, R. I. M.,
Presidency Port Officer

Presy: Port Office,
Madras, 28 July 1896.

M.

	38,719	4,580,798	1,75,738		
ies	2,696	3,502,980	1,28,794	7 pies	G.O. Marine No. 428 dated 26 September 1887
„ „	679	125,938	12,386	19 „ „	
„ „	33,907	1,225,157	33,593	5 „ „	
	37,282	4,854,075	1,74,773		
ies	3,078	4,184,841	1,51,408	7 pies	G.O. Marine No. 115, dated 22d March 1889
„ „	620	49,424	5,198	20 „ „	
„ „	32,202	1,134,614	33,093	5 „ „	
	35,900	5,368,879	1,89,699		
	3,200	4,221,816	1,37,272	6 pies	G.O. Marine No. 85, dated 5th March 1890.
	689	38,325	3,164	16 „ „	
	29,596	1,110,412	27,174	4 „ „	
	33,485	5,370,553	1,67,610		

H. Atkins

Commander, R.I.M.,
Presidency Port Officer

ies	3,464	4,731,283	1,44,105	6 pies	G. O. Marine No. 394, dated 14 November 1893.
do	289	408,907	33,468	16 do	
	670	131,637	15,554	23 do	
	20,602	715,664	26,017	7 do	
	25,025	5,987,491	2,19,144		

ies	3,483	4,954,709	1,57,699	6 pies	G. O. Marine No. 426 dated 6th November 1894.
do	277	390,548	30,138	16 do	
	637	112,214	13,278	14 do	
	19,712	685,167	22,479	6 do	
	24,109	6,142,638	2,23,594		

ies	3,831	4,965,668	1,64,187	6 pies	G. O. Marine 334 dated 14 November 1895.
do	309	4,07,909	31,995	15 do	
	741	1,53,062	14,049	18 do	
	20,175	7,02,052	23,791	7 do	
	25,056	6,228,691	2,34,022		

H. A. Street

Commander, R. I. M.,
Presidency Port Officer

1874-75.	Foreign	703 531	149,908 21,319	16,159	20 ——	
		1,234	171,227			
	Native	18,156 20,428	446,320 708,120	30,969	5 ——	
		30,584	1,154,440			
	Total	34,189	3,499,248	1,71,539		
1875-76.	British	2,244 62	2,554,220 54,624	1,37,584	10 pies	
		2,306	2,608,844			
	Foreign	626 478	138,622 22,690	13,779	19 ——	G. O. Marine No. 527. of 11th December 1876.
		1,104	161,312			
	Native	13,424 17,604	660,070 680,554	30,729	4 ——	
		31,028	1,340,624			
	Total	34,438	4,110,780	1,82,092		
1876-77.	British	2,671 341	2,718,239 120,057	1,66,027	12 pies	
		3,012	2,838,296			
	Foreign	546 347	163,273 17,405	17,004	19 ——	G. O. Marine No. 599 of 5th November 1877.
		893	180,678			
	Native	23,531 20,142	1,094,501 726,014	33,758	4 ——	
		43,973	1,820,515			
	Total	47,578	4,839,489	2,16,789		

	Total	869	8,49,375	1,50,997	
1886-87.	British	482	7,89,958	1,38,372	34 p
	Foreign	73	79,429	6,859	17 —
	Native	238	32,930	1,303	8 —
	Total	793	9,02,317	1,46,534	
1887-88.	British	514	8,46,800	1,42,659	32 p
	Foreign	66	72,956	5,856	15 —
	Native	206	23,078	1,006	8 —
	Total	786	9,42,834	1,49,521	
1888-89.	British				
	Foreign				
	Native				
	Total				

Treasy: Port Office.
Madras, 28 July 1896.

M.S.

