# Marine (1898.) Department.

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G.O., No. 962 Marine

DATED 16 Nov 98

[Despatch Abstract.]

Madras Port Department

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

16/11/98

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# Government {1898} of Madras.

## MARINE.

*Recd.* } 1898. *Enclosures*

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**G.O., No. 962, 16th November 1898.**

**NOVEMBER.**

**Madras Port Department**

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

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

Read—the following paper:—

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

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

Enclosure.

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| | .. | 145,08[illegible] | | | | | |
| | .. | 185,787 | | | | | |
| | .. | 80,810 | [illegible] | [illegible] | | | |
| | .. | 85,404 | 1,97,872 | [illegible] | | | |
| | .. | 131,878 | 3,81,346 | 2,70,86[illegible] | | | |
| | .. | 630,981 | 1,05,205 | 2,42,248 | | | |
| | | | 56,83,074 | 1,45,29,073 | 2,02[illegible] | | |
| | 98 .. | 1,243,423 | 6,65,41,183 | 5,81,52,170 | 12,46,93,353 | 25,14,[illegible] | |
| | .. | 1,158,897 | 6,87,87,036 | 5,54,14,495 | 12,42,01,531 | 28,08,681 | |
| | .. .. | .. | .. | .. | .. | .. | .. |
| | .. .. | 84,526 | 22,45,853 | .. | .. | 2,94,411 | .. |
| | .. .. | .. | .. | 27,37,675 | 4,91,822 | .. | .. |
| 4 ports | 1896–97 .. | 5,779,653 | 4,63,51,233 | 11,28,03,593 | 15,91,54,826 | 3,29,222 | 7,92,756 |
| | 1897–98 .. | 5,154,439 | 5,53,46,420 | 10,93,95,976 | 16,47,42,396 | 4,36,017 | 7,27,329 |
| crease | .. .. | .. | 89,95,187 | .. | 55,87,570 | 1,06,795 | .. |
| ecrease | .. .. | 625,214 | .. | 34,07,617 | .. | .. | 65,427 |

| | |
|---|---|
| | 11,21[illegible] |
| | 11,63,348 |
| | .. |
| | 41,368 |
| | .. |

Coast Ports.

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

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

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

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

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

BACK PAPERS.

| | G.O. No. | Department. | Date. |
|---|---|---|---|



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

The difference in rates at the several ports is due to price of officer weire of boats, distance of place of discharge of silt, &c., which [illegible] West Coast division ing to local conditions.

[illegible] pilgrims for Jeddah were embarke[illegible]

8. *Dredger Wenlock.*—[illegible]s and one private steamer visited the pond alterations preparatory to b[illegible]pany.

9. *Storm sig[illegible]nerry.*—Annual repairs to flagstaff, port boat and boundary pillars c[illegible] the Madras Pr[illegible]

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

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

Inspection.

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

Accounts.

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

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

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

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

| | | | |
|---|---|---|---|
| Other than coasting | ... | ... | ... |
| Foreign | ... | 1 | 8 |
| Native | ... | 1 | 0 |
| Coast Ports— | | | |
| Coasting vessels | ... | 0 | 7 |
| Other than coasting | ... | 1 | 4 |
| Foreign | ... | 1 | 10 |
| Native | ... | 0 | 7 |

[illegible]ate in the [illegible]

[illegible]. Group fund was in a flourising [illegible]
[illegible]n 1897 having risen to Rs. 3,99,515 on the [illegible]

surplus of the Madras Port fund for 1897–98 was
[illegible]1,810–15–7 of the previous year; and the decrease was, in a [illegible]
charges on account of the Madras, Pulicat, Armeghon and Seven Pago[illegible]
ouses having been debited to Madras Port fund in accordance with G.O., No. [illegible]
dated 19th March 1897. Out of this sum, Rs. 10,762–8–2 will have to be transferred during the current year to Madras Pilotage fund to meet its deficit for the year 1897–98. No proposal is made for the transfer of the remaining surplus to the Harbour Trust Board, as money is required in connection with lighthouse works for this port (*vide* paragraph 8 of G.O., No. 316, Marine, dated 29th April 1898).

*Pilotage Funds (Act X of 1889).*

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

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

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

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

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

## APPENDIX A.

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

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

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

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

ABSTRACT.

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

## APPENDIX B.

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

| Districts. | British vessels. | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Coasting steamers. | | | | | | | | | | | |
| | Arrived. | | | | | | | | | | | |
| | In ballast. | | | With cargo. | | | With passengers. | | | Total. | | |
| | Vessels. | Tonnage. | Port dues. | Vessels. | Tonnage. | Port dues. | Vessels. | Tonnage. | Port dues. | Vessels. | Tonnage. | Port dues. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| *Eastern Group.* | | | RS. A. P. | | | RS. A. P. | | | RS. A. P. | | | RS. A. P. |
| Ganjám .. .. .. | .. | .. | .. | 136 | 191,780 | 7,156 11 0 | 113 | 157,613 | 3,056 6 3 | 249 | 349,393 | 10,213 1 3 |
| Vizagapatam .. .. .. | .. | .. | .. | 272 | 414,701 | 7,886 13 0 | 98 | 133,782 | 1,776 6 0 | 370 | 548,483 | 9,663 3 0 |
| Gódávari .. .. | 2 | 2,804 | 288 4 6 | 59 | 101,932 | 4,732 11 0 | 187 | 285,401 | 6,496 14 0 | 248 | 390,137 | 11,517 13 6 |
| Kistna .. .. .. | 4 | 5,946 | .. | 31 | 42,574 | 1,046 10 0 | 94 | 130,396 | 3,342 6 0 | 129 | 178,916 | 4,389 0 6 |
| Nellore .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Chingleput .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| South Arcot .. .. .. | .. | .. | .. | 176 | 313,077 | 9,722 4 0 | 11 | 20,837 | 868 13 0 | 187 | 333,914 | 10,591 1 0 |
| Tanjore .. .. .. | 6 | 4,828 | 163 5 9 | 174 | 239,442 | 8,748 12 9 | 111 | 145,076 | 10,499 10 0 | 291 | 389,346 | 19,411 12 6 |
| Madura .. .. .. | 40 | 17,037 | .. | 56 | 22,202 | 464 10 0 | 144 | 52,552 | 1,526 4 0 | 240 | 91,791 | 1,990 14 0 |
| Tinnevelly .. .. .. | .. | .. | .. | 423 | 301,988 | 20,812 6 0 | .. | .. | .. | 423 | 301,988 | 20,812 6 0 |
| Total .. | 52 | 30,615 | 451 10 3 | 1,327 | 1,627,696 | 60,570 13 9 | 758 | 925,657 | 27,566 11 3 | 2,137 | 2,583,968 | 88,589 3 3 |
| *Western Group.* | | | | | | | | | | | | |
| Malabar .. .. .. | 2 | 4,582 | .. | 437 | 805,246 | 46,234 1 0 | 100 | 208,496 | 6,418 6 0 | 539 | 1,018,324 | 52,652 7 0 |
| South Canara .. .. | 13 | 146 | .. | 9 | 14,171 | 747 15 0 | 414 | 273,204 | 3,601 11 0 | 436 | 287,521 | 4,349 10 0 |
| Total .. | 15 | 4,728 | .. | 446 | 819,417 | 46,982 0 0 | 514 | 481,700 | 10,020 1 0 | 975 | 1,305,845 | 57,002 1 0 |
| Madras .. .. .. | 4 | 6,708 | 466 12 1 | 308 | 537,790 | 31,812 6 0 | .. | .. | .. | 312 | 544,498 | 32,279 2 1 |
| Grand Total .. | 71 | 42,051 | 918 6 4 | 2,081 | 2,984,903 | 1,39,365 3 9 | 1,272 | 1,407,357 | 37,586 12 3 | 3,424 | 4,434,311 | 1,77,870 6 4 |

## APPENDIX B—*cont.*

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

## APPENDIX B—*cont.*

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

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| Districts. | British vessels—*cont.* | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Other vessels (excluding coasting steamers)—*cont.* | | | | | | | | | | | |
| | Left. | | | | | | | | | | | |
| | In ballast. | | | With cargo. | | | With passengers. | | | Total. | | |
| | Vessels. | Tonnage. | Port dues. | Vessels. | Tonnage. | Port dues. | Vessels. | Tonnage. | Port dues. | Vessels. | Tonnage. | Port dues. |
| | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 |
| *Eastern Group.* | | | | | | | | | | | | |
| Ganjám .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Vizagapatam .. .. .. | 2 | 4,434 | .. | 73 | 127,742 | .. | .. | .. | .. | 75 | 132,176 | .. |
| Gódávari .. .. .. | 2 | 4,750 | .. | 38 | 65,207 | .. | 1 | 458 | .. | 41 | 70,415 | .. |
| Kistna .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Nellore .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Chingleput .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| South Arcot .. .. .. | .. | .. | .. | 1 | 1,662 | .. | 33 | 63,788 | .. | 34 | 65,450 | .. |
| Tanjore .. .. .. | .. | .. | .. | 3 | 3,207 | .. | 59 | 105,866 | .. | 62 | 109,073 | .. |
| Madura .. .. .. | 21 | 4,383 | .. | 1 | 112 | .. | 3 | 359 | .. | 25 | 4,854 | .. |
| Tinnevelly .. .. .. | 9 | 13,517 | .. | 20 | 29,528 | .. | .. | .. | .. | 29 | 43,045 | .. |
| Total .. | 34 | 27,084 | .. | 136 | 227,458 | .. | 96 | 170,471 | .. | 266 | 425,013 | .. |
| *Western Group.* | | | | | | | | | | | | |
| Malabar .. .. .. | 2 | 382 | .. | 47 | 68,422 | .. | 13 | 15,317 | .. | 62 | 84,121 | .. |
| South Canara .. .. | .. | .. | .. | 10 | 10,647 | .. | 2 | 372 | .. | 12 | 11,019 | .. |
| Total .. | 2 | 382 | .. | 57 | 79,069 | .. | 15 | 15,689 | .. | 74 | 95,140 | .. |
| Madras .. .. .. | 40 | 87,858 | .. | 165 | 373,598 | .. | .. | .. | .. | 205 | 461,456 | .. |
| Grand Total .. | 76 | 115,324 | .. | 358 | 680,125 | .. | 111 | 186,160 | .. | 545 | 981,609 | .. |



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

## APPENDIX B—*cont.*

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

## APPENDIX B—*cont.*

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

## APPENDIX B—*cont.*

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

## APPENDIX B—*cont.*

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

| Districts. | In ballast. | | | With cargo. | | | With passengers. | | | Total. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Vessels. | Tonnage. | Port dues. | Vessels. | Tonnage. | Port dues. | Vessels. | Tonnage. | Port dues. | Vessels. | Tonnage. | Port 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 | 198 | .. | 110 | 141,974 | .. | 146 | 208,422 | .. | 257 | 350,594 | .. |
| Vizagapatam .. .. | 6 | 4,815 | .. | 348 | 543,018 | .. | 98 | 133,782 | .. | 452 | 681,615 | .. |
| Gódávari .. .. .. | 10 | 6,055 | .. | 157 | 171,424 | .. | 189 | 288,542 | .. | 356 | 466,021 | .. |
| Kistna .. .. .. | 258 | 24,567 | .. | 405 | 40,242 | .. | 97 | 135,409 | .. | 760 | 200,218 | .. |
| Nellore .. .. .. | 4 | 402 | .. | 9 | 667 | 5 7 0 | .. | .. | .. | 13 | 1,069 | 5 7 0 |
| Chingleput .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| South Arcot .. .. .. | 21 | 10,384 | .. | 183 | 233,297 | .. | 217 | 163,746 | .. | 421 | 407,427 | .. |
| Tanjore .. .. .. | 198 | 33,824 | .. | 803 | 315,548 | .. | 460 | 241,840 | .. | 1,461 | 591,212 | .. |
| Madura .. .. .. | 1,158 | 63,138 | .. | 1,008 | 39,700 | 79 6 3 | 1,262 | 65,367 | .. | 3,428 | 168,205 | 79 6 3 |
| Tinnevelly .. .. .. | 853 | 36,583 | .. | 1,610 | 404,506 | .. | 175 | 4,133 | .. | 2,638 | 445,222 | .. |
| Total .. | 2,509 | 179,966 | .. | 4,633 | 1,890,376 | 84 13 3 | 2,644 | 1,241,241 | .. | 9,786 | 3,311,583 | 84 13 3 |
| *Western Group.* | | | | | | | | | | | | |
| Malabar .. .. .. | 1,677 | 86,565 | .. | 6,144 | 1,086,856 | .. | 432 | 294,927 | .. | 8,253 | 1,468,348 | .. |
| South Canara .. .. | 844 | 13,333 | .. | 3,101 | 88,438 | .. | 1,157 | 294,214 | .. | 5,102 | 395,985 | .. |
| Total .. | 2,521 | 99,898 | .. | 9,245 | 1,175,294 | .. | 1,589 | 589,141 | .. | 13,355 | 1,864,333 | .. |
| Madras .. .. .. | 185 | 254,947 | .. | 528 | 902,713 | .. | .. | .. | .. | 713 | 1,157,660 | .. |
| Grand Total .. | 5,215 | 534,811 | .. | 14,406 | 3,968,383 | 84 13 3 | 4,233 | 1,830,382 | .. | 23,854 | 6,333,576 | 84 13 3 |

