

- (1) பக்கங்களின் எண்ணிக்கை 20
 (2) புதுக்கித் திருப்பிய நாள் Nov 29
 (3) ஆதாரங்குறிப்பவர் சுருக்கொப்பம் lonn

தமிழ்நாடு ஆவணக் காப்பகம்.

(47)

தமிழ்நாடு அரசு

P. W. D. துறை

அரசாணை எண். மு. கோப்புத் தாள் எண்.	1016	அச்சகம் பலவகை
நாள் :	12-4-1889	198

மடிக்கவோ கண்டபடி கையாளவோ கூடாது

2017

10 sheets

ஆவண. கர-1-18,008-15-8-87.

GOVERNMENT OF MADRAS.
MARINE DEPARTMENT.

RECEIVED—the following paper:—

From Captain H. A. STREET, Her Majesty's Indian Marine, Presidency Port Officer, Madras, to the Chief Secretary to Government, dated Madras, 13th August 1888, No. G.—18.

I have the honor to forward herewith the Administration Report of the Madras Port department for the official year 1887-88.

ENCLOSURES.

ADMINISTRATION Report of the Madras Port Department for the official year 1887-88.

Official Staff.—The year now about to be reviewed was marked with several changes, both permanent and temporary, at Madras as well as the outports, in the staff of the Port department. Lieutenant J. H. Taylor, R.N.R., who held the appointment of Port Officer, Madras, since 24th March 1874, died on the 21st October 1887, and was succeeded by Captain H. A. Street, Her Majesty's Indian Marine, on the 8th December 1887.

Mr. J. H. Dennison, Port Officer, Negapatam, died on the 20th December 1887, and was succeeded by Mr. G. W. Wicks, Port Officer, Mangalore. Mr. J. P. James, Port Officer, Pamban, was transferred to Mangalore, and Mr. N. A. W. Hamilton was appointed to Pamban. Mr. W. S. Farley, Port Conservator, Calingapatam, died on the 25th September 1887, and Mr. H. F. Groatorex, Commander of the Steam Tug *Madras*, was appointed to the vacancy.

The late Lieutenant Taylor having been on deputation to England in connection with the Madras Harbour entrance question, Mr. T. E. Marshall, Assistant Port Officer, acted as Port Officer; Mr. W. H. Bartlett, Examiner of Port Fund Accounts, acted as Assistant Port Officer; and Mr. C. H. Rowland, Agent, Government Consignments, acted as Examiner of Port Fund Accounts, Madras, without prejudice to his own duties from 4th May to 27th July 1887.

Other changes in the staff, as follows, have also to be noticed, viz.—the late Mr. Dennison, Port Officer, Negapatam, granted privilege leave for 2 months and 15 days, Mr. Hamilton, acting; Mr. H. D. Baddeley, Port Officer, Gopálpur, privilege leave for 1 month and 15 days, Mr. Farley, Conservator, Calingapatam, acting; Mr. J. E. Winckler, Port Officer, Cochin, privilege leave for 2 months, Mr. C. Roberts, Senior Pilot, acting; Mr. G. A. Phipps, Port Officer, Tuticorin, privilege leave for 1 month, Mr. Hamilton, acting; Mr. T. H. Baker, Port Officer, Cocanada, privilege leave for 2 months, Mr. Hamilton, acting; Mr. J. P. James, Port Officer, Pamban, privilege leave for 14 days, the local Sea Customs Superintendent being in charge; Mr. Wicks, Port Officer, Mangalore, who had been granted furlough to Europe in the preceding official year, returned to duty on the 8th May 1887, relieving Mr. Hamilton, who had been acting for him; Mr. J. J. Morris, Port Officer, Vizagapatam, transferred to do duty as Pilot at Madras from 20th June to 23rd July 1887, the Treasury Deputy Collector, Vizagapatam, being in charge of the Port office; Mr. Marshall, Assistant Port Officer, Madras, privilege leave for 2 months and 10 days, Mr. Bartlett, Examiner, Port Fund Accounts, acting for him without prejudice to his own duties; and the last-named officer granted privilege leave for 3 months.

Marine Acts.—Two Acts were passed in the year under notice, viz.—Act X of 1887 (An Act to consolidate and amend the law relating to Native Passenger Ships) and Act XIV of 1887 (An Act for the better administration of Her Majesty's Indian Marine Service). The former enactment was enforced at Madras and the outports from 1st June 1887.