1892-93.	British { Coasting	357	619,671	40,431	13
	British { Other than do	204	4,01,279	49,621	24
	Foreign	75	96,888	9,883	20
	Native	71	7,940	691	17
	Total	707	1,125,778	1,00,626	
1893-94.	British { Coasting	359	648,771	39,886	12
	British { Other than do	217	4,62,074	61,650	26
	Foreign	82	1,15,399	11,242	18
	Native	66	7,491	608	16
	Total	724	1,233,735	1,13,386	
1894-95.	British { Coasting	324	5,60,642	33,144	11
	British { Other than do	216	471,663	64,287	26
	Foreign	87	125,557	13,105	20
	Native	78	7,853	560	14
	Total	705	1,165,715	1,11,096	

8 16 [illegible] 6 6 6

Presy: Port Office,
Madras, 28 July 1896.

Marine (1896) DEPARTMENT.

Recd 30-7-96
Encl 1

From

THE PRESIDENCY PORT OFFICER,
Madras,

To

THE SECRETARY TO GOVERNMENT,
~~PUBLIC WORKS~~ (MARINE) DEPARTMENT,
Madras.

No. 1769/252 G.

Dated 28 } July 1896.
Received }

No. ______

Subject.

Forwarding statements of tonnage of vessels shewn in the Administration Reports of past years and enquiring whether the same information is to be continued to be shewn in the future reports.

On her first entry she pays dues, but on the second she does not, under the exemption provided for in column 4 of the Schedule to the Act. — For trade Statistics the tonnage of the two visits is taken into account, but having paid dues only once, the dues contributed by this particular vessel for the benefits derived by the two visits amounts on the average to half of what she (actually paid.) In this way the several averages have been arrived at and shown from year to year in the Administration Reports.

would she have paid had she been assessed on each occasion of entry?

2. I beg to enquire whether it is necessary that this information should be furnished in future Administration Reports.

I have the honor to be,
Sir,
Your Obedt. Servant,
H A Street
Commander, R.I.M.,
Presidency Port Officer

1769

No. 252 G

18

Heading.

PRESIDENCY PORT OFFICE,
Madras, 28 July 1896.

From

Commander H. A. Street, R.I.M.,
PRESIDENCY PORT OFFICER,
Madras,

To

THE ~~CHIEF~~ SECRETARY TO GOVERNMENT,
MARINE DEPARTMENT,
~~Fort Saint George.~~ Chepak

SIR,

With reference to the figures given at bottom of page 3, G.O. Marine No. 334, dated 14th November 1895, I find that it has been the practice for many years past to give these average figures (vide accompanying statement× from 1872-73 to 1894-95). I have not yet been able to trace any order of Government requiring this information to be furnished, but the idea appears to have been this. A vessel enters a certain port, say, twice in a month. On

× Per Packet Post.

Port of Madras.

Foreign Vessels.

(a) Vessels engaged in trade with the Strait Settlements or Ceylon.
- i. Ships.
- ii. Steamers.

(b) Other vessels.
- i. Ships.
- ii. Steamers.

Coasting Vessels.

(c) Ships.
(d) Steamers.

Ports of the Eastern and Western Groups.

Foreign Vessels whether ships or steamers.

i. Vessels calling at only one port within a group.
(a) Vessels trading with the Strait Settlements.
(b) Other vessels.

ii. Vessels calling at more than one port within a group.
(c) Vessels trading with the Strait Settlements.
(d) Other vessels.

Coasting Vessels.

(e) Ships calling at any port.
(f) Steamers calling at one or more ports within a group.

18/8/96

Port Dues

Marine DEPARTMENT.

READ the following :—

From the Presidency Port Officer, Madras, No. 1769/252 G., d/28th July 96.

1769 W

583 Ma

FOR ORDERS.

It is submitted that the information should continue to be supplied with the Administration --- Reports. It shows that though certain maximum rates of port dues are fixed by law, the dues actually paid fall far short of these rates. The statement now supplied may be usefully printed for future reference, and can, if necessary, be referred to, should any protest be made by mercantile firms to the enhancement of dues now under consideration.

A.44
20.8.96

JS
23/8/96

HB
22/8/96

2. The Presidency Port Officer should, however, adhere in future to the classification of vessels as given in the published schedule which is as follows:-

Port

CKW 25/8
Slip printing

334 mar 14-11-95

(1)

A

Immaterial

Marine

~~PUBLIC WORKS~~ DEPARTMENT.