## ABSTRACT OF APPENDIX B.

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

# APPENDIX C.

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

| Groups. | Balance on the 1st April 1897. | | | | Transactions during 1897-98. | | | |
|---|---|---|---|---|---|---|---|---|
| | | | | | Receipts. | | | |
| | Cash. | Government securities. | Loans, *i.e.*, sums lent +, sums borrowed —. | Total. | Cash. | Government securities. | Loans and contributions. | Total. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| ACT X OF 1889. | RS. A. P. | RS. | RS. | RS. A. P. | RS. A. P. | RS. | RS. A. P. | RS. A. P. |
| *Port Funds.* | | | | | | | | |
| Eastern group | 44,681 14 9 | 2,01,000 | .. | 2,45,681 14 9 | 1,80,690 13 8 | .. | 15,742 13 0 | 1,96,433 10 8 |
| Western group | 60,100 9 7 | 2,84,000 | + 16,500 | 3,60,600 9 7 | 1,00,842 7 2 | 12,000 | 2,930 15 0 | 1,15,778 6 2 |
| Madras | 51,810 15 7<br>35,106 5 0 | .. | .. | 86,917 4 7 | 1,18,633 6 11 | 50,000 | .. | 1,68,633 6 11 |
| Total | 1,91,699 12 11 | 4,85,000 | + 16,500 | 6,93,199 12 11 | 4,00,166 11 9 | 62,000 | 18,673 12 0 | 4,80,840 7 9 |
| *Pilotage Funds.* | | | | | | | | |
| Madras | — 2,063 7 4<br>— 2,236 0 11 | 50,000 | .. | 45,700 7 9 | 29,775 11 8 | .. | 4,299 8 3 | 34,075 3 11 |
| Pámban and Kílakarai | 15,742 13 0 | .. | .. | 15,742 13 0 | 11,577 13 11 | .. | .. | 11,577 13 11 |
| Cochin | 2,930 15 0 | 12,000 | .. | 14,930 15 0 | 1,639 3 7 | .. | .. | 1,639 3 7 |
| Mangalore | — 13 15 7 | .. | .. | — 13 15 7 | 296 0 0 | .. | 13 15 7 | 309 15 7 |
| Total | 14,360 4 2 | 62,000 | .. | 76,360 4 2 | 43,288 13 2 | .. | 4,313 7 10 | 47,602 5 0 |
| ACT III OF 1885. | | | | | | | | |
| *Landing and Shipping Dues.* | | | | | | | | |
| Vizagapatam | 16,216 2 9 | .. | .. | 16,216 2 9 | 13,875 14 8 | .. | .. | 13,875 14 8 |
| Cocanada | 19,705 10 7 | .. | — 16,500 | 3,205 10 7 | 39,837 14 10 | .. | .. | 39,837 14 10 |
| Masulipatam | 3,675 7 7 | 5,000 | .. | 8,675 7 7 | 2,883 3 7 | .. | .. | 2,883 3 7 |
| Negapatam | 36,403 4 5 | .. | .. | 36,403 4 5 | 14,451 7 10 | .. | .. | 14,451 7 10 |
| Mangalore | 31,890 3 5 | .. | .. | 31,890 3 5 | 8,359 6 3 | .. | .. | 8,359 6 3 |
| Total | 1,07,890 12 9 | 5,000 | — 16,500 | 96,390 12 9 | 79,407 15 2 | .. | .. | 79,407 15 2 |
| ACTS V OF 1863 AND VII OF 1871. | | | | | | | | |
| *Pier Dues.* | | | | | | | | |
| Gopalpur | .. | .. | .. | .. | 15 0 0 | .. | .. | 15 0 0 |
| Tuticorin | .. | .. | .. | .. | 21,471 4 4 | .. | .. | 21,471 4 4 |
| Calicut | .. | .. | .. | .. | 4,005 5 7 | .. | .. | 4,005 5 7 |
| Total | .. | .. | .. | .. | 25,491 9 11 | .. | .. | 26,491 9 11 |
| Grand Total, Acts X of 1889, III of 1885 and V of 1863 and VII of 1871 | 3,13,950 13 10 | 5,52,000 | .. | 8,65,950 13 10 | 5,48,355 2 0 | 62,000 | 22,987 3 10 | 6,33,342 5 10 |

# APPENDIX C—*cont.*

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

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

## APPENDIX C (i).

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

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

## APPENDIX C (ii).

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

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

## APPENDIX C (iii).

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

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

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

† Pay of Lighthouse Inspector, West Coast Division.

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

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

BACK PAPERS.
No. 1886. Department. Date.

## APPENDIX C (iv).

STATEMENT of Fees received and paid during 1897-98.

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

## APPENDIX C (v).

STATEMENT showing Receipts and Charges of the Marine Funds of the Madras Presidency for 1897-98.

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

## APPENDIX D.

STATEMENT showing the number of officers and men employed otherwise than in Government vessels in the Port Department under the Government of Madras, during the official year 1897-98.

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



## APPENDIX E.

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

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

## APPENDIX F.

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

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

BACK PAPERS.
NUMBER 188
No. Date.

## APPENDIX G.

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

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

## APPENDIX H.

PARTICULARS of changes in the Gazetted Official Staff of the Madras Port Department by absence on leave, deputation, &c., in the official year 1897–98.

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

OVEMBER 1



## APPENDIX I.

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

| Names of ports. | Ports bound to. Ports within the Presidency. Adults. Males. | Ports within the Presidency. Adults. Females. | Ports within the Presidency. Children under 12. | Ports within the Presidency. Total. | Ports beyond the Presidency but within British India. Adults. Males. | Ports beyond the Presidency but within British India. Adults. Females. | Ports beyond the Presidency but within British India. Children under 12. | Ports beyond the Presidency but within British India. Total. | Ports in Burma. Adults. Males. | Ports in Burma. Adults. Females. | Ports in Burma. Children under 12. | Ports in Burma. Total. | Other Ports. Adults. Males. | Other Ports. Adults. Females. | Other Ports. Children under 12. | Other Ports. Total. | Grand Total. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 |
| Gopalpur .. .. | 126 | 36 | 25 | 187 | 908 | 670 | 526 | 2,104 | 3,338 | 9 | 140 | 3,487 | .. | .. | .. | .. | 5,778 |
| Baruva .. .. | .. | .. | .. | .. | .. | .. | .. | .. | 4,833 | 40 | 267 | 5,140 | .. | .. | .. | .. | 5,140 |
| Calingapatam .. | 59 | 28 | 21 | 108 | .. | .. | .. | .. | 5,701 | 100 | 498 | 6,299 | .. | .. | .. | .. | 6,403 |
| Bimlipatam .. | 16 | 2 | 1 | 19 | 1 | 1 | .. | 2 | 1,773 | 115 | 106 | 1,994 | .. | .. | .. | .. | 2,014 |
| Vizagapatam .. | 450 | 190 | 148 | 788 | 12 | .. | 1 | 13 | 6,611 | 270 | 385 | 7,166 | 1 | .. | .. | 1 | 7,969 |
| Cocanada .. .. | 726 | 247 | 53 | 1,026 | 28 | .. | .. | 23 | 9,617 | 375 | 476 | 10,368 | 23 | .. | .. | 23 | 11,470 |
| Masulipatam .. | 352 | 70 | 24 | 446 | .. | .. | .. | .. | 250 | 27 | 24 | 301 | .. | .. | .. | .. | 747 |
| Cuddalore .. .. | 1 | .. | .. | 1 | .. | .. | .. | .. | 762 | 22 | 23 | 807 | .. | .. | .. | .. | 886 |
| Porto Novo .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 22 | .. | .. | 22 | 411 |
| Tirumalavasal .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 19 | .. | .. | 19 | 116 |
| Tranquebar .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 109 | .. | .. | 109 | 178 |
| Negapatam .. .. | 23 | 2 | 3 | 28 | .. | .. | .. | .. | 15,816 | 1,467 | 1,255 | 18,538 | 51 | .. | .. | 51 | 38,073 |
| Topputurai .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1,328 | .. | .. | 1,328 | 2,885 |
| Muttupet .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2,532 | .. | .. | 2,532 | 7 |
| Adirampatnam .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 3 | .. | .. | 3 | 36 |
| Ammapatnam .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 36 | .. | .. | 36 | 51 |
| Kottaipatnam .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 41 | .. | .. | 41 | 95 |
| Karikal .. .. | .. | 7 | .. | 7 | .. | .. | .. | .. | .. | .. | .. | .. | 56 | .. | .. | 56 | 2,122 |
| Pámban .. .. | 8,985 | 3,928 | 53 | 12,966 | .. | .. | .. | .. | .. | .. | .. | .. | 35 | .. | .. | 35 | 42,918 |
| Kilakarai .. .. | 539 | 97 | 27 | 663 | .. | .. | .. | .. | .. | .. | .. | .. | 21,785 | 6,172 | 1,995 | 29,952 | 786 |
| Devipatam .. .. | 6,720 | 4,061 | 631 | 11,412 | .. | .. | .. | .. | .. | .. | .. | .. | 103 | 1 | 19 | 123 | 11,623 |
| Tondi .. .. | 121 | 8 | 2 | 131 | .. | .. | .. | .. | .. | .. | .. | .. | 208 | 3 | .. | 211 | 22,144 |
| Tuticorin .. .. | 730 | 48 | 6 | 784 | .. | .. | .. | .. | .. | .. | .. | .. | 16,640 | 3,472 | 1,901 | 22,013 | 113,308 |
| Kulasekarapatnam | 329 | 60 | 12 | 401 | .. | .. | .. | .. | .. | .. | .. | .. | 79,917 | 17,455 | 15,152 | 112,524 | 401 |
| Kayalpatnam .. | 305 | 26 | 18 | 349 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 349 |
| Cochin .. .. | 264 | 20 | 12 | 296 | 118 | 32 | 22 | 172 | .. | 2 | 3 | 10 | 15 | .. | 5 | 23 | 524 |
| Ponnani .. .. | 10 | .. | .. | 10 | 2 | 3 | 2 | 2 | 5 | .. | .. | .. | .. | .. | .. | .. | 12 |
| Calicut .. .. | 621 | 43 | 31 | 695 | 990 | 35 | 58 | 1,083 | .. | .. | .. | .. | 3 | .. | .. | 3 | 2,034 |
| Quilandy .. .. | 1 | .. | .. | 1 | 10 | .. | .. | 10 | .. | .. | .. | .. | .. | .. | .. | .. | 1 |
| Badagara .. .. | 9 | 2 | 1 | 12 | .. | .. | .. | .. | .. | .. | .. | .. | 2 | .. | .. | 2 | 22 |
| Kallai .. .. | 280 | 29 | 14 | 323 | 46 | 10 | 9 | 65 | .. | .. | .. | .. | .. | .. | .. | .. | 12 |
| Tellicherry .. | 187 | 36 | 15 | 238 | 49 | 6 | 3 | 58 | .. | .. | .. | .. | 3 | .. | .. | 3 | 391 |
| Cannanore .. .. | 4,170 | 726 | 373 | 5,269 | 2,730 | 556 | 271 | 3,557 | .. | .. | .. | .. | 36 | 3 | 1 | 40 | 296 |
| Mangalore .. .. | 41 | 3 | 44 | 9 | .. | .. | .. | .. | .. | .. | .. | .. | 41 | 9 | 3 | 53 | 9,265 |
| Manjeshwar .. | 9 | .. | .. | 9 | .. | .. | .. | .. | .. | .. | .. | .. | 56 | 2 | 1 | 59 | 44 |
| Kumbla .. .. | 139 | .. | 3 | 154 | 6 | .. | .. | 6 | .. | .. | .. | .. | 35 | 2 | 1 | 38 | 9 |
| Kasaragod .. .. | 12 | .. | .. | 12 | .. | .. | .. | .. | .. | .. | .. | .. | 21,785 | 6,172 | 1,995 | 29,952 | 160 |
| Mulki .. .. | 8 | .. | .. | 8 | 784 | 107 | 32 | 923 | .. | .. | .. | .. | 103 | 1 | 19 | 123 | 8 |
| Malpe .. .. | 1,309 | 230 | 143 | 1,682 | 205 | 7 | 6 | 218 | .. | .. | .. | .. | 208 | 3 | .. | 211 | 2,764 |
| Hangarkotta .. | 145 | 17 | 13 | 175 | 634 | 104 | 48 | 786 | .. | .. | .. | .. | 16,640 | 3,472 | 1,901 | 22,013 | 502 |
| Coondapoor .. | 818 | 169 | 129 | 1,116 | 4 | 76 | 33 | 1,285 | 9,958 | 1,642 | 1,026 | 12,620 | 79,917 | 17,455 | 15,152 | 112,524 | 2,036 |
| Baindur .. .. | 20 | .. | 20 | 20 | 1,126 | .. | .. | 1,126 | .. | .. | .. | .. | .. | .. | .. | .. | 24 |
| Madras .. .. | 207 | 31 | .. | 258 | 7,649 | 1,608 | 1,009 | 10,261 | 58,464 | 4,069 | 4,197 | 66,730 | 123,601 | 27,514 | 19,282 | 169,837 | 18,676 |
| Total .. | 27,738 | 10,113 | 1,782 | 39,633 | | | | | | | | | | | | | 312,690 |

Grand Total ... {1897–98 ... 312,690 / 1896–97 ... 279,492 / Increase ... 33,198}