Act XII of 1875.—Under the provisions of section 6 of the Indian Ports Act XII of 1875, new limits were defined for the port of Mutapet in the district of Tanjore, in supersession of those fixed by notification in the *Fort St. George Gazette* of 28th June 1881. It was decided also to withdraw the operations of the Act from the ports of Ganjam and Bapanapadu, in the district of Ganjam, and to extend its provisions to the port of Karedu in the Nellore district.

Under section 8 of the Act, Government resolved, towards the close of the official year, to transfer to the Harbour Trust Board, on certain conditions, the conservancy of the Port of Madras and the control of its funds, which had hitherto been vested in the Port Officer at that port.

Act X of 1841.—Under section 3 of Act X of 1841, Mr. J. P. James, Port Officer at Mangalore, was appointed an Additional Registrar of Shipping for all ports in the district of South Canara.

Act X of 1887.—Under the provisions of section 6 of the Native Passenger Ships Act X of 1887, the ports of Serur, Naikankotta, Baindur, Kandapura, Barkur, Malpe and Mulki in the district of South Canara, were declared to be ports from which ships carrying native passengers may depart or proceed on voyages, and at which they may discharge such passengers, &c., and under section 54 of the same Act, the Sea Customs Superintendents of those ports were appointed to perform the duties assigned in sections 7, 8, 17, 19 and 37.

Proposals for the carrying of cattle on the upper deck of passenger ships on certain conditions, during long and short voyages, were approved by Government and communicated for the information and guidance of officers at ports in the Madras Presidency empowered to grant certificates under section 9 of the Act.

Act I of 1859.—As regards passage for distressed lunatic seamen, the practice obtaining at Calcutta under an agreement by which commanders of vessels were to be paid special rates for the conveyance of such men, was enforced at the Madras ports.

Act V of 1883.—Under chapter II of Act V of 1883, it was ruled, among other things, that as regards inquiries into casualties to foreign vessels, intimation of the proposal to hold such investigations should be given to the representative of the State under whose flag the ships in question sailed.

Service Books.—The orders of Government in regard to the due and correct maintenance of the service books of Government employes were carefully attended to in the Port department.

Storm-warning System.—Regulations for a more satisfactory and efficient system of working storm signals and communicating storm-warnings were drawn up by the Meteorological Reporter to the Government of India in communication with the Government Astronomer and the Port Officer, Madras, and with the approval of Government, were enforced at Madras and at the outports.

Wrecks and Casualties.—Under this head there were 39 cases in the year, classified as follows, viz., strandings 27, collision 1, foundering 2 and Miscellaneous 9. One case proved disastrous to life, viz., the Gunja "Remani," a native craft of 61 tons, which struck on the bar off Ullal mouth, Mangalore, on the 10th October 1887. Four of the crew of this vessel perished. Particulars of the several casualties in detail are contained in Appendix A.

Navigation and Trade.—Appendix B gives full particulars of the navigation and trade of each port in the Presidency. The following statement exhibits the number of vessels, their tonnage and the dues collected thereon in the whole Presidency under two heads, viz., outports and Madras:—

		Vessels.		Number.	Tonnage.	Dues.
Outports ..	British .. .. .	.. .. .	.. .. .	3,078	4,184,841	Rs.
	Foreign .. .. .	.. .. .	.. .. .	620	49,424	1,51,408
	Native .. .. .	.. .. .	.. .. .	32,202	1,134,614	5,198
	Total .. .. .	.. .. .	.. .. .	36,900	5,368,879	35,993
Madras ..	British .. .. .	.. .. .	.. .. .	514	8,46,800	1,89,699
	Foreign .. .. .	.. .. .	.. .. .	66	72,956	1,42,659
	Native .. .. .	.. .. .	.. .. .	206	23,078	8,856
	Total .. .. .	.. .. .	.. .. .	786	9,42,834	1,99,554

The British vessels which entered the outports were 3,078 of 4,184,841 tons burden, or an average of 1,359 tons, paying port dues at the rate of very nearly 7 pies per ton, and the principal ports visited were Cocanada 335 vessels, Cochin 294, Negapatam 287, Bimlipatam 262, Vizagapatam 241, Masulipatam 236, Tellicherry 195, Calicut 192, Tuticorin 183, Cannanore 157, Gopalpur &c., under Portuguese colors, and a few Arab vessels which frequented ports on the western coast. The ports at which the largest number touched were Barkur 227, and Mangalore 184. The average burden of these vessels was 80 tons and they paid 20 pies per ton in port dues. The average burden of native vessels was 35 tons and the dues paid were 5 pies per ton. There are 148 ports on the Madras Coast at which port dues are levied. At 24 of these the rate of 3 annas a ton was charged and at the rest the rate of 2 annas per ton, but the collections fall short of these rates owing to the exemption in the case of coasting vessels and the grouping of ports. Country craft pay only half the prescribed rates of port dues. From the foregoing it

will be seen that although the highest rate of port dues chargeable is 3 annas a ton, the actual rates paid averaged from 5 to 20 pies per ton. The dues collected were 0.13 per cent. of the value of the whole trade at the outports, amounting to Rs. 13, 93, 22, 296.