5P

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Print with Statement

READ the following

From the Presidency Port officer, Madras } (H E No. 1769/252 G, d/28 July '96)

G.O. 583 Marine 92) August 1896

Recorded with the remark that the information should continue to be included in the Annual Administration Report of the Presidency Port officer.

27/8/96

11/9/96

The Presy. Port officer.

(40—4,000—2-11-95.)

Government (1896) of Madras.

MARINE.

Recd.
Regd. } 1896.

Enclosures

Spare copies

G.O., No. 583, dated 27th August 1896.

AUGUST.

Tonnage of Vessels and the Port Dues contributed by them

Letter from the Presidency Port Officer enquiring whether the statements of—shown in the Administration reports of past years should be furnished in future reports, recorded with the remark that the information should continue to be furnished.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

Read—the following paper:—

From Commander H. A. STREET, R.I.M., Presidency Port Officer, to the Secretary to Government, Marine Department, dated Madras, 28th July 1896, No. 1769/252 G.

With reference to the figures given at bottom of page 3, G.O., Marine, No. 334, dated 14th November 1895, I find that it has been the practice for many years past to give these average figures (*vide* accompanying statement* from 1872–73 to 1894–95). I have not yet been able to trace any order of Government requiring this information to be furnished, but the idea appears to have been this. A vessel enters a certain port, say, twice in a month. On her first entry she pays dues, but on the second she does not, under the exemption provided for in column 4 of the schedule to the Act. For trade statistics the tonnage of the two visits is taken into account, but having paid dues only once, the dues contributed by this particular vessel for the benefits derived by the two visits amounts on the average to half of what she actually paid. In this way the several averages have been arrived at and shown from year to year in the Administration reports.

* Per packet post.

2. I beg to enquire whether it is necessary that this information should be furnished in future Administration reports.

Enclosures.

Year.	Particulars of vessels.	Number.	Tonnage.	Dues collected.	Rate per ton contributed.	Remarks.
1872–73	British	1,815 292	1,346,223 51,134	RS. 92,436	PIES. 13	
		2,107	1,397,357			
	Foreign	1,511	179,192	17,567	16	
		1,511	179,192			
	Native	21,995 6,690	788,790 372,109	30,557	5	
		28,685	1,160,899			
	Total ..	32,303	2,737,448	1,40,560		

Year.	Particulars of vessels.	Number.	Tonnage.	Dues collected.	Rate per ton contributed.	Remarks.
				RS.	PIES.	
1873–74	British	1,517 949	1,323,733 140,824	88,620	12	
		2,466	1,464,557			
	Foreign	609 670	133,301 21,492	13,251	16	
		1,279	154,793			
	Native	13,388 17,032	555,897 535,054	30,907	5	
		30,420	1,090,951			
	Total ..	34,165	2,710,301	1,32,778		
1874–75	British	1,953 418	2,048,230 125,351	1,24,411	11	
		2,371	2,173,581			
	Foreign	703 531	149,908 21,319	16,159	20	
		1,234	171,227			
	Native	18,156 20,428	446,320 708,120	30,969	5	
		30,584	1,154,440			
	Total ..	34,189	3,499,248	1,71,539		
1875–76	British	2,244 62	2,554,220 54,624	1,37,584	10	G.O., Marine, No. 527 of 11th December 1876.
		2,306	2,608,844			
	Foreign	626 478	138,622 22,690	13,779	19	
		1,104	161,312			
	Native	13,424 17,604	660,070 680,554	30,729	4	
		31,028	1,340,624			
	Total ..	34,438	4,110,780	1,82,092		
1876–77	British	2,671 341	2,718,239 120,057	1,66,027	12	G.O., Marine, No. 599 of 5th November 1877.
		3,012	2,838,296			
	Foreign	546 347	163,273 17,405	17,004	19	
		893	180,678			
	Native	23,531 20,142	1,094,501 726,014	33,758	4	
		43,973	1,820,515			
	Total ..	47,578	4,839,489	2,16,789		
1877–78	British	2,936 327	2,976,567 126,905	1,98,580	13	G.O., Marine, No. 489 of 23rd September 1878.
		3,263	3,103,472			
	Foreign	458 368	140,572 14,441	12,432	17	
		826	155,613			
	Native	12,913 18,187	696,794 610,080	30,300	4	
		31,100	1,306,874			
	Total ..	35,189	4,565,359	2,41,312		