## APPENDIX I—*cont.*

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

| Names of ports. | Ports arrived from. | Ports within the Presidency. | | | | | Ports beyond the Presidency but within British India. | | | | | Ports in Burma. | | | | | Ports in Ceylon. | | | | | Ports in Straits Settlements. | | | | | Other Ports. | | | | | Grand Total. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Adults. | | | Children under 12. | Total. | Adults. | | | Children under 12. | Total. | Adults. | | | Children under 12. | Total. | Adults. | | | Children under 12. | Total. | Adults. | | | Children under 12. | Total. | Adults. | | | Children under 12. | Total. | |
| | | Males. | Females. | | | | Males. | Females. | | | | Males. | Females. | | | | Males. | Females. | | | | Males. | Females. | | | | Males. | Females. | | | | |
| 1 | | 2 | 3 | | 4 | 5 | 6 | 7 | | 8 | 9 | 10 | 11 | | 12 | 13 | 14 | 15 | | 16 | 17 | 18 | 19 | | 20 | 21 | 22 | 23 | | 24 | 25 | 26 |
| Gopalpur | .. | 17 | 1 | | 3 | 21 | 86 | 8 | | .. | 98 | .. | 6 | | 33 | 1,120 | 6 | 4 | | 10 | .. | .. | .. | | .. | .. | .. | .. | | .. | .. | 129 |
| Baruva | .. | .. | .. | | .. | .. | .. | .. | | .. | .. | 1,081 | 38 | | 103 | 3,443 | .. | .. | | .. | .. | .. | .. | | .. | .. | .. | .. | | .. | .. | 1,120 |
| Calingapatam | .. | .. | 2 | | 1 | 2 | 2 | .. | | .. | 2 | 3,298 | 129 | | 157 | 7,323 | .. | .. | | .. | .. | .. | .. | | .. | .. | .. | .. | | .. | .. | 3,443 |
| Bimlipatam | .. | 16 | 3 | | 94 | 20 | 4 | .. | | .. | 4 | 7,013 | 55 | | 144 | 4,963 | .. | .. | | .. | .. | .. | .. | | .. | .. | .. | .. | | .. | .. | 7,323 |
| Vizagapatam | .. | 173 | 31 | | 16 | 228 | 121 | 4 | | .. | 125 | 4,764 | 256 | | 134 | 9,683 | .. | .. | | .. | .. | .. | .. | | .. | .. | .. | .. | | 5 | 5 | 6,816 |
| Cocanada | .. | 180 | 22 | | 27 | 218 | 35 | .. | 3 | .. | 35 | 9,298 | 13 | | 6 | 198 | .. | .. | | .. | .. | .. | .. | | .. | .. | .. | .. | | .. | .. | 9,946 |
| Masulipatam | .. | 249 | 53 | | .. | 329 | 5 | .. | | 2 | 10 | 179 | .. | | .. | 22 | .. | .. | | .. | .. | .. | .. | | .. | .. | .. | .. | | .. | .. | 557 |
| Cuddalore | .. | 1 | .. | | .. | 1 | 7 | 2 | | .. | 9 | 18 | 1 | | 3 | .. | .. | .. | | .. | .. | .. | .. | | .. | .. | .. | .. | | .. | .. | 73 |
| Porto Novo | .. | .. | .. | | .. | .. | .. | .. | | .. | .. | .. | .. | | .. | .. | 8 | 3 | | 22 | 30 | 2 | .. | | 2 | 170 | .. | .. | | .. | .. | 311 |
| Tirumalavasal | .. | .. | .. | | .. | .. | .. | .. | | .. | .. | .. | .. | | .. | .. | .. | .. | | .. | .. | .. | .. | | .. | .. | .. | .. | | .. | .. | 6 |
| Negapatam | .. | .. | 1 | | .. | 6 | .. | 1 | | .. | 7 | 6,794 | 479 | | 387 | 7,660 | 94 | 37 | | 882 | 965 | 12,814 | 979 | | 632 | 14,425 | .. | .. | | 9 | .. | 23,115 |
| Velangarni | .. | 48 | 1 | | .. | 49 | .. | .. | | .. | .. | .. | .. | | .. | .. | .. | .. | | .. | .. | .. | .. | | .. | .. | .. | .. | | .. | .. | 3 |
| Topputurai | .. | .. | .. | | .. | .. | .. | .. | | .. | .. | .. | .. | | .. | .. | .. | .. | | .. | 3 | .. | .. | | .. | .. | .. | .. | | .. | .. | 2,329 |
| Muttupet | .. | .. | .. | | .. | .. | .. | .. | | .. | .. | .. | .. | | .. | .. | 2 | 2 | | 8 | 2,329 | .. | .. | | .. | .. | .. | .. | | .. | .. | 236 |
| Adirampatnam | .. | 2 | .. | | 2 | 2 | .. | .. | | .. | .. | .. | .. | | .. | .. | 268 | 67 | | 38 | 268 | .. | .. | | .. | .. | .. | .. | | .. | .. | 546 |
| Aminapatnam | .. | 53 | 20 | | 6 | 79 | .. | .. | | .. | .. | .. | .. | | .. | .. | 7 | 4 | | 8 | 234 | .. | .. | | .. | .. | .. | .. | | .. | .. | 376 |
| Kottaipatnam | .. | .. | .. | | .. | .. | .. | .. | | .. | .. | .. | .. | | .. | .. | 27 | 27 | | 9 | 467 | .. | .. | | .. | .. | .. | .. | | .. | .. | 266 |
| Karikal | .. | 15 | .. | | .. | 15 | .. | .. | | .. | .. | .. | .. | | .. | .. | 27 | 11 | | 28 | 376 | .. | .. | | .. | .. | .. | .. | | .. | .. | 1,199 |
| Pámban | .. | 2 | .. | | 1 | 3 | .. | .. | | .. | .. | .. | .. | | .. | .. | 11 | .. | | 10 | 251 | .. | .. | | .. | .. | .. | .. | | .. | .. | 25,142 |
| Kilakarai | .. | 5,720 | 2,480 | | 142 | 8,342 | .. | .. | | .. | .. | .. | .. | | .. | .. | .. | .. | | .. | 26 | .. | .. | | .. | .. | .. | .. | | .. | .. | 3,604 |
| Devipatam | .. | 2,136 | 1,184 | | 12 | 3,332 | .. | .. | | .. | .. | .. | .. | | .. | .. | 13,516 | 2,487 | | 791 | 16,794 | .. | .. | | .. | .. | .. | .. | | .. | .. | 5,785 |
| Tondi | .. | 3,555 | 1,741 | | 153 | 5,449 | .. | .. | | .. | .. | .. | .. | | .. | .. | 248 | 4 | | 20 | 272 | .. | .. | | .. | .. | .. | .. | | .. | .. | 14,918 |
| Tuticorin | .. | 306 | 22 | | 3 | 331 | .. | .. | | .. | .. | .. | .. | | .. | .. | 166 | 34 | | 36 | 236 | .. | .. | | .. | .. | .. | .. | | .. | .. | 81,329 |
| Kulasekarapatnam | .. | 2,178 | 331 | | 65 | 2,574 | .. | 1 | | .. | 1 | .. | .. | | .. | .. | 11,683 | 2,060 | | 841 | 14,584 | .. | .. | | .. | .. | .. | .. | | .. | .. | 620 |
| Kayalpatnam | .. | 270 | 54 | | 18 | 342 | .. | .. | | .. | .. | .. | .. | | .. | .. | 67,907 | 16,602 | | 4,235 | 78,744 | .. | .. | | .. | .. | .. | .. | | .. | .. | 281 |
| Cochin | .. | 209 | 46 | | 12 | 267 | .. | .. | | .. | .. | .. | .. | | .. | .. | 254 | 16 | | 8 | 278 | .. | .. | | .. | .. | .. | .. | | .. | .. | 659 |
| Tanore | .. | 323 | 28 | | 7 | 358 | .. | .. | | .. | .. | .. | .. | | .. | .. | 11 | .. | | 3 | 14 | .. | .. | | .. | .. | .. | .. | | .. | .. | 2 |
| Calicut | .. | 2 | .. | | .. | 2 | .. | .. | | .. | .. | .. | .. | | .. | .. | 31 | 3 | | 1 | 35 | .. | .. | | .. | .. | .. | .. | | .. | .. | 1,579 |
| Quilandy | .. | 887 | 140 | | 62 | 1,089 | 389 | 20 | | 37 | 446 | .. | .. | | .. | .. | .. | .. | | .. | .. | 58 | .. | | 3 | 61 | .. | .. | | 19 | 24 | 65 |
| Badagara | .. | 54 | .. | 3 | 1 | 55 | .. | .. | | .. | .. | .. | .. | | .. | .. | .. | .. | | .. | .. | .. | .. | | .. | .. | .. | .. | | .. | .. | 61 |
| Kallai | .. | 44 | .. | 1 | 1 | 48 | .. | .. | | .. | .. | .. | .. | | .. | .. | .. | .. | | .. | .. | .. | .. | | .. | .. | .. | .. | | .. | .. | 27 |
| Tellicherry | .. | 26 | 1 | | .. | 27 | .. | .. | | .. | .. | .. | .. | | .. | .. | .. | .. | | .. | .. | .. | .. | | .. | .. | .. | .. | | .. | .. | 495 |
| Cannanore | .. | 405 | 33 | | 25 | 463 | 27 | 1 | | 8 | 42 | .. | .. | | .. | .. | .. | .. | | .. | .. | .. | .. | | .. | .. | .. | .. | | .. | .. | 342 |
| Mangalore | .. | 869 | 20 | | 11 | 900 | 36 | 8 | | 310 | 3,001 | .. | .. | | .. | .. | .. | .. | | .. | .. | .. | .. | | .. | .. | .. | .. | | .. | .. | 7,638 |
| Manjeshwar | .. | 3,346 | 551 | | 398 | 4,294 | 2,247 | 444 | | .. | .. | .. | .. | | .. | .. | .. | .. | | .. | .. | .. | .. | | .. | .. | .. | .. | | .. | .. | 46 |
| Kumbla | .. | 44 | 2 | | .. | 46 | .. | .. | | .. | .. | .. | .. | | .. | .. | .. | .. | | .. | .. | .. | .. | | .. | .. | .. | .. | | .. | .. | 3 |
| Kasaragod | .. | 8 | .. | | .. | 8 | .. | .. | | .. | .. | .. | .. | | .. | .. | .. | .. | | .. | .. | .. | .. | | .. | .. | .. | .. | | .. | .. | 365 |
| Mulki | .. | 325 | 28 | | 3 | 356 | .. | 9 | | .. | 9 | .. | .. | | .. | .. | .. | .. | | .. | .. | .. | .. | | .. | .. | .. | .. | | .. | .. | 15 |
| Malpe | .. | 9 | 3 | | 3 | 15 | .. | .. | | .. | .. | .. | .. | | .. | .. | .. | .. | | .. | .. | .. | .. | | .. | .. | .. | .. | | .. | .. | 2,823 |
| Hangarkkotta | .. | 1,590 | 296 | | 151 | 2,037 | 559 | 78 | | 14 | 646 | .. | .. | | .. | .. | .. | .. | | .. | .. | .. | .. | | .. | .. | .. | .. | | .. | .. | 489 |
| Coondapoor | .. | 168 | 15 | | 16 | 194 | 167 | 19 | | 8 | 194 | .. | .. | | .. | .. | .. | .. | | .. | .. | .. | .. | | .. | .. | .. | .. | | .. | .. | 2,091 |
| Baindur | .. | 1,076 | 170 | | 87 | 1,333 | 486 | 96 | | 64 | 646 | .. | .. | | .. | .. | .. | .. | | .. | .. | .. | .. | | .. | .. | .. | .. | | .. | .. | 15 |
| Madras | .. | 6 | 3 | | 3 | 9 | 6 | .. | | .. | 6 | .. | .. | | .. | .. | .. | .. | | .. | .. | .. | .. | | .. | .. | .. | .. | | .. | .. | 11,179 |
| | .. | 1,713 | 613 | | 372 | 2,698 | 1,054 | 196 | | 122 | 1,372 | 3,633 | 455 | | 373 | 4,461 | 113 | 32 | | 11 | 156 | 762 | 89 | | 65 | 916 | 1,051 | 423 | | 202 | 1,676 | |
| Total | .. | 25,519 | 7,790 | | 1,623 | 34,932 | 5,384 | 902 | | 594 | 6,880 | 36,092 | 1,432 | | 1,340 | 38,864 | 88,196 | 21,076 | | 6,075 | 115,951 | 14,802 | 1,180 | | 790 | 16,772 | 1,638 | 537 | | 253 | 2,428 | 215,827 |

Grand Total { 1897-98 ... ... ... 215,827 / 1896-97 ... ... ... 234,087 — Decrease ... 18,260



## APPENDIX J.

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

| Name of dredger. | Particulars. | Previous two years. 1895–96. | Previous two years. 1896–97. | 1897–98. |
|---|---|---|---|---|
| Priestman's Dredger. | (*a*) Days working | 183 | 222 | 202 |
| | (*b*) Hours dredging | 1,630 | 1,998 | 1,817 |
| | (*c*) Barges / Boats / barge / boat will hold. | 992 of 59⅜ tons and 167 of 29 7/10 tons. | 925 of 59⅜ tons and 134 of 29 7/10 tons. | 940 of 59⅜ tons and 384 of 29 7/10 tons. |
| | (*d*) Tons dredged | 63,883·6 | 61,045 | 67,235 3/10 |
| | (*e*) Cubic yards dredged | 47,322 | 45,219 | 49,998 |
| | (*f*) Average outturn per day Tons. | 349·08 | 274·9 | 332·7 |
| | (*g*) Working expenses per ton | As. 1–2 | As. 1–5 | As. 1–11 |
| Dredger *Connemara.* | (*a*) Days working | 241 | 231 | 188 |
| | (*b*) Hours dredging | 2,193 | 2,079 | 1,683 |
| | (*c*) Barges / Boats / barge / boat will hold. | 1,164 of 59⅜ tons and 398 of 29 7/10 tons. | 973 of 59⅜ tons and 161 of 29 7/10 tons. | 800 of 59⅜ tons and 259 of 29 7/10 tons. |
| | (*d*) Tons dredged | 80,961·7 | 62,965 | 56,029⅜ |
| | (*e*) Cubic yards dredged | 59,972 | 46,641 | 41,504 |
| | (*f*) Average outturn per day Tons. | 331·4 | 272·5 | 292·7 |
| | (*g*) Working expenses per ton | As. 1–1 | As. 1–6 | As. 1–11 |

## APPENDIX J (i).

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

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

## APPENDIX J (ii).

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

| Name of dredger. | Particulars. | Previous two years. 1895–96. | Previous two years. 1896–97. | 1897–98. |
|---|---|---|---|---|
| Bucket dredger *Havelock.* | (*a*) Days working | .. | 95 | 229 |
| | (*b*) Hours dredging | .. | 834¼ | 1,835¼ |
| | (*c*) Barges / Boats / barge / boat will hold. | .. | 130¾ of 10 tons and 316½ of 14 tons. | 1,019½ of 14 tons and 499 of 16 tons. |
| | (*d*) Tons dredged | .. | 5,738½ | 22,257 |
| | (*e*) Cubic yards dredged | .. | 3,672½ | 14,282½ |
| | (*f*) Average outturn per day Tons. | .. | 60½ | 97 |
| | (*g*) Working expenses per ton | .. | As. 7–9 | As. 5–10 |

## APPENDIX K.

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

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

## APPENDIX L.

Statement showing the number of cargo and other licensed boats at the principal ports in the Madras Presidency at the end of the official year 1897–98.