At Madras the total number of vessels which visited the port was 786, of which 514 were British of 846,800 tons burden; 66 foreign of 72,956 tons, and 206 native of 23,078 tons. The first class of vessels paid Rs. 1,42,659 in dues, or at the rate of 2 annas 8 pies per ton; the second paid Rs. 5,856, or at the rate of 15 pies per ton; and the last paid Rs. 1,006, or at the rate of 8 pies per ton. It will thus be seen that while the port dues charged at Madras were 6 annas per ton, the actual rates paid by vessels averaged from 8 pies to 2 annas, 8 pies per ton owing to the exemption and other causes referred to in the previous paragraph. The dues collected at Madras were 0.13 per cent. of the value of the sea-borne trade of the port, viz., Rs. 10, 94, 51, 090.

Trade.—The subjoined statement exhibits the value of, and duty on, the imports and exports of the whole Presidency for the official years 1886-87 and 1887-88, and of the principal ports during the year under review:—

	Tonnage.	Value of			Sea Customs Revenue.		
		Imports.	Exports.	Total.	Imports.	Exports.	Total.
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
All Ports	5,756,392	8,30,94,363	15,50,93,930	23,81,88,293	42,780	11,15,419	11,58,199
1886-87	6,311,713	10,24,28,473	14,68,44,913	24,92,73,386	10,50,740	4,25,740	14,76,480
1887-88							
Madras	9,42,834	5,92,86,216	5,01,64,874	10,94,51,090	9,85,101	3,082	9,88,183
Tuticorin	3,24,572	47,47,827	1,55,44,984	2,02,92,811	4,685	17,571	22,256
Cocanada	4,86,714	35,75,479	1,17,44,705	1,53,20,184	2,754	6,977	9,731
Tellicherry	3,21,189	42,33,425	1,05,06,273	1,47,39,698	5,268	6	5,274
Calicut	4,41,086	50,50,545	80,52,587	1,31,03,082	18,566	119	18,685
Cochin	4,61,535	40,33,872	77,62,443	1,17,96,315	10,542	878	11,420
Negapatam	4,59,293	43,60,439	71,49,172	1,15,09,611	873	1,53,511	1,54,384
Mangalore	2,37,075	32,98,238	73,20,880	1,06,19,118	8,035	1,726	9,761
Bimlipatam	3,64,200	19,49,646	32,33,092	51,82,738	1,224	..	1,224
Beyrout	83,620	7,69,568	40,89,646	48,59,214	6,712	..	6,712
Masulipatam	3,42,103	15,20,488	29,17,787	44,38,275	65	29,395	29,460
Gopalpur	1,90,884	10,25,772	31,33,878	41,59,650	1,343	14,710	16,053
Cannanore	2,79,408	23,63,071	14,09,150	37,72,221	23	..	23
Cuddalore	1,51,662	7,44,844	29,06,830	36,51,674	..	4,135	4,135
Vizagapatam	3,34,459	7,89,117	15,80,611	23,69,728	1,625	..	1,625
Badagara	1,38,197	7,23,697	10,88,165	18,11,862	..	..	..
Porto Novo	66,237	2,02,660	10,09,231	12,11,941	..	25,544	25,544

Weather.—Madras was visited by a very moderate cyclone during the year. It burst in on the night of the 8th October 1887, and continued till day-light of the following day. The vortex of this storm is reckoned to have reached the shore to the southward of Madras between 6-30 and 7 A.M. on the latter date, and at a distance of not more than 18 miles from Madras. From information received from the west coast it was ascertained that it came on the Madras coast with very great rapidity and travelled right across the peninsula in a westerly direction passing on to the Arabian Sea to the northward of Mangalore at a velocity of 32 miles an hour across.

Port Funds.—Appendix C exhibiting particulars of receipts, charges and balances of each port is under preparation in conformity with recent orders of Government directing that an absolute agreement should be secured between the balances shown in it and those shown in the Accountant-General's books under Port Funds. This appendix will be submitted to Government separately.