Year.	Particulars of vessels.	Number.	Tonnage.	Dues collected.	Rate per ton contributed.	Remarks.
				RS.	PIES.	
1878–79	British	2,222 650	2,750,594 112,480	1,51,323	10	G.O., Marine, No. 463 of 18th August 1879.
		2,872	2,863,074			
	Foreign	453 394	108,662 17,705	10,866	19	
		847	126,367			
	Native	17,608 17,509	837,644 582,998	29,984	7	
		35,117	1,420,642			
	Total ..	38,836	4,410,083	1,92,173		
1879–80	British	2,399 67	2,825,711 67,473	1,59,439	11	G.O., Marine, No. 505 of 8th October 1880.
		2,466	2,893,184			
	Foreign	394 349	105,926 10,707	10,988	20	
		743	116,633			
	Native	17,247 18,200	741,560 966,176	24,281	3	
		35,447	7,707,736			
	Total ..	38,656	4,717,553	1,94,708		
1880–81	British	2,471 42	3,093,958 27,032	1,72,508	11	G.O., Marine, No. 415 of 26th August 1881.
		2,513	3,120,990			
	Foreign	823 284	125,274 5,743	[illegible]	14	
		1,107	131,017			
	Native	33,078 11,143	1,438,726 449,322	29,809	3	
		44,221	1,888,048			
	Total ..	47,841	5,140,055	2,11,394		