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



## APPENDIX M.

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

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

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

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

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

Import (A). | Export (B).

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

*Import.*

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

*Export.*

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

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

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

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

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

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

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

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

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

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



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

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

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

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

Madras,
7th September 1898.

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

## APPENDIX A.

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

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

* Including 207 tons of coke.

† Including 110 tons of coke.

## APPENDIX B.

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

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



## APPENDIX C.

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

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

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

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

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

## APPENDIX D.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

8. At Madras there was a decrease of Rs. 4,91,822 in the total value of imports and exports, while the duties collected showed an increase of Rs. 2,98,592 as compared with the previous year. The other ports showed an increase of Rs. 55,87,570 in the total value of imports and exports and of Rs. 41,368 in the amount of duties collected. Paragraph 14 of the Presidency Port Officer's review exhibits the ports in the order of their relative importance as regards trade.



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(True Extract.)

(Signed) W. B. DEWINTON,
Secretary to Government.

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

Rxd. T. K. Narayana Aiyangar.

MARINE DEPARTMENT.

1st Administration Report of the Madras Port Dept. for 1897-98

Papers to be read in Proceedings:—

Again G.O., dated 189 , No.

Again G.O., dated 189 , No.

Current No. of 189 , dated , from

" " " 189 , " , "

" " 1268 " 189 8, " 10th October, " The P. P. O.

The Hon'ble Mr. Hunter Bottrell ORDER. No. 962 Mar 3 16.11.98

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

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

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

4. Casualties. There were 16 shipping casualties during the year as against 17 in the previous year, but only two were attended with loss of life, in one case 3, and in the other 26

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

[P. W. 4. 500—17-6-98.]

persons met their death. A Court of inquiry was held at Calcutta in connection with the sinking of the barque "Amanath Rahiman", which was run down by the Asiatic Steam Navigation Company's Steamer "Nawab", in the vicinity of Pigeon Island off the West Coast. The Court found that the collision was due to defects in the lightning arrangements of the barque.

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

| | No. of Vessels | Tonnage | Dues paid. |
|---|---|---|---|
| Madras | | | |
| 1895-96 | 742 | 1,225,426 | 1,19,765 |
| 1896-97 | 767 | 1,243,423 | 1,20,932 |
| 1897-98 | 711 | 1,158,397 | 1,09,495 |
| Other Ports. | | | |
| 1895-96 | 25,861 | 6,255,303 | 2,42,201 |
| 1896-97 | 24,948 | 5,779,653 | 2,21,866 |
| 1897-98 | 22,979 | 5,154,439 | 2,27,289 |

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



raised during the year to the maximum rates allowed by law.

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

V A L U E.

| | Imports. Rs. | Exports. Rs. | Total. Rs. |
|---|---|---|---|
| Madras. | | | |
| 1895-96 | 62,826,933 | 66,098,517 | 128,925,450 |
| 1896-97 | 66,541,133 | 58,152,170 | 124,693,353 |
| 1897-98 | 68,787,036 | 55,414,495 | 124,201,531 |
| Other ports. | | | |
| 1895-96 | 61,849,698 | 119,626,117 | 181,475,815 |
| 1896-97 | 46,351,233 | 112,803,593 | 159,154,826 |
| 1897-98 | 55,346,420 | 109,395,976 | 164,742,396 |

D U T Y.

| | Imports Rs. | Exports Rs. | Total Rs. |
|---|---|---|---|
| Madras. | | | |
| 1895-96 | 3,023,722 | 1,281 | 3,025,003 |
| 1896-97 | 2,514,170 | 12,245 | 2,526,415 |
| 1897-98 | 2,808,581 | 16,426 | 2,825,007 |
| Other ports. | | | |
| 1895-96 | 379,228 | 435,103 | 814,331 |
| 1896-97 | 329,222 | 792,756 | 1,121,978 |
| 1897-98 | 436,017 | 727,329 | 1,163,346 |

8. At Madras there was a decrease of Rs. 4,91,822/- in the total value of imports and exports, while the duties collected showed an increase of Rs.2,98,592 as compared with the previous year. The other ports showed an increase of Rs. 5,587,570/- in the total value of imports and exports and of Rs. 41,368/- in the amount of duties collected.

4.

Para. 14 of the Presidency Port Officer's Review exhibits the ports in the order of their relative importance as regards trade.

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

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

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

11. Government Vessels. The number of vessels in charge of the port Department remained the same as in the previous year, Viz, 8.

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

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

× page 28

* Appendix E
Vide also para 10 in Eo
No. 980 Mar 8, 31st Dec. 1897;
page 43. Flag K

π (Appendix L, page 32)



| | Tons dredged | Average out-turn per day. | Working expenses. per ton. |
|---|---|---|---|
| Coconada | (67,235) | 332.7) | 0-1-11) |
| | (56,029) | 292.7) | 0-1-11) |
| Cuddalore | 6,046 | 67 | 0-4- 7 |
| Negapatam | 22,257 | 97 | 0-5-10 |

24

14 The working expenses for two were high at Cuddalore, because the dredger was for a long time idle, pending repairs, & had to pay her establishment: at Negapatam because the rate includes hand dredging

I cannot find this letter in hand

14. The differences in the working expenses were also due to the cost of discharging the silt at each port which necessarily varies according to the distance of the place of discharge from the working base, also to local fluctuations in the price of labour and hire of boats.

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

16. The opening balance of Port Funds under Act.X. of 1889 on the 1st April 1897 amounted to Rs. 6,93,200/-. The receipts during the year aggregated Rs. 4,80,840/- and the charges Rs. 4,54,989/-. The closing balance on the 31st March 1898 was thus Rs. 7,19051/-. During the year under review, the charges of the Eastern Group exceeded the receipts by Rs.18,153 there having been considerable expenditure in the P.W.D. on the construction of the Krishna and Manapad Lighthouses. In the western group, the receipts -

exceeded the charges by Rs. 38,914/-.
The closing balance of each group on the 31st March 1898 was as follows:-

Eastern Group.... Rs. 2,27,529
Western Group.... " . 3,99,515.

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

18 The sub-joined statement gives the receipts and charges for the year under Pilotage Funds (Act X of 1889), Landing and Shipping Dues (Act. III of 1885), and Pier Funds (Act V of 1863 and VII of 1871) Pilotage Funds.

| | Receipts (Cash) Rs. | Charges. (Cash) Rs. | Balance. Rs. |
|---|---|---|---|
| Madras. | 29,776 | 40,538 | — 10,762 |
| Pamban and Kilakarai. | 11,578 | 2,157 | + 9,421 |
| Cochin | 1,639 | 2,168 | — 529 |
| Mangalore | 296 | 295/8 | + 0/8 |

LANDING AND SHIPPING DUES.

| | Receipts. Rs. | Charges. Rs. | Balance. Rs. |
|---|---|---|---|
| Vizagapatam ..... | 13,876 | 1,790 | 12,086 |
| Coconada ..... | 39,838 | 26,419 | 13,419 |
| Masulipatam ..... | 2,883 | 440 | 2,443 |
| Negapatam ..... | 14,451 | 11,686 | 2,765 |
| Mangalore ..... | 8,359 | 720 | 7,639 |

PIER FUNDS.

| | | | |
|---|---|---|---|
| Gopalpore ..... | 15 | 76 | —61 |
| Tuticorin ..... | 21,471 | 571 | +20,900 |
| Calicut ..... | 4,005 | 6,356 | — 2,351 |



19. Appendix. M. gives particulars of Public Works carried out by the Agency of the Port Department during 1897-98. The cost of such works amounted to Rs 2,552-9-9.

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

21. Agent for Government consignments.

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

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

22 Under Imports, there was an increase. This occured under Stamps, Stationary, Telegraph and P.W. Stores. The decrease under

8.

Exports is attributed to a general falling off in the shipment of Military Stores and treasure.

R.S.

4.11.98

H.W.S
14-11-98.

To H.P.P.C.
" Ch. H.T. Bd.
" Ch. Chamber of Commerce
" P.W.D.
" Revenue Department
" ~~Financial Dept.~~
" Accountant General

# Marine (1898) Department.

CURRENT No. 1268

962 Marine Finance

*Order*

*From* The Presidency Port Officer

*No.* 1888 / 344 G.

*Dated* 6.10.98

*Received* 10.10.98

*Enclosures* -

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SUBJECT.

Administration Report

Submitting the ——

of the Madras Port Department

for the official year

1897-98

M. 4.
500—14-5-97.

BACK PAPERS.

| No. | Date. |
|---|---|
| ~~694~~ | ~~16-8-98~~ |
| ~~530~~ | ~~24-6-98~~ |
| ~~316~~ | ~~29-4-98~~ |
| ~~238~~ | ~~31-3-98~~ |
| ~~980~~ | ~~3-12-97~~ |
| ~~711~~ | ~~10-8-97~~ |
| ~~261~~ | ~~19-3-97~~ |
| ~~250~~ | ~~5-7-91~~ |
| ~~490-1~~ | ~~20-11-89~~ |
| ~~230~~ | ~~31-5-89~~ |

FURTHER PAPERS.

| No. | Date. |
|---|---|

PRESIDENCY PORT OFFICE,
*Madras*, 6*th October* 1898.

No. 1888/344 G.

From

COMMANDER W. AVES, R.I.M.,
ACTING PRESIDENCY PORT OFFICER,
*Madras*,

To

W. B. DEWINTON, ESQ.,
SECRETARY TO GOVERNMENT,
*Marine Department.*

SIR,

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

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

W. Aves.

Commdr. R.I.M.,
*Acting Presidency Port Officer.*

With 3 spare copies.

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



14. The following is a statement of the value of, and duty on, the import and export trade of the principal ports in the Presidency exclusive of Government stores and Government and private treasure, the figures being taken from the Revenue Board's Volume of Sea-borne Trade and Navigation for 1897–98. In point of relative importance of trade, the ports stand in the order in which they are arranged in the statement:—

| Ports. | Tons. | Value of | | Total. | Duty on | | Total. |
|---|---|---|---|---|---|---|---|
| | | Imports. | Exports. | | Imports. | Exports. | |
| | | Rs. | Rs. | Rs. | Rs. | Rs | Rs. |
| Madras .. .. | 1,158,897 | 6,87,87,036 | 5,54,14,495 | 12,42,01,531 | 28,08,581 | 16,426 | 28,25,007 |
| Tuticorin .. .. | 422,619 | 84,55,111 | 2,01,53,328 | 2,86,08,439 | 1,38,975 | 1,27,578 | 2,66,553 |
| Cochin .. .. | 439,609 | 81,94,208 | 1,37,24,344 | 2,19,18,552 | 40,599 | 222 | 40,821 |
| Calicut .. .. | 411,043 | 65,92,621 | 1,15,04,762 | 1,80,97,383 | 25,147 | 688 | 25,835 |
| Cocanada .. .. | 465,995 | 42,34,907 | 1,35,77,322 | 1,78,12,229 | 30,360 | 30,156 | 60,516 |
| Mangalore .. .. | 190,949 | 39,25,685 | 92,57,664 | 1,31,83,349 | 22,245 | 11,144 | 33,389 |
| Negapatam .. .. | 500,570 | 61,05,126 | 65,91,296 | 1,26,96,422 | 1,11,442 | 2,01,212 | 3,12,654 |
| Tellicherry .. .. | 270,451 | 34,59,214 | 64,34,717 | 98,93,931 | 9,998 | .. | 9,998 |
| Cuddalore .. .. | 328,700 | 9,49,348 | 41,74,587 | 51,23,935 | 2,986 | 36,700 | 39,686 |
| Bimlipatam .. .. | 297,536 | 17,77,485 | 27,32,947 | 45,10,432 | 1,473 | .. | 1,473 |
| Vizagapatam .. .. | 383,926 | 14,58,132 | 20,15,343 | 34,73,475 | 8,263 | .. | 8,263 |
| Cannanore .. .. | 182,119 | 18,39,986 | 12,90,470 | 31,30,456 | 1,472 | .. | 1,472 |
| Gopalpur .. .. | 145,062 | 10,37,821 | 10,37,913 | 20,75,734 | 2,263 | 4,203 | 6,466 |
| Masulipatam .. .. | 185,787 | 9,49,279 | 11,11,126 | 20,60,405 | 7,616 | 6,567 | 14,183 |
| Porto Novo .. .. | 80,810 | 1,97,872 | 7,47,953 | 9,45,825 | 9,689 | 53,615 | 63,304 |
| Pamban .. .. | 85,404 | 3,81,346 | 2,70,883 | 6,52,229 | 1,293 | 151 | 1,444 |
| Calingapatam .. .. | 131,878 | 1,05,205 | 2,42,248 | 3,47,453 | 179 | .. | 179 |
| Minor ports .. .. | 630,981 | 56,83,074 | 1,45,29,073 | 2,02,12,147 | 22,017 | 2,55,093 | 2,77,110 |
| Madras { 1896–97 .. | 1,243,423 | 6,65,41,183 | 5,81,52,170 | 12,46,93,353 | 25,14,170 | 12,245 | 25,26,415 |
| 1897–98 .. | 1,158,897 | 6,87,87,036 | 5,54,14,495 | 12,42,01,531 | 28,08,581 | 16,426 | 28,25,007 |
| Increase .. .. | .. | 22,45,853 | .. | .. | 2,94,411 | 4,181 | 2,98,592 |
| Decrease .. .. | 84,526 | .. | 27,37,675 | 4,91,822 | .. | .. | .. |
| Coast ports { 1896–97 .. | 5,779,653 | 4,63,51,233 | 11,28,03,593 | 15,91,54,826 | 3,29,222 | 7,92,756 | 11,21,978 |
| 1897–98 .. | 5,154,439 | 5,53,46,420 | 10,93,95,976 | 16,47,42,396 | 4,36,017 | 7,27,329 | 11,63,346 |
| Increase .. .. | .. | 89,95,187 | .. | 55,87,570 | 1,06,795 | .. | 41,368 |
| Decrease .. .. | 625,214 | .. | 34,07,617 | .. | .. | 65,427 | .. |

## Coast Ports.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

### Inspection.

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

### Accounts.

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

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

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

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



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

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

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

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

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

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

### *Pilotage Funds* (*Act X of* 1889).

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

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

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

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

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

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

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

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

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

SUMMARY.