Port Fund Accounts.—The procedure hitherto adopted in distributing Port Fund receipts and charges to the ports generally was reconsidered by Government towards the close of the official year under review, and directions were issued for a redistribution of such receipts and charges on amended principles, and for the revision of past year's accounts from 1875-76 for that purpose, in order to ascertain the financial position of each port more correctly. The work is progressing and will be completed in a few days.

MADRAS.

Semaphore.—With very few exceptions dropped regularly and there were no complaints.

Tidal Observatory.—Worked satisfactorily during the year and was visited once by an officer of the Survey of India, Tidal Department, Poona.

Boats.—There were 189 boats licensed, viz., Masula boats 101, Lighters 75, Jolly-boats 7, Water-boats 3 and cooly-boats 3. The crew of these boats consisted of 1,578 men and 200 boys.

OUTPORTS.

Gopálpur.—There was a marked decrease in exports, due to the absence of trade with foreign ports on account of the failure of the gingelly crop during the last two years. In imports there was a slight increase, attributed to larger importation of cotton twist, colored cotton piece goods, &c., from Europe. There were 70 serviceable boats at this port. Flagstaffs and boundary marks repaired and in good order. The new iron pier in course of construction was completed. A small red light was exhibited from the T end of the pier. The passenger traffic was brisk, due obviously to the more settled state of affairs in Burma; no less than 2,951 persons having left for that province as against 880 in the preceding year. The number returned to the port is comparatively few, for the reason that return steamers from Rangoon did not call regularly at this port.

Bimlipatam.—The export trade declined owing to fall in the price of gingelly seed in the European market. There was an increase in the value of the import trade due, as at Gopálpur, to larger importations of cotton twist, &c., from Europe. Passenger traffic increased, 50 boats were in serviceable condition. Flagstaff, boundary marks and Marine buildings in good order.

Vizagapatam.—The export trade slightly improved as compared with last year and is due to a better demand for Indian jaggery in the European market, while there was a small decrease in the import trade. There was a falling off in the number of country or native craft visiting this port owing to the limited demand for food-grain in the district. Passenger traffic increased in the number left for Burma, but decreased in the number returned from there. Flagstaff in order. The construction of a small house for keeping flags was sanctioned and nearly completed. Boats in good condition numbered 206.

Oceanada.—The number of passengers landed increased by 1,256, and the number embarked decreased by 3,773, as compared with the previous year. The two wharves at this port were in good condition. The goods wharf was supplied with a 15 cwt. crane, and a line of level crossing rails was laid down for the 3-ton crane at this port. The launch "Empress" was provided with a new boiler. The Priestman dredger worked 120 days during the year and excavated 10,450 cubic yards of silt. The working of her machinery was satisfactory. A galvanized iron store shed was built, which is a decided improvement on the old thatched one. Buoys and beacons in order. Tidal observatory worked satisfactorily and was inspected by the Deputy Superintendent, Survey of India. Comparatively little was done in the Groynes Extension Works at this port. The completed length of the north groyne was 488 feet and that of the southern groyne 770 feet—in other words, the north groyne was extended by 80 feet and the south one by 123 feet. The works have almost been at a standstill during the second half of the year, pending the decision of Government on various propositions made by the Groynes Committee. The number of serviceable boats at this port was 110.

Masulipatam.—The import trade of the port increased, and consisted chiefly of piece goods, Pegu wood, &c. Paddy was largely exported to Ceylon and castor seeds to Calcutta, but the total value of exports shows a decrease as compared with that of the past year. The passenger traffic improved, both the numbers left and arrived having increased. Flagstaff and Marine buildings in good condition, and the former supplied with a large set of Commercial Code flags, reported to be clearly visible to the shipping which lie a great way off at this port. There were 30 boats and four pinnaces in serviceable condition.

Porto Novo.—The trade of the port is steadily increasing owing to the opening of the trade with the Straits Settlements and the exportation of rice to Ceylon. The wharf, a great convenience to passengers, was under repair. Passenger traffic slightly decreased in the number outward bound, as these found it more convenient to embark at Negapatam, while there was a small increase in the number arrived, who mostly came by sailing vessels. Flagstaff in good condition. Number of serviceable boats 26.

Cuddalore.—There was an increase in both the import and the export trade of this port; in the latter to a very material extent, owing to large shipment of spirits to Masulipatam. Three steamers and two sailing ships imported coal and two steamers brought railway materials. Passenger traffic nil. Flagstaff repaired