<table>
<tr><th rowspan="2">Year.</th><th rowspan="2">Particulars of vessels.</th><th colspan="4">Madras.</th><th colspan="4">Coast Ports.</th><th rowspan="2">Remarks.</th></tr>
<tr><th>Number.</th><th>Tonnage.</th><th>Dues.</th><th>Rate per ton contributed.</th><th>Number.</th><th>Tonnage.</th><th>Dues.</th><th>Rate per ton contributed</th></tr>
<tr><td></td><td></td><td></td><td></td><td>RS.</td><td>PIES.</td><td></td><td></td><td>RS.</td><td>PIES.</td><td></td></tr>
<tr><td>1881–82 ..</td><td>British .. .. ..</td><td>367</td><td>553,310</td><td>1,06,242</td><td>36</td><td>2,146</td><td>2,684,020</td><td>1,31,222</td><td>9</td><td>G.O., Marine, No. 522, dated 19th December 1882.</td></tr>
<tr><td></td><td>Foreign .. .. ..</td><td>31</td><td>30,878</td><td>2,154</td><td>12</td><td>600</td><td>64,425</td><td>6,595</td><td>19</td><td></td></tr>
<tr><td></td><td>Native .. .. ..</td><td>559</td><td>71,790</td><td>3,754</td><td>10</td><td>31,416</td><td>1,290,293</td><td>32,110</td><td>5</td><td></td></tr>
<tr><td></td><td>Total ..</td><td>957</td><td>655,978</td><td>1,12,150</td><td>..</td><td>34,160</td><td>4,038,738</td><td>1,69,927</td><td>..</td><td></td></tr>
<tr><td>1882–83 ..</td><td>British .. .. ..</td><td>426</td><td>634,715</td><td>1,23,515</td><td>36</td><td>2,331</td><td>2,896,202</td><td>1,42,222</td><td>9</td><td>G.O., Marine, No. 615, dated 17th December 1883.</td></tr>
<tr><td></td><td>Foreign .. .. ..</td><td>29</td><td>30,751</td><td>1,412</td><td>9</td><td>583</td><td>57,610</td><td>7,829</td><td>26</td><td></td></tr>
<tr><td></td><td>Native .. .. ..</td><td>574</td><td>76,112</td><td>2,853</td><td>7</td><td>33,921</td><td>1,258,941</td><td>37,764</td><td>5</td><td></td></tr>
<tr><td></td><td>Total ..</td><td>1,029</td><td>741,578</td><td>1,27,780</td><td>..</td><td>36,835</td><td>4,212,753</td><td>1,87,815</td><td>..</td><td></td></tr>
<tr><td>1883–84 ..</td><td>British .. .. ..</td><td>391</td><td>644,927</td><td>1,19,843</td><td>35</td><td>2,216</td><td>3,148,480</td><td>1,59,701</td><td>10</td><td>G.O., Marine, No. 353, dated 9th August 1884.</td></tr>
<tr><td></td><td>Foreign .. .. ..</td><td>43</td><td>51,378</td><td>7,915</td><td>29</td><td>687</td><td>100,550</td><td>12,104</td><td>23</td><td></td></tr>
<tr><td></td><td>Native .. .. ..</td><td>375</td><td>50,512</td><td>2,034</td><td>7</td><td>35,788</td><td>1,279,615</td><td>37,086</td><td>5</td><td></td></tr>
<tr><td></td><td>Total ..</td><td>809</td><td>746,817</td><td>1,29,792</td><td>..</td><td>38,685</td><td>4,528,645</td><td>2,08,891</td><td>..</td><td></td></tr>
<tr><td>1884–85 ..</td><td>British .. .. ..</td><td>388</td><td>659,904</td><td>1,16,541</td><td>34</td><td>2,070</td><td>2,899,996</td><td>1,58,224</td><td>10</td><td>G.O, Marine, No. 361, dated 26th August 1885.</td></tr>
<tr><td></td><td>Foreign .. .. ..</td><td>40</td><td>47,843</td><td>4,349</td><td>17</td><td>735</td><td>124,219</td><td>10,764</td><td>16</td><td></td></tr>