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

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

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

Tuticorin heads the coast ports in trade.

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



APPENDIX A.

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

| | Date. | Name of vessel. | Tonnage. | Summary of particulars furnished by the reporting officer. | Finding of the Court of Inquiry. |
|---|---|---|---|---|---|
| | 1897. | (*Foundering.*) | | | |
| 1 | 27th April .. | British muchwa "Yeshwanthy." Tindal, Govind Laxuman Shivalhee. | 19 | Foundered off Mont Dilly near Tellicherry through stress of weather. No lives lost. Loss to vessel Rs. 1,000 and to cargo Rs. 4,536. | |
| | | (*Miscellaneous.*) | | | |
| 2 | 7th Sept. .. | British manji "Navalool Bari." Tindal, Maidin Cooty. | 15 | While crossing the bar at Ponnani the vessel's rudder broke and she ran over a sand bank and was capsized. Partial loss to vessel Rs. 25 and to cargo Rs. 1,181. No lives lost. | |
| | | (*Collision.*) | | | |
| 3 | 8th „ .. | British dhoney "Mohomed Samdany." Tindal, Mohomed Aliar. | 76 | Owing to a sudden squall the vessel dragged her anchor and collided with the dhoney "Japamal Mathavi Puravy" in the roadstead of Negapatam. Slight damage to the dhoney. | |
| | | (*Stranding.*) | | | |
| 4 | 28th „ .. | British S.S. "Deepdale." Master, E. Peck. | 1,650 | The vessel overran her distance owing to a strong set towards the south and stranded off point Calimere, but got off. No lives lost. No loss to the steamer or cargo. | |
| | | (*Foundering.*) | | | |
| 5 | 4th Oct. .. | British brig "Kistnamurthy." Tindal, Pesing Narayanasawmy. | 180 | Whilst on her way from Masulipatam to Calcutta the vessel encountered bad weather and sprang a leak and foundered in lat. 17°. 13' long. 84°. No lives lost. Total loss to the vessel Rs. 5,000. | |
| | | (*Stranding.*) | | | |
| 6 | 27th „ .. | British boat No. 1 of Nagore. Tindal, Subramaniyapadyachi. | .. | While crossing the Coleroon bar the boat struck aground and sank. Loss to the boat Rs. 100 and to cargo Rs. 19½. | |
| | | (*Foundering.*) | | | |
| 7 | 28th „ .. | British muchwa "Ramprasad." Tindal, Jacoo Madavu. | 62 | While leaving Calicut the muchwa struck on a patch of rock near Kalai river bar and foundered. No lives lost. Total loss to vessel Rs. 2,500 and to cargo Rs. 320. | |
| | | (*Stranding.*) | | | |
| 8 | 12th Nov. .. | British padow "Rooparell." Tindal, Jeeva Pola. | 50 | While shifting berth in the inner harbour of Cochin the vessel drifted ashore through a sudden shift of wind. Partial loss to vessel Rs. 15 and to cargo Rs. 110. | |
| | | (*Collision.*) | | | |
| 9 | 19th „ .. | British S.S. "Nawab." Master, W. S. Corran. | 2,041 | Collided with the barque "Amanath Rahiman" in the vicinity of Pigeon Island while on a voyage from Bombay to Colombo which resulted in the sinking and total loss of the barque. Three men of the barque were drowned. Total loss to the barque Rs. 50,000 and to cargo Rs. 15,000. No damage to the steamer. | Court of Inquiry held at Calcutta on the 17th January 1898 and cause of collision attributed to the lights of the barque not being in good position and being defective in illuminating power. |
| | | (*Stranding.*) | | | |
| 10 | 4th Dec. .. | Schooner "Anantha Pooranay." Tindal, S. Muruga Pillay. | 87 | Grounded on a shoal in the inner harbour of Tuticorin. No loss to the vessel or cargo. | |
| | | (*Stranding.*) | | | |
| 11 | 24th „ .. | British Pattr. "Yeshvanty." Tindal, Madoo Ittoo. | 72 | While coming into the anchorage the vessel grounded on the sand at the northern entrance of the Cochin harbour. | |
| | | (*Miscellaneous.*) | | | |
| 12 | 26th „ .. | Fattemari "Sawai Yeshwanti." Tindal, Pandoo Ganoo. | 152 | Sprung a leak and capsized off the mouth of the Kottakal river. Total loss to the fattemar Rs. 12,000. | |

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

| Date. | Name of vessel. | Tonnage. | Summary of particulars furnished by the reporting officer. | Finding of the Court of Inquiry. |
|---|---|---|---|---|
| | (*Foundering.*) | | | |
| 13 26th ,, .. | Barque "Mohideen Bux." Master, ——. | 377 | While on her voyage from Moulmein to Tondi the barque encountered a cyclonic storm and foundered in lat. 13½ N. long. 80¾ E.; 26 men were lost. Total loss to the barque Rs. 18,000 and to cargo Rs. 6,000. | |
| | (*Stranding.*) | | | |
| 14 1898. 10th Jan. .. | Boat "Mohidin Bux." Tindal, Sadakvappa. | 18 | Grounded off Vatta Par in the inner harbour of Tuticorin. Partial loss to the vessel Rs. 200 and to cargo Rs. 45. | |
| | (*Stranding.*) | | | |
| 15 2nd Feb. .. | Pattimar "Alimadath." Master, Hammabba. | 27 | While on her way from Cochin to Cannanore, the vessel ran upon a sand bank Ponnani. Partial loss to vessel Rs. 150 and to cargo Rs. 120. | |
| | (*Foundering.*) | | | |
| 16 23rd ,, .. | Muchwa "Sarasputhy." Master, Thuckaram. | 16 | While on her way to Cochin, the vessel collided with the S.S. "Bhundara" near Ponnani, sprang a leak and foundered. Total loss to the muchwa Rs. 700. No lives lost. | |

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ABSTRACT.

| Year. | Number of casualties. | | | | | Number of lives lost. |
|---|---|---|---|---|---|---|
| | Strandings. | Foundrings. | Collisions. | Miscellaneous. | Total. | |
| 1896-97 .. .. | 7 | 5 | 1 | 4 | 17 | 22 |
| 1897-98 .. .. | 7 | 5 | 2 | 3 | 16 | 29 |
| Increase .. | .. | .. | 1 | .. | .. | 7 |
| Decrease .. | .. | .. | .. | 2 | 1 | .. |



APPENDIX B.

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

| Districts. | British vessels. Coasting steamers. Arrived. In ballast. Vessels. | Tonnage. | Port dues. | With cargo. Vessels. | Tonnage. | Port dues. | With passengers. Vessels. | Tonnage. | Port dues. | Total. Vessels. | Tonnage. | Port dues. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| | | | RS. A. P. | | | RS. A. P. | | | RS. A. P. | | | RS. A. P. |
| *Eastern Group.* | | | | | | | | | | | | |
| Ganjám .. .. .. | .. | .. | .. | 136 | 191,780 | 7,156 11 0 | 113 | 157,613 | 3,056 6 3 | 249 | 349,393 | 10,213 1 3 |
| Vizagapatam .. .. .. | .. | .. | .. | 272 | 414,701 | 7,886 13 0 | 98 | 133,782 | 1,776 6 0 | 370 | 548,483 | 9,663 3 0 |
| Gódávari .. .. .. | 2 | 2,804 | 288 4 6 | 59 | 101,932 | 4,732 11 0 | 187 | 285,401 | 6,496 14 0 | 248 | 390,137 | 11,517 13 6 |
| Kistna .. .. .. | 4 | 5,946 | .. | 31 | 42,574 | 1,046 10 0 | 94 | 130,396 | 3,342 6 0 | 129 | 178,916 | 4,389 0 0 |
| Nellore .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Chingleput .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| South Arcot .. .. .. | .. | .. | .. | 176 | 313,077 | 9,722 4 0 | 11 | 20,837 | 868 13 0 | 187 | 333,914 | 10,591 1 0 |
| Tanjore .. .. .. | 6 | 4,828 | 163 5 9 | 174 | 239,442 | 8,748 12 9 | 111 | 145,076 | 10,499 10 0 | 291 | 389,346 | 19,411 12 6 |
| Madura .. .. .. | 40 | 17,037 | .. | 56 | 22,202 | 464 10 0 | 144 | 52,552 | 1,526 4 0 | 240 | 91,791 | 1,990 14 0 |
| Tinnevelly .. .. .. | .. | .. | .. | 423 | 301,988 | 20,812 6 0 | .. | .. | .. | 423 | 301,988 | 20,812 6 0 |
| Total .. | 52 | 30,615 | 451 10 3 | 1,327 | 1,627,696 | 60,570 13 9 | 758 | 925,657 | 27,566 11 3 | 2,137 | 2,583,968 | 88,589 3 3 |
| *Western Group.* | | | | | | | | | | | | |
| Malabar .. .. .. | 2 | 4,582 | .. | 437 | 805,246 | 46,234 1 0 | 100 | 208,496 | 6,418 6 0 | 539 | 1,018,324 | 52,652 7 0 |
| South Canara .. .. | 13 | 146 | .. | 9 | 14,171 | 747 15 0 | 414 | 273,204 | 3,601 11 0 | 436 | 287,521 | 4,349 10 0 |
| Total .. | 15 | 4,728 | .. | 446 | 819,417 | 46,982 0 0 | 514 | 481,700 | 10,020 1 0 | 975 | 1,305,845 | 57,002 1 0 |
| Madras .. .. .. | 4 | 6,708 | 466 12 1 | 308 | 537,790 | 31,812 6 0 | .. | .. | .. | 312 | 544,498 | 32,279 2 1 |
| Grand Total .. | 71 | 42,051 | 918 6 4 | 2,081 | 2,984,903 | 1,39,365 3 9 | 1,272 | 1,407,357 | 37,586 12 3 | 3,424 | 4,434,311 | 1,77,870 6 4 |

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





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

## APPENDIX B—*cont.*

| Districts. | British vessels—*cont.* | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Other vessels (excluding coasting steamers)—*cont.* | | | | | | | | | | | |
| | Left. | | | | | | | | | | | |
| | In ballast. | | | With cargo. | | | With passengers. | | | Total. | | |
| | Vessels. | Tonnage. | Port dues. | Vessels. | Tonnage. | Port dues. | Vessels. | Tonnage. | Port dues. | Vessels. | Tonnage. | Port dues. |
| | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 |
| *Eastern Group.* | | | | | | | | | | | | |
| Ganjám | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Vizagapatam | 2 | 4,434 | .. | 73 | 127,742 | .. | .. | .. | .. | 75 | 132,176 | .. |
| Gódávari | 2 | 4,750 | .. | 38 | 65,207 | .. | 1 | 458 | .. | 41 | 70,415 | .. |
| Kistna | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Nellore | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Chingleput | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| South Arcot | .. | .. | .. | 1 | 1,662 | .. | 33 | 63,788 | .. | 34 | 65,450 | .. |
| Tanjore | .. | .. | .. | 3 | 3,207 | .. | 59 | 105,866 | .. | 62 | 109,073 | .. |
| Madura | 21 | 4,383 | .. | 1 | 112 | .. | 3 | 359 | .. | 25 | 4,854 | .. |
| Tinnevelly | 9 | 13,517 | .. | 20 | 29,528 | .. | .. | .. | .. | 29 | 43,045 | .. |
| Total .. | 34 | 27,084 | .. | 136 | 227,458 | .. | 96 | 170,471 | .. | 266 | 425,013 | .. |
| *Western Group.* | | | | | | | | | | | | |
| Malabar | 2 | 382 | .. | 47 | 68,422 | .. | 13 | 15,317 | .. | 62 | 84,121 | .. |
| South Canara | .. | .. | .. | 10 | 10,647 | .. | 2 | 372 | .. | 12 | 11,019 | .. |
| Total .. | 2 | 382 | .. | 57 | 79,069 | .. | 15 | 15,689 | .. | 74 | 95,140 | .. |
| Madras | 40 | 87,858 | .. | 165 | 373,598 | .. | .. | .. | .. | 205 | 461,456 | .. |
| Grand Total .. | 76 | 115,324 | .. | 358 | 680,125 | .. | 111 | 186,160 | .. | 545 | 981,609 | .. |

## APPENDIX B—*cont.*

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

APPENDIX B—*cont.*

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



APPENDIX B—*cont.*

| Districts. | Native craft. — Arrived. | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | In ballast. | | | With cargo. | | | With passengers. | | | Total. | | |
| | Vessels. | Tonnage. | Port dues. | Vessels. | Tonnage. | Port dues. | Vessels. | Tonnage. | Port dues. | Vessels. | Tonnage. | Port dues. |
| | 74 | 75 | 76 | 77 | 78 | 79 | 80 | 81 | 82 | 83 | 84 | 85 |
| *Eastern Group.* | | | Rs. A. P. | | | Rs. A. P. | | | Rs. A. P. | | | Rs. A. P. |
| Ganjám | .. | .. | 1 | 198 | 9 4 6 | 7 | 1,003 | 87 13 6 | .. | .. | .. | 8 | 1,201 | 97 2 0 |
| Vizagapatam | .. | .. | .. | .. | .. | 5 | 724 | 72 8 3 | .. | .. | .. | 5 | 724 | 72 8 3 |
| Gódávari | .. | .. | 23 | 2,571 | 160 10 4 | 31 | 4,387 | 358 4 0 | 4 | 614 | 55 13 6 | 58 | 7,572 | 574 11 10 |
| Kistna | .. | .. | 281 | 13,505 | 531 9 3 | 269 | 6,073 | 217 12 9 | .. | .. | .. | 550 | 19,578 | 749 6 0 |
| Nellore | .. | .. | 5 | 427 | 20 12 10 | 8 | 642 | 33 10 6 | .. | .. | .. | 13 | 1,069 | 54 7 4 |
| Chingleput | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| South Arcot | .. | .. | 78 | 6,707 | 216 13 8 | 33 | 4,055 | 230 8 6 | 82 | 7,501 | 413 2 11 | 193 | 18,263 | 860 9 1 |
| Tanjore | .. | .. | 277 | 20,797 | 926 14 5 | 377 | 34,653 | 2,209 8 10 | 425 | 27,742 | 1,188 10 10 | 1,079 | 83,192 | 4,325 2 1 |
| Madura | .. | .. | 1,244 | 34,452 | 920 2 9 | 900 | 22,023 | 1,176 11 8 | 1,037 | 15,758 | 325 10 5 | 3,181 | 72,233 | 2,422 8 10 |
| Tinnevelly | .. | .. | 442 | 13,244 | 372 9 2 | 1,562 | 57,834 | 1,620 15 4 | 141 | 4,040 | 81 3 5 | 2,145 | 75,118 | 2,074 11 11 |
| Total | .. | 2,851 | 91,901 | 3,158 12 11 | 3,192 | 131,394 | 6,007 13 4 | 1,689 | 55,655 | 2,064 9 1 | 7,232 | 278,950 | 11,231 3 4 | |
| *Western Group.* | | | | | | | | | | | | |
| Malabar | .. | .. | 1,854 | 74,799 | 2,615 15 6 | 5,365 | 188,174 | 7,981 7 0 | 277 | 15,456 | 568 13 0 | 7,496 | 278,429 | 11,166 3 6 |
| South Canara | .. | .. | 1,279 | 22,601 | 435 9 10 | 2,301 | 48,753 | 1,597 13 9 | 579 | 11,269 | 175 2 3 | 4,159 | 82,623 | 2,208 9 10 |
| Total | .. | 3,133 | 97,400 | 3,051 9 4 | 7,666 | 236,927 | 9,579 4 9 | 856 | 26,725 | 743 15 3 | 11,655 | 361,052 | 13,374 13 4 | |
| Madras | .. | .. | .. | 6 | 583 | 41 0 0 | 92 | 11,165 | 676 14 10 | .. | .. | .. | 98 | 11,748 | 717 14 10 |
| Grand Total | .. | 5,490 | 189,884 | 6,251 6 3 | 10,950 | 379,486 | 16,264 0 11 | 2,545 | 82,380 | 2,808 8 4 | 18,985 | 651,750 | 25,323 15 6 | |

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





| Districts. | Total. — Arrived. — In ballast. Vessels. | In ballast. Tonnage. | In ballast. Port dues. | With cargo. Vessels. | With cargo. Tonnage. | With cargo. Port dues. | With passengers. Vessels. | With passengers. Tonnage. | With passengers. Port dues. | Total. Vessels. | Total. Tonnage. | Total. Port dues. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 98 | 99 | 100 | 101 | 102 | 103 | 104 | 105 | 106 | 107 | 108 | 109 |
| *Eastern Group.* | | | Rs. A. P. | | | Rs. A. P. | | | Rs. A. P. | | | Rs. A. P. |
| Ganjám | 1 | 193 | 9 4 6 | 143 | 192,783 | 7,244 8 6 | 113 | 157,613 | 3,056 6 3 | 257 | 350,594 | 10,310 3 3 |
| Vizagapatam | 49 | 85,613 | 11,418 2 3 | 301 | 458 921 | 13,552 2 9 | 100 | 136,928 | 2,366 4 0 | 450 | 681,462 | 27,336 9 0 |
| Gódávari | 36 | 24,030 | 2,315 9 4 | 119 | 156,948 | 10,761 11 0 | 192 | 286,473 | 6,638 9 6 | 347 | 467,451 | 19,715 13 10 |
| Kistna | 285 | 19,451 | 531 9 3 | 300 | 48,647 | 1,264 6 9 | 94 | 130,396 | 3,342 6 0 | 679 | 198,494 | 5,138 6 0 |
| Nellore | 5 | 427 | 20 12 10 | 8 | 642 | 33 10 6 | .. | .. | .. | 13 | 1,069 | 54 7 4 |
| Chingleput | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| South Arcot | 78 | 6,707 | 216 13 8 | 222 | 328,428 | 10,338 1 6 | 117 | 74,375 | 2,036 6 5 | 417 | 409,510 | 12,591 5 7 |
| Tanjore | 283 | 25,625 | 1,090 4 2 | 562 | 291,711 | 12,500 8 7 | 589 | 267,876 | 16,598 5 10 | 1,434 | 585,212 | 30,189 2 7 |
| Madura | 1,284 | 51,489 | 920 2 9 | 977 | 48,334 | 1,975 12 7 | 1,184 | 68,582 | 1,877 6 5 | 3,445 | 168,405 | 4,773 5 9 |
| Tinnevelly | 448 | 19,069 | 1,048 8 11 | 2,020 | 4,21,306 | 33,520 12 4 | 141 | 4,040 | 81 3 5 | 2,609 | 444,415 | 34,650 8 8 |
| Total | 2,469 | 232,609 | 17,571 3 8 | 4,652 | 1,947,720 | 91,191 10 6 | 2,530 | 1,126,283 | 35,996 15 10 | 9,651 | 3,306,612 | 1,44,759 14 0 |
| *Western Group.* | | | | | | | | | | | | |
| Malabar | 1,909 | 85,772 | 2,988 0 4 | 5,977 | 1,100,220 | 61,189 6 3 | 407 | 266,909 | 10,209 10 3 | 8,293 | 1,452,901 | 74,387 0 10 |
| South Canara | 1,488 | 27,077 | 763 8 3 | 2,537 | 79,188 | 3,140 3 9 | 1,010 | 288,661 | 4,153 2 3 | 5,035 | 394,926 | 8,056 14 3 |
| Total | 3,397 | 112,849 | 3,751 8 7 | 8,514 | 1,179,408 | 64,329 10 0 | 1,417 | 555,570 | 14,362 12 6 | 13,328 | 1,847,827 | 82,443 15 1 |
| Madras | 12 | 9,635 | 650 0 6 | 699 | 1,149,262 | 1,08,845 0 4 | .. | .. | .. | 711 | 1,158,897 | 1,09,495 0 10 |
| Grand Total | 5,878 | 355,093 | 21,972 12 9 | 13,865 | 4,276,390 | 2,64,366 4 10 | 3,947 | 1,681,853 | 50,359 12 4 | 23,690 | 6,313,336 | 3,36,698 13 11 |

## APPENDIX B—*cont.*

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

## Abstract of Appendix B.

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

## APPENDIX C.

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

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

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## APPENDIX C—*cont.*

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

| Groups. | Transactions during 1897-98—*cont.* | | | | | Balance on 31st March 1898. | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Charges. | | | | Difference between receipts and charges (9) — (13). | Cash. | Government securities. | Loans, *i.e.*, sums lent +, sums borrowed —. | Total (5) + (14). |
| | Cash. | Government securities. | Loans and contributions. | Total. | | | | | |
| | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 |
| ACT X OF 1889. | RS. A. P. | RS. | RS. A. P. | RS. A. P. | RS. A. P. | RS. A. P. | RS. | RS. | RS. A. P. |
| *Port Funds.* | | | | | | | | | |
| Eastern group | 2,14,586 4 0 | .. | .. | 2,14,586 4 0 | — 18,152 9 4 | 26,529 5 5 | 2,01,000 | .. | 2,27,529 5 5 |
| Western group | 76,845 1 7 | .. | 13 15 7 | 76,859 1 2 | 38,914 5 0 | 87,614 14 7 | 2,96,000 | + 16,500 | 3,99,514 14 7 |
| Madras | 76,626 13 3 | .. | 86,917 4 7 | 1,63,544 1 10 | 42,006 9 8<br>50,000 0 0<br>— 86,917 4 7 | 42,006 9 8 | 50,000 | .. | 92,006 9 8 |
| Total | 3,68,058 2 10 | .. | 86,931 4 2 | 4,54,989 7 0 | 25,851 0 9 | 1,55,550 13 8 | 5,47,000 | + 16,500 | 7,19,050 13 8 |
| *Pilotage Funds.* | | | | | | | | | |
| Madras | 40,538 3 10 | 50,000 | .. | 90,538 3 10 | — 10,762 8 2<br>— 50,000 0 0<br>+ 4,299 8 3 | — 10,762 8 2 | .. | .. | — 10,762 8 2 |
| Pámban and Kilakarai | 2,157 3 7 | .. | 15,742 13 0 | 17,900 0 7 | + 9,420 10 4<br>— 15,742 13 0 | 9,420 10 4 | .. | .. | 9,420 10 4 |
| Cochin | 2,167 10 0 | 12,000 | 2,930 15 0 | 17,098 9 0 | — 528 6 5<br>— 12,000 0 0<br>— 2,930 15 0 | — 528 6 5 | .. | .. | — 528 6 5 |
| Mangalore | 295 8 0 | .. | .. | 295 8 0 | + 0 8 0<br>+ 13 15 7 | 0 8 0 | .. | .. | 0 8 0 |
| Total | 45,158 9 5 | 62,000 | 18,673 12 0 | 1,25,832 5 5 | — 78,230 0 5 | — 1,869 12 3 | .. | .. | — 1,869 12 3 |
| ACT III OF 1885. | | | | | | | | | |
| *Landing and Shipping Dues.* | | | | | | | | | |
| Vizagapatam | 1,790 0 1 | .. | .. | 1,790 0 1 | 12,085 14 7 | 28,302 1 4 | .. | .. | 28,302 1 4 |
| Cocanada | 26,418 10 10 | .. | .. | 26,418 10 10 | 13,419 4 0 | 33,121 14 7 | .. | — 16,500 | 16,624 14 7 |
| Masulipatam | 440 7 6 | .. | .. | 440 7 6 | 2,442 12 1 | 6,118 3 8 | 5,000 | .. | 11,118 3 8 |
| Negapatam | 11,686 0 8 | .. | .. | 11,686 0 8 | 2,765 7 2 | 39,168 11 7 | .. | .. | 39,168 11 7 |
| Mangalore | 719 12 0 | .. | .. | 719 12 0 | 7,639 10 3 | 39,529 13 8 | .. | .. | 39,529 13 8 |
| Total | 41,054 15 1 | .. | .. | 41,054 15 1 | 38,353 0 1 | 1,46,243 12 10 | 5,000 | — 16,500 | 1,34,743 12 10 |
| ACTS V OF 1863 AND VII OF 1871. | | | | | | | | | |
| *Pier Dues.* | | | | | | | | | |
| Gopalpur | 76 1 0 | .. | .. | 76 1 0 | — 61 1 0 | — 61 1 0 | .. | .. | — 61 1 0 |
| Tuticorin | 570 14 7 | .. | .. | 570 14 7 | 20,900 5 9 | 20,900 5 9 | .. | .. | 20,900 5 9 |
| Calicut | 6,356 12 2 | .. | .. | 6,356 12 2 | — 2,351 6 7 | — 2,351 6 7 | .. | .. | — 2,351 6 7 |
| Total | 7,003 11 9 | .. | .. | 7,003 11 9 | 18,487 14 2 | 18,487 14 2 | .. | .. | 18,487 14 2 |
| Grand Total, Acts X of 1889, III of 1885 and V of 1863 and VII of 1871 | 4,61,275 7 1 | 62,000 | 1,05,605 0 2 | 6,28,880 7 3 | 4,461 14 7 | 3,18,412 12 5 | 5,52,000 | .. | 8,70,412 12 5 |

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## APPENDIX C (i).

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

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

## APPENDIX C (ii).

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

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

## APPENDIX C. (iii).

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

| Districts. | Receipts. | | | Charges. | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | Survey and Registration of vessels. | Sale of surplus stores. | Total. | Officers of the Administrative Department. | Presidency Port office establishment. | Contingencies. | Travelling allowances of officers of the Administrative Department. | Leave allowance of Port Officers. | Miscellaneous. | Pensions and Gratuities. | Total. |
| | | RS. A. P. | RS. A. P. | RS. A. P. | RS. A. P. | RS. A. P. | RS. A. P. | .. | RS. A. P. | RS. A. P. | RS. A. P. |
| Ganjám .. .. | .. | .. | .. | .. | .. | .. | .. | .. | 165 3 10 | .. | 165 3 10 |
| Vizagapatam .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 42 0 0 | 42 0 0 |
| Gódávari .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 715 0 0 | 715 0 0 |
| Kistna .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 280 0 0 | 280 0 0 |
| Nellore .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Chingleput .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Madras { General charges. / Presidency Port Office. | .. | 15 8 7 | 15 8 7 | 21,880 9 10 | 11,233 5 2 / *1075 3 1 | 1,692 5 2 | 1,439 13 0 | .. | 12,697 4 4 | 15,328 11 5 | 15,328 11 5 |
| South Arcot .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 50,018 8 7 |
| Tanjore .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 40 8 5 | 40 8 5 |
| Madura .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 96 0 0 | 96 0 0 |
| Tinnevelly .. .. | .. | .. | .. | 107 15 6 | .. | .. | 200 0 0 | .. | 939 10 11 | 39 0 0 | 1,286 10 5 |
| Malabar .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 27 6 9 | 27 6 9 |
| South Canara .. .. | .. | .. | .. | .. | †300 0 0 | .. | 53 4 0 | .. | .. | 1,491 11 5 | 1,814 15 5 |
| | .. | .. | .. | .. | .. | .. | .. | .. | .. | 82 1 9 | 82 1 9 |
| Total .. | .. | 15 8 7 | 15 8 7 | 21,988 9 4 | 12,608 8 3 | 1,692 5 2 | 1,693 1 0 | .. | ‡13,802 3 1 | 18,142 7 9 | 69,927 2 7 |

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

† Pay of Lighthouse Inspector, West Coast Division.