<tr><td></td><td>Native .. .. ..</td><td>401</td><td>58,065</td><td>2,017</td><td>7</td><td>39,054</td><td>1,365,707</td><td>37,505</td><td>5</td><td></td></tr>
<tr><td></td><td>Total ..</td><td>829</td><td>765,812</td><td>1,22,907</td><td>..</td><td>41,859</td><td>4,389,922</td><td>2,06,538</td><td>..</td><td></td></tr>
<tr><td>1885–86 ..</td><td>British .. .. ..</td><td>444</td><td>729,156</td><td>1,42,594</td><td>36</td><td>2,341</td><td>3,081,683</td><td>1,20,035</td><td>7</td><td>G.O., Marine, No. 466, dated 21st August 1886.</td></tr>
<tr><td></td><td>Foreign .. .. ..</td><td>57</td><td>65,916</td><td>6,372</td><td>18</td><td>800</td><td>200,716</td><td>17,899</td><td>17</td><td></td></tr>
<tr><td></td><td>Native .. .. ..</td><td>368</td><td>54,303</td><td>2,031</td><td>7</td><td>35,578</td><td>1,298,399</td><td>37,804</td><td>5</td><td></td></tr>
<tr><td></td><td>Total ..</td><td>869</td><td>849,375</td><td>1,50,997</td><td>..</td><td>38,719</td><td>4,580,798</td><td>1,75,738</td><td>..</td><td></td></tr>
<tr><td>1886–87 ..</td><td>British .. .. ..</td><td>482</td><td>789,958</td><td>1,38,372</td><td>34</td><td>2,696</td><td>3,502,980</td><td>1,28,794</td><td>7</td><td>G.O., Marine, No. 428, dated 26th September 1887.</td></tr>
<tr><td></td><td>Foreign .. .. ..</td><td>73</td><td>79,429</td><td>6,859</td><td>17</td><td>679</td><td>125,938</td><td>12,886</td><td>19</td><td></td></tr>
<tr><td></td><td>Native .. .. ..</td><td>238</td><td>32,930</td><td>1,303</td><td>8</td><td>33,907</td><td>1,225,157</td><td>33,593</td><td>5</td><td></td></tr>
<tr><td></td><td>Total ..</td><td>793</td><td>902,317</td><td>1,46,534</td><td>..</td><td>37,282</td><td>4,854,075</td><td>1,74,773</td><td>..</td><td></td></tr>
<tr><td>1887–88 ..</td><td>British .. .. ..</td><td>514</td><td>846,800</td><td>1,42,659</td><td>32</td><td>3,078</td><td>4,184,841</td><td>1,51,408</td><td>7</td><td>G.O., Marine, No. 115, dated 22nd March 1889.</td></tr>
<tr><td></td><td>Foreign .. .. ..</td><td>66</td><td>72,956</td><td>5,856</td><td>15</td><td>620</td><td>49,424</td><td>5,198</td><td>20</td><td></td></tr>
<tr><td></td><td>Native .. .. ..</td><td>206</td><td>23,078</td><td>1,006</td><td>8</td><td>32,202</td><td>1,134,614</td><td>33,093</td><td>5</td><td></td></tr>
<tr><td></td><td>Total ..</td><td>786</td><td>942,834</td><td>1,49,521</td><td>..</td><td>35,500</td><td>5,368,879</td><td>1,89,699</td><td>..</td><td></td></tr>
<tr><td>1888–89 ..</td><td>British .. .. ..</td><td>..</td><td>..</td><td>..</td><td>..</td><td>3,200</td><td>4,221,816</td><td>1,37,272</td><td>6</td><td>G.O., Marine, No. 85, dated 5th March 1890.</td></tr>
<tr><td></td><td>Foreign .. .. ..</td><td>..</td><td>..</td><td>..</td><td>..</td><td>689</td><td>38,325</td><td>3,164</td><td>16</td><td></td></tr>
<tr><td></td><td>Native .. .. ..</td><td>..</td><td>..</td><td>..</td><td>..</td><td>29,596</td><td>1,110,412</td><td>27,174</td><td>4</td><td></td></tr>
<tr><td></td><td>Total ..</td><td>..</td><td>..</td><td>..</td><td>..</td><td>33,485</td><td>5,370,553</td><td>1,67,610</td><td>..</td><td></td></tr>
</table>