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

| | RS. A. P. |
|---|---|
| Printing and binding .. .. .. .. .. .. .. .. .. | 768 13 9 |
| Stationery .. .. .. .. .. .. .. .. .. | 910 1 4 |
| Rent of Telephone line .. .. .. .. .. .. .. .. .. | 154 14 4 |
| Books and periodicals received from England for the Port Department .. .. .. | 530 15 11 |
| Share of Municipal assessment on Port Office building occupied by the Presidency Port Office .. | 460 5 4 |
| Charges incurred on account of Dredger "Wenlock" .. .. .. .. .. | 10,947 0 5 |
| Total .. | 13,802 3 1 |

## APPENDIX C. (iv).

STATEMENT of Fees received and paid during 1897-98.

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

## APPENDIX C. (v).

STATEMENT showing Receipts and Charges of the Marine Funds of the Madras Presidency for 1897-98.

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

## APPENDIX D.

STATEMENT showing the number of officers and men employed otherwise than in Government vessels in the Port Department under the Government of Madras, during the official year 1897-98.

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



## APPENDIX E.

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

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

## APPENDIX F.

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

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

## APPENDIX G.

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

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

## APPENDIX H.

PARTICULARS of changes in the Gazetted Official Staff of the Madras Port Department by absence on leave, deputation, &c., in the official year 1897-98.

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





## APPENDIX I.

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

| Names of ports. | Ports within the Presidency. | | | | Ports beyond the Presidency but within British India. | | | | Ports in Burma. | | | | Other Ports. | | | | Grand Total. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Adults. | | Children under 12. | Total. | Adults. | | Children under 12. | Total. | Adults. | | Children under 12. | Total. | Adults. | | Children under 12. | Total. | |
| | Males. | Females. | | | Males. | Females. | | | Males. | Females. | | | Males. | Females. | | | |
| | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 |
| Gopalpur .. .. | 126 | 36 | 25 | 187 | 908 | 670 | 526 | 2,104 | 3,338 | 9 | 140 | 3,487 | .. | .. | .. | .. | 5,778 |
| Barava .. .. | .. | .. | .. | .. | .. | .. | .. | .. | 4,833 | 40 | 267 | 5,140 | .. | .. | .. | .. | 5,140 |
| Calingapatam .. | 59 | 23 | 21 | 103 | 1 | .. | .. | 1 | 5,701 | 100 | 498 | 6,299 | .. | .. | .. | .. | 6,403 |
| Bimlipatam .. | 16 | 2 | 1 | 19 | 12 | .. | 1 | 13 | 1,773 | 115 | 106 | 1,994 | .. | .. | .. | .. | 2,014 |
| Vizagapatam .. | 460 | 190 | 148 | 788 | 28 | .. | .. | 28 | 6,511 | 270 | 385 | 7,166 | 27 | 6 | 5 | 38 | 7,969 |
| Coconada .. .. | 726 | 247 | 63 | 1,026 | .. | .. | .. | .. | 9,517 | 375 | 476 | 10,368 | .. | .. | .. | .. | 11,470 |
| Masulipatam .. | 352 | 70 | 24 | 446 | .. | .. | .. | .. | 250 | 27 | 24 | 301 | .. | .. | .. | .. | 747 |
| Cuddalore .. .. | 1 | .. | .. | 1 | .. | .. | .. | .. | 762 | 22 | 23 | 807 | .. | .. | .. | .. | 886 |
| Porto Novo .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 411 |
| Tirumalavasal .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 116 |
| Tranquebar .. .. | .. | 23 | 2 | 28 | .. | .. | .. | .. | 15,816 | 1,467 | 1,255 | 18,538 | 126 | 27 | 10 | 163 | 178 |
| Negapatam .. .. | 4,170 | 726 | 373 | 5,269 | 2,730 | 556 | 271 | 3,557 | .. | .. | .. | .. | .. | .. | .. | .. | 38,073 |
| Topputurai .. .. | 187 | 36 | 36 | 259 | 44 | 9 | 3 | 56 | .. | .. | .. | .. | .. | .. | .. | .. | 2,845 |
| Muttupet .. .. | 41 | 9 | 3 | 53 | 9 | 6 | .. | 15 | .. | .. | .. | .. | .. | .. | .. | .. | 7 |
| Adirampatnam .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 36 |
| Ammapatnam .. | .. | 7 | .. | 7 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 51 |
| Kottaipatnam .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 95 |
| Karikal .. .. | 53 | 12 | .. | 65 | 164 | .. | .. | 164 | .. | .. | .. | .. | .. | .. | .. | .. | 2,122 |
| Pámban .. .. | 8,985 | 3,928 | 2,049 | 14,962 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 42,918 |
| Rámnád .. .. | 539 | 97 | 27 | 663 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 786 |
| Devipatam .. .. | 6,720 | 4,061 | 631 | 11,412 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 11,623 |
| Tondi .. .. | 121 | 8 | 2 | 131 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 22,144 |
| Tuticorin .. .. | 730 | 48 | 6 | 784 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 113,308 |
| Kulasekarapatnam | 329 | 60 | 12 | 401 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 401 |
| Kayalpatnam .. | 305 | 26 | 18 | 349 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 319 |
| Cochin .. .. | 264 | 20 | 12 | 296 | 118 | 32 | .. | 150 | .. | .. | .. | .. | .. | .. | .. | .. | 524 |
| Ponnani .. .. | 10 | .. | .. | 10 | 2 | .. | .. | 2 | 172 | 2 | .. | 174 | .. | .. | .. | .. | 12 |
| Calicut .. .. | 695 | 43 | .. | 738 | 990 | 35 | .. | 1,025 | 1,083 | .. | .. | 1,083 | .. | .. | .. | .. | 2,034 |
| Quilandy .. .. | 1 | .. | .. | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 |
| Badagara .. .. | 11 | .. | .. | 11 | 10 | .. | .. | 10 | 10 | .. | .. | 10 | .. | .. | .. | .. | 22 |
| Kadlai .. .. | 9 | 2 | .. | 11 | 12 | .. | .. | 12 | .. | .. | .. | .. | .. | .. | .. | .. | 12 |
| Tellicherry .. .. | 280 | 29 | 14 | 323 | 46 | 49 | 10 | 105 | 65 | .. | .. | 65 | .. | .. | .. | .. | 391 |
| Cannanore .. .. | 187 | 36 | 15 | 238 | 49 | 6 | 3 | 58 | .. | .. | .. | .. | .. | .. | .. | .. | 296 |
| Mangalore .. .. | 4,170 | 726 | 373 | 5,269 | 2,730 | 556 | 271 | 3,557 | .. | .. | .. | .. | .. | .. | .. | .. | 9,265 |
| Manjeshwar .. | 41 | 3 | 3 | 47 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 44 |
| Kumbla .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 9 |
| Kasaragod .. .. | 139 | 12 | .. | 151 | 164 | .. | .. | 164 | .. | .. | .. | .. | .. | .. | .. | .. | 160 |
| Mulki .. .. | 1,309 | 230 | 143 | 1,682 | 784 | 107 | 32 | 923 | .. | .. | .. | .. | .. | .. | .. | .. | 8 |
| Malpe .. .. | 145 | 17 | 13 | 175 | 205 | 7 | 6 | 218 | .. | .. | .. | .. | .. | .. | .. | .. | 2,504 |
| Hangarkotta .. | 818 | 169 | 129 | 1,116 | 634 | 104 | 48 | 786 | .. | .. | .. | .. | .. | .. | .. | .. | 602 |
| Coondapoor .. | 20 | .. | .. | 20 | 4 | .. | .. | 4 | .. | .. | .. | .. | .. | .. | .. | .. | 2,036 |
| Baindur .. .. | 207 | 31 | .. | 238 | 1,126 | 76 | 33 | 1,235 | 9,958 | 1,641 | 1,026 | 12,625 | 155 | 109 | 134 | 398 | 24 |
| Madras .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 4,012 | 3,325 | 1,041 | 8,378 | 18,676 |
| Total .. | 27,738 | 10,113 | 4,782 | 42,633 | 7,649 | 1,603 | 1,009 | 10,261 | 58,464 | 4,069 | 4,197 | 66,730 | 4,277 | 1,187 | 765 | 6,229 | 312,690 |

Grand Total ... { 1897-98 ... 312,690 / 1896-97 ... 279,492 }

Increase ... 33,198

## APPENDIX I—*cont.*

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

| Names of ports. | Ports arrived from. Ports within the Presidency. 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. | Ports beyond the Presidency but within British India. 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 .. | 17 | 1 | 3 | 21 | 86 | 8 | 4 | 98 | 1,081 | 6 | 33 | 1,120 | 6 | 4 | .. | 10 | .. | .. | .. | .. | .. | .. | .. | .. | 129 |
| Barava .. | .. | .. | .. | .. | .. | .. | .. | .. | 3,298 | 38 | 103 | 3,439 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1,120 |
| Calingapatam .. | .. | 2 | 2 | 4 | 2 | .. | .. | 2 | 3,298 | 129 | 167 | 7,289 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 3,443 |
| Bimlipatam .. | 16 | 3 | 1 | 20 | 4 | .. | .. | 4 | 7,013 | 55 | 144 | 4,963 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 7,323 |
| Vizagapatam .. | 173 | 31 | 24 | 228 | 121 | 4 | .. | 125 | 4,764 | 256 | 134 | 9,683 | .. | .. | .. | .. | .. | .. | .. | .. | 5 | .. | .. | 5 | 5,316 |
| Cocanada .. | 180 | 22 | 16 | 218 | 35 | .. | 2 | 35 | 9,298 | 13 | 6 | 198 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 9,546 |
| Masulipatam .. | 249 | 53 | 27 | 329 | 5 | 3 | .. | 10 | 179 | 1 | 3 | 22 | 8 | 3 | 10 | 11 | 28 | .. | 2 | 30 | .. | .. | .. | .. | 537 |
| Cuddalore .. | 1 | .. | .. | 1 | 7 | 2 | .. | 9 | 18 | .. | .. | .. | 94 | 37 | 10 | 141 | 168 | .. | 2 | 170 | .. | .. | .. | .. | 73 |
| Porto Novo .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 311 |
| Tirumalavasal .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 6 |
| Negapatam .. | 6 | 1 | .. | 7 | 6 | .. | .. | 6 | .. | .. | .. | .. | 882 | 57 | 26 | 965 | 12,814 | 979 | 632 | 14,425 | 9 | .. | .. | 9 | 23,115 |
| Velanganni .. | 48 | 1 | .. | 49 | .. | 1 | .. | 1 | 6,794 | 479 | 387 | 7,660 | 3 | .. | .. | 3 | .. | .. | .. | .. | .. | .. | .. | .. | 3 |
| Topputurai .. | .. | .. | .. | .. | 6 | .. | .. | 6 | .. | .. | .. | .. | 2,023 | 268 | 38 | 2,329 | .. | .. | .. | .. | .. | .. | .. | .. | 2,329 |
| Mutupet .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 219 | 7 | 8 | 234 | .. | .. | .. | .. | .. | .. | .. | .. | 236 |
| Adirampatnam .. | 2 | .. | .. | 2 | .. | .. | .. | .. | .. | .. | .. | .. | 431 | 27 | 9 | 467 | .. | .. | .. | .. | .. | .. | .. | .. | 467 |
| Ammapatnam .. | 53 | 20 | 6 | 79 | .. | .. | .. | .. | .. | .. | .. | .. | 321 | 27 | 28 | 376 | .. | .. | .. | .. | .. | .. | .. | .. | 376 |
| Kottaipatnam .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 230 | 11 | 10 | 251 | .. | .. | .. | .. | .. | .. | .. | .. | 251 |
| Karikal .. | 15 | .. | 1 | 15 | .. | .. | .. | .. | .. | .. | .. | .. | 26 | .. | 26 | 26 | 972 | 112 | 86 | 1,170 | .. | .. | .. | .. | 266 |
| Pamban .. | 2 | .. | .. | 3 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1,199 |
| Kilakkarai .. | 5,720 | 2,480 | 142 | 8,342 | .. | .. | .. | .. | .. | .. | .. | .. | 13,516 | 2,487 | 791 | 16,794 | .. | .. | .. | .. | .. | .. | .. | .. | 25,142 |
| Devipatam .. | 2,136 | 1,184 | 12 | 3,332 | .. | .. | .. | .. | .. | .. | .. | .. | 248 | 4 | 20 | 272 | .. | .. | .. | .. | .. | .. | .. | .. | 3,604 |
| Tondi .. | 3,655 | 1,741 | 153 | 5,549 | .. | .. | .. | .. | .. | .. | .. | .. | 166 | 34 | 36 | 236 | .. | .. | .. | .. | .. | .. | .. | .. | 5,785 |
| Tuticorin .. | 306 | 22 | 3 | 331 | .. | .. | .. | .. | .. | .. | .. | .. | 11,683 | 2,060 | 841 | 14,584 | .. | .. | .. | .. | .. | .. | .. | .. | 14,618 |
| Kulasekarapatnam .. | 2,178 | 331 | 65 | 2,574 | .. | .. | .. | .. | .. | .. | .. | .. | 57,907 | 16,502 | 4,235 | 78,744 | .. | .. | .. | .. | .. | .. | .. | .. | 81,329 |
| Kayalpatnam .. | 270 | 54 | 18 | 342 | .. | .. | .. | .. | .. | .. | .. | .. | 764 | 16 | 8 | 278 | .. | .. | .. | .. | .. | .. | .. | .. | 620 |
| Cochin .. | 209 | 46 | 12 | 267 | .. | .. | .. | .. | .. | .. | .. | .. | 11 | .. | 3 | 14 | .. | .. | .. | .. | .. | .. | .. | .. | 281 |
| Tanore .. | 323 | 23 | 7 | 353 | .. | .. | .. | .. | .. | .. | .. | .. | 31 | 3 | 1 | 35 | 58 | .. | 3 | 61 | 18 | 1 | .. | 19 | 669 |
| Calicut .. | 887 | 140 | 62 | 1,089 | .. | .. | .. | .. | .. | .. | .. | .. | 19 | 1 | .. | 20 | .. | .. | .. | .. | 11 | 5 | 8 | 24 | 2 |
| Quilandy .. | 54 | 1 | 1 | 56 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1,679 |
| Badagara .. | 44 | 3 | 1 | 48 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 55 |
| Kallai .. | 26 | 1 | .. | 27 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 61 |
| Tellicherry .. | 405 | 33 | 25 | 463 | .. | .. | .. | .. | .. | .. | .. | .. | 4 | .. | .. | 4 | .. | .. | .. | .. | .. | .. | .. | .. | 27 |
| Cannanore .. | 269 | 20 | 11 | 300 | 27 | 1 | .. | 28 | .. | .. | .. | .. | 1 | .. | .. | 1 | .. | .. | .. | .. | .. | .. | .. | .. | 495 |
| Mangalore .. | 3,345 | 551 | 395 | 4,294 | 36 | 3 | .. | 42 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 218 | 68 | 31 | 342 | 342 |
| Manjeshwar .. | 44 | 2 | .. | 46 | 2,247 | 444 | 310 | 3,001 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 7,658 |
| Kumbla .. | 3 | .. | .. | 3 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 46 |
| Kasaragod .. | 325 | 28 | 3 | 356 | 9 | .. | .. | 9 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 3 |
| Mulki .. | 9 | 3 | 3 | 15 | 559 | 73 | 14 | 646 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 365 |
| Malpe .. | 1,590 | 296 | 151 | 2,037 | 167 | 19 | 8 | 194 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 15 |
| Hangarkkotta .. | 163 | 15 | 16 | 194 | 486 | 96 | 64 | 646 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2,823 |
| Coondapoor .. | 1,076 | 170 | 87 | 1,333 | 6 | .. | .. | 6 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 140 |
| Baindur .. | 6 | .. | 3 | 9 | 1,054 | 196 | 122 | 1,372 | 3,633 | 455 | 373 | 4,461 | 113 | 32 | 11 | 156 | 762 | 89 | 65 | 916 | 1,051 | 423 | 202 | 1,676 | 101 |
| Madras .. | 1,713 | 613 | 372 | 2,698 | 5,384 | 902 | 594 | 6,880 | 36,092 | 1,432 | 1,340 | 38,864 | 88,19 | 21,686 | 6,075 | 115,951 | 14,802 | 1,180 | 790 | 16,772 | 1,638 | 537 | 253 | 2,428 | 112 |
| Total .. | 25,519 | 7,790 | 1,623 | 34,932 | 5,384 | 902 | 594 | 6,880 | 36,092 | 1,432 | 1,340 | 38,864 | 88,19 | 21,686 | 6,075 | 115,951 | 14,802 | 1,180 | 790 | 16,772 | 1,638 | 537 | 253 | 2,428 | 215,827 |

Grand Total { 1897–98 ... ... ... 215,827 / 1896–97 ... ... ... 234,087 } Decrease ... 18,260



## APPENDIX J.

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

| Name of dredger. | Particulars. | Previous two years. 1895–96. | Previous two years. 1896–97. | 1897–98. |
|---|---|---|---|---|
| Friesman's Dredger. | (*a*) Days working .. .. .. .. | 183 | 222 | 202 |
| | (*b*) Hours dredging .. .. .. .. | 1,630 | 1,998 | 1,817 |
| | (*c*) Barges / Boats — loaded, giving number of tons each barge / boat will hold. | 992 of 59⅜ tons and 167 of 29 7/10 tons. | 925 of 59⅜ tons and 134 of 29 7/10 tons. | 940 of 59⅜ tons and 384 of 29 7/10 tons. |
| | (*d*) Tons dredged .. .. .. .. | 63,883·6 | 61,045 | 67,235 3/10 |
| | (*e*) Cubic yards dredged .. .. .. | 47,322 | 45,219 | 49,998 |
| | (*f*) Average outturn per day .. .. Tons. | 349·08 | 274·9 | 332·7 |
| | (*g*) Working expenses per ton .. .. | As. 1–2 | As. 1–5 | As. 1–11 |
| Dredger *Connemara.* | (*a*) Days working .. .. .. .. | 241 | 231 | 188 |
| | (*b*) Hours dredging .. .. .. .. | 2,193 | 2,079 | 1,683 |
| | (*c*) Barges / Boats — loaded, giving number of tons each barge / boat will hold. | 1,164 of 59⅜ tons and 398 of 29 7/10 tons. | 973 of 59⅜ tons and 161 of 29 7/10 tons. | 800 of 59⅜ tons and 259 of 29 7/10 tons. |
| | (*d*) Tons dredged .. .. .. .. | 80,961·7 | 62,965 | 56,029⅜ |
| | (*e*) Cubic yards dredged .. .. .. | 59,972 | 46,641 | 41,504 |
| | (*f*) Average outturn per day .. .. Tons. | 331·4 | 272·5 | 292·7 |
| | (*g*) Working expenses per ton .. .. | As. 1–1 | As. 1–6 | As. 1–11 |

## APPENDIX J (i).

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

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

## APPENDIX J (ii).

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

| Name of dredger. | Particulars. | Previous two years. 1895–96. | Previous two years. 1896–97. | 1897–98. |
|---|---|---|---|---|
| Bucket dredger *Hawcock.* | (*a*) Days working .. .. .. .. | .. | 95 | 229 |
| | (*b*) Hours dredging .. .. .. .. | .. | 834½ | 1,835¼ |
| | (*c*) Barges / Boats — loaded, giving number of tons each barge / boat will hold. | .. | 130¾ of 10 tons and 316½ of 14 tons. | 1,019½ of 14 tons and 499 of 16 tons. |
| | (*d*) Tons dredged .. .. .. .. | .. | 5,738½ | 22,257 |
| | (*e*) Cubic yards dredged .. .. .. | .. | 3,672½ | 14,282½ |
| | (*f*) Average outturn per day .. .. Tons. | .. | 60½ | 97 |
| | (*g*) Working expenses per ton .. .. | .. | As. 7–9 | As. 5–10 |

## APPENDIX K.

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

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

## APPENDIX L.

STATEMENT showing the number of cargo and other licensed boats at the principal ports in the Madras Presidency at the end of the official year 1897–98.

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



## APPENDIX M.

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

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

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

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

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

Import (A). | Export (B).

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

*Import.*

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

*Export.*

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

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

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

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

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

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

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

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

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

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



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

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

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

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

MADRAS,
7th September 1898.

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

## APPENDIX A.

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

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

* Including 207 tons of coke.

† Including 110 tons of coke.

## APPENDIX B.

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

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



## APPENDIX C.

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

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

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

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

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

## APPENDIX D.

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

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

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

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

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

# ADMINISTRATION REPORT OF THE DEPUTY CONSERVATOR OF THE PORT OF MADRAS FOR THE YEAR 1897-98.

The number and tonnage of vessels entering and leaving the port of Madras during the year is shown in the following statement and shows increase over the preceding year in tonnage:—

*Vessels entered.*

| | 1896-97. | | 1897-98. | |
|---|---|---|---|---|
| | NO. | TONS. | NO. | TONS. |
| Steam ships, mercantile ... ... ... | 662 | 1,180,664 | 614 | 1,236,600 |
| Sailing „ „ ... ... ... | ... | .. | 1 | 995 |
| „ native crafts ... ... | 104 | 10,633 | 98 | 11,721 |
| Men-of-war, Government ships and transport ... ... ... ... ... | 10 | 25,225 | ... | ... |
| Total ... | 776 | 1,216,522 | 713 | 1,249,316 |

*Vessels left.*

| | NO. | TONS. |
|---|---|---|
| Steam ships, mercantile ... ... ... ... ... | 613 | 1,232,870 |
| Sailing „ „ ... ... ... ... ... | 1 | 995 |
| „ native crafts ... ... ... ... ... ... | 99 | 12,016 |
| Total ... | 713 | 1,245,881 |

Of the above vessels, 295 were foreign * going and 321 coasting.

The revenue amounted to Rs. 1,39,566 against Rs. 1,54,126 for 1896-97 and was obtained from the following sources:—

| | RS. | RS. |
|---|---|---|
| Port Fund ... ... ... ... ... ... | 1,09,495 | |
| Salvage ... ... ... ... ... ... | 704 | |
| Divers' services ... ... ... ... ... ... | 259 | |
| Sale of unserviceable articles ... ... ... | 72 | |
| Hire of port raft ... ... ... ... ... | 272 | |
| Boat licenses ... ... ... ... ... ... | 681 | |
| Shipping office fees and fines ... ... ... ... | 1,114 | |
| Office fees for overtime ... ... ... ... | 1,958 | |
| | | 1,14,555 |
| Pilotage and boat charges connected ... ... ... ... | | 25,011 |
| Total ... | | 1,39,566 |

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

The berths in the harbour have been equal to requirements except upon six occasions, the number of vessels having to wait outside being seven.

* Including { German .. .. .. 33; Austro-Hungarian .. .. 23; French .. .. .. 24; Norwegian .. .. 5 } Total, Foreign .. 85



Large amounts of coal continue to be dropped overboard from coal ships at Nos. 4, 5 and 6 berths, and arrangements are under consideration to dredge out the coal from the above berths.

Out of three horse ships, two discharged their horses by gangway on the north groyne, and the other was not able to do so owing to No. 6 berth having been occupied by the S.S. *Clan Grant* at the time.

The Board have sanctioned the construction of a small jetty from the north groyne to facilitate landing of horses, which it is hoped will soon be in position.

*Moorings.*—All the moorings have been thoroughly overhauled and inspected twice during the year. Three buoys that were found leaky, &c., have been replaced by spare ones.

*Mooring boats.*—Another mooring boat has been provided to supplement the one already in use. They have proved useful and satisfactory, inasmuch as they have saved the undue wear and tear to the Harbour Masters' boats and greatly facilitated the mooring and unmooring of vessels.

*Harbour Masters' Boats.*—They have all been kept in a very good condition, more so since the advent of the second mooring boat. Another boat was also obtained from Calcutta dockyard in January 1898 to replace one which was worn out by age, &c.

*Weather.*—Weather has been fine throughout the year except in November and December when for some four days there was a heavy sea which broke away the revetment to the north in several places and did some slight damage. Storm signals were hoisted on three occasions, but the port was not affected by bad weather.

*Entrance Lights.*—The harbour head entrance lights have given every satisfaction.

*Accidents and Casualties.*—The stern lines of the S.S. *Baron Glamis* parted during a heavy squall on the 20th May 1897.

On the 3rd June 1897, during a heavy squall, the stern lines of the S.S. *Nairung* parted, but no damage ensued.

The S.S. *Eridan*, owing to defective engines, was not able to enter the harbour herself and was towed into it by the British India Steam Ship *Chanda*.

On the 25th November 1897, during a heavy squall with rain and wind, the stern lines of the S.S. *Putiala* parted.

Eight lighters drifted ashore at various times and were damaged.

Two lighters were sunk at their moorings.

Five masula boats were damaged by the surf.

Two masula boats were sunk.

*Appointment.*—Commander W. Aves, R.I.M., who was appointed to act as Deputy Conservator in Commander C. W. Hewett's absence on furlough, was confirmed on the 20th September 1897 in his acting appointment.

*Salvage gear.*—The wire hausers are all in good condition for use when required. The 16" coir hauser has not been replaced, wires being more suitable.

*Harbour Masters' Establishment.*—The Harbour Masters and their establishment have performed their duties very satisfactorily.

*Sunday and Holiday work.*—The Deputy Conservator's office was opened on forty Sundays and five holidays; before and after hours thirty times.

Port diver has been well employed as usual and has performed his duties very satisfactorily.

Port signallers have performed their duties very satisfactorily.

Port flagstaff has been overhauled, painted, new yard and gaff were fitted. It is in good order.

The Board have sanctioned the removal of the flagstaff to the top of the Deputy Conservator's office and the erection of signal station.

*Time signal.*—The semaphore has worked very well.

The proposal to establish a time ball, which was sanctioned by the Board, was eventually abandoned and the old arrangements continue.

*Life-saving apparatus.*—Half-yearly practice has been carried out. The men are efficient and the apparatus and gear in good order.

*Cargo boats.*—The number of lighters on the register is 60, masula boats 74, jolly boats 29, water boats 12, small catamarans 11, and fishing boats 36.

Port raft is still the only method of landing heavy weights and made 46 trips during the year, and earned Rs. 718.

*Shipping office.*—The number of native seamen engaged and discharged at this port shows a considerable increase on last year's figure—

| | |
|---|---|
| European seamen engaged | ... |
| " discharged | 17 |
| " sent to jail | 14 |
| " sent to hospital | ... |
| Native seamen engaged | ... |
| " discharged | 7 |
| " sent to jail | 33 |
| " sent to hospital | 912 |
| Distressed seamen sent Home | ... |
| | 6 |
| | 6 |

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

Owing to steady increase in the shipping office work and in the Board of Trade forms under the new Act, the necessity of having a separate shipping clerk is very much felt, and the Board will be addressed on the subject.

(Signed) H. D. BADDELEY,
Ag. Deputy Conservator of the Port.