<table>
<tr><th rowspan="2">Year.</th><th rowspan="2">Particulars of vessels.</th><th colspan="4">Madras.</th><th colspan="4">Coast Ports.</th><th rowspan="2">Remarks.</th></tr>
<tr><th>Number.</th><th>Tonnage.</th><th>Port dues.</th><th>Rate per ton contributed.</th><th>Number.</th><th>Tonnage.</th><th>Port dues.</th><th>Rate per ton contributed.</th></tr>
<tr><td></td><td></td><td></td><td></td><td>RS.</td><td>PIES.</td><td></td><td></td><td>RS.</td><td>PIES.</td><td></td></tr>
<tr><td>1889–90 ..</td><td>British Coasting .. ..</td><td>266</td><td>425,599</td><td>29,945</td><td>13</td><td>2,721</td><td>3,904,835</td><td>1,02,792</td><td>5</td><td>G.O., Marine, No. 471, dated 31st December 1890.</td></tr>
<tr><td></td><td>Other than coasting ..</td><td>251</td><td>491,822</td><td>73,714</td><td>28</td><td>612</td><td>398,949</td><td>31,378</td><td>15</td><td></td></tr>
<tr><td></td><td>Foreign .. .. ..</td><td>57</td><td>62,084</td><td>3,893</td><td>12</td><td>606</td><td>38,298</td><td>3,109</td><td>16</td><td></td></tr>
<tr><td></td><td>Native .. .. ..</td><td>79</td><td>10,638</td><td>1,092</td><td>20</td><td>20,500</td><td>774,644</td><td>25,421</td><td>6</td><td></td></tr>
<tr><td></td><td>Total ..</td><td>653</td><td>990,143</td><td>1,08,644</td><td>..</td><td>21,439</td><td>5,116,726</td><td>1,62,790</td><td>..</td><td></td></tr>
<tr><td>1890–91 ..</td><td>British Coasting .. ..</td><td>314</td><td>448,302</td><td>28,636</td><td>12</td><td>3,954</td><td>4,948,359</td><td>1,54,407</td><td>6</td><td>G.O., Marine, No. 496, dated 10th November 1891.</td></tr>
<tr><td></td><td>Other than coasting ..</td><td>252</td><td>485,104</td><td>64,292</td><td>26</td><td>966</td><td>947,206</td><td>1,02,949</td><td>21</td><td></td></tr>
<tr><td></td><td>Foreign .. .. ..</td><td>69</td><td>86,582</td><td>8,304</td><td>18</td><td>666</td><td>130,048</td><td>12,859</td><td>19</td><td></td></tr>
<tr><td></td><td>Native .. .. ..</td><td>86</td><td>10,980</td><td>889</td><td>15</td><td>19,969</td><td>785,603</td><td>25,860</td><td>6</td><td></td></tr>
<tr><td></td><td>Total ..</td><td>721</td><td>1,030,968</td><td>1,02,101</td><td>..</td><td>25,555</td><td>6,811,216</td><td>2,96,075</td><td>..</td><td></td></tr>
<tr><td>1891–92 ..</td><td>British Coasting .. ..</td><td>381</td><td>595,580</td><td>39,945</td><td>13</td><td>3,395</td><td>4,640,406</td><td>1,40,403</td><td>6</td><td>G.O., Marine, No. 462, dated 15th December 1892.</td></tr>
<tr><td></td><td>Other than coasting ..</td><td>243</td><td>505,695</td><td>66,279</td><td>25</td><td>298</td><td>401,107</td><td>36,347</td><td>17</td><td></td></tr>
<tr><td></td><td>Foreign .. .. ..</td><td>73</td><td>92,223</td><td>9,378</td><td>20</td><td>629</td><td>113,826</td><td>12,127</td><td>20</td><td></td></tr>
<tr><td></td><td>Native .. .. ..</td><td>118</td><td>16,302</td><td>1,320</td><td>16</td><td>19,314</td><td>690,553</td><td>24,851</td><td>7</td><td></td></tr>
<tr><td></td><td>Total ..</td><td>815</td><td>1,209,800</td><td>1,16,922</td><td>..</td><td>23,636</td><td>5,845,892</td><td>2,13,728</td><td>..</td><td></td></tr>
<tr><td>1892–93 ..</td><td>British Coasting .. ..</td><td>357</td><td>619,671</td><td>49,431</td><td>13</td><td>3,464</td><td>4,731,283</td><td>1,44,105</td><td>6</td><td>G.O., Marine, No. 394, dated 14th November 1893.</td></tr>
<tr><td></td><td>Other than coasting ..</td><td>204</td><td>401,279</td><td>49,621</td><td>24</td><td>289</td><td>408,907</td><td>33,468</td><td>16</td><td></td></tr>
<tr><td></td><td>Foreign .. .. ..</td><td>75</td><td>96,888</td><td>9,883</td><td>20</td><td>670</td><td>131,637</td><td>15,554</td><td>23</td><td></td></tr>
<tr><td></td><td>Native .. .. ..</td><td>71</td><td>7,940</td><td>691</td><td>17</td><td>20,502</td><td>715,664</td><td>26,017</td><td>7</td><td></td></tr>
<tr><td></td><td>Total ..</td><td>707</td><td>1,125,778</td><td>1,00,626</td><td>..</td><td>25,025</td><td>5,987,491</td><td>2,19,144</td><td>..</td><td></td></tr>
<tr><td>1893–94 ..</td><td>British Coasting .. ..</td><td>359</td><td>648,771</td><td>39,886</td><td>12</td><td>3,483</td><td>4,954,709</td><td>1,57,699</td><td>6</td><td>G.O., Marine, No. 426, dated 6th November 1894.</td></tr>
<tr><td></td><td>Other than coasting ..</td><td>217</td><td>462,074</td><td>61,650</td><td>26</td><td>277</td><td>390,548</td><td>30,138</td><td>16</td><td></td></tr>
<tr><td></td><td>Foreign .. .. ..</td><td>82</td><td>115,399</td><td>11,242</td><td>18</td><td>637</td><td>112,214</td><td>13,278</td><td>14</td><td></td></tr>
<tr><td></td><td>Native .. .. ..</td><td>66</td><td>7,491</td><td>608</td><td>16</td><td>19,712</td><td>685,167</td><td>22,479</td><td>6</td><td></td></tr>
<tr><td></td><td>Total ..</td><td>724</td><td>1,233,735</td><td>1,13,386</td><td>..</td><td>24,109</td><td>6,142,638</td><td>2,23,594</td><td>..</td><td></td></tr>
<tr><td>1894–95 ..</td><td>British Coasting .. ..</td><td>324</td><td>560,642</td><td>33,144</td><td>11</td><td>3,831</td><td>4,965,668</td><td>1,64,187</td><td>6</td><td>G.O., Marine, No. 334, dated 14th November 1895.</td></tr>
<tr><td></td><td>Other than coasting ..</td><td>216</td><td>471,663</td><td>64,287</td><td>26</td><td>309</td><td>407,909</td><td>31,995</td><td>15</td><td></td></tr>
<tr><td></td><td>Foreign .. .. ..</td><td>87</td><td>125,557</td><td>13,105</td><td>20</td><td>741</td><td>153,062</td><td>14,049</td><td>18</td><td></td></tr>
<tr><td></td><td>Native .. .. ..</td><td>78</td><td>7,853</td><td>560</td><td>14</td><td>20,175</td><td>702,052</td><td>23,791</td><td>7</td><td></td></tr>
<tr><td></td><td>Total ..</td><td>705</td><td>1,165,715</td><td>1,11,096</td><td>..</td><td>25,056</td><td>6,228,691</td><td>2,34,022</td><td>..</td><td></td></tr>
</table>

MADRAS,
28th July 1896.

(Signed) H. A. STREET, Comdr., R.I.M.,
Presidency Port Officer.

Order—No. 583, Marine, dated 27th August 1896.

Recorded with the remark that the information should continue to be included in the annual Administration report of the Presidency Port Officer.

(True Extract.)

Under Secretary to Government.

To the Presidency Port Officer.

Exd. J. P. Oliver.

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

FURTHER PAPERS.

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

C.F. 73.

Date taken out.	For what purpose.		
	Department.	C. No.	Year.

C. No: 824

Note

The accompanying letter from the Presidency Port Officer is apparently in reply to a query made by the Honorable Mr Bliss against the average rates of Port Dues shown by the P. P. O on page 3 of G. O. No: 334 Marine d/ 14th November 1895. This G. O. containing the H. M's query is in circulation with the file regarding the simplification of Port Fund Accounts and the revision of Port Dues and the P. P. O. explains the reason for the average rates being much less than those actually levied.

The P. P. O inquires whether the information regarding average rates which has hitherto been furnished in the Administration Reports without any orders of Govt. requiring this to be done should be continued. This information, it is submitted, is only misleading and serves no useful purposes. It is therefore submitted that the P. P. O. may be instructed to discontinue the inclusion of this information in future administration reports. It is also submitted that this opportunity may

C.F. 73.

	For what purpose.			
Date taken out.	Department.	C. No.	Year.	Ini cler the of a

be taken to direct

follow the classi

vessels given in the le to Act X of 1889 in giving the tonnage of vessels and the dues collected in future administration reports. ~~The act divides the vessels into the following classes:~~

~~(a) Foreign vessels~~

As the P. P. O. does not follow the schedule classification in the Administration Report, there was much difficulty in the preparation of the statement showing increase of port dues recoverable by levying the maximum rates, which was called for by the Honorable Mr. Bliss.

M. A.
14/8/96

C.F. 73.

Date taken out.	For what purpose.		
	Department	C. No.	Year.

C.F. 824

I don't clearly understand this. It has always been known that the Maxm rates are not charged, but the statement shows that though dues are only paid in one port if a steamer calls at two within a certain number of days, the tonnage is entered at each of these ports.

18/8/96

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This is how it is shown. The tonnage is shown on each occasion of entry into a port but dues are not always payable for each entry. Hence that when comparing dues with tonnage, the rate work out to figures much below prescribed rates. It seems necessary for trade purposes that tonnage should continue to be so shown.

R.S.

18 Aug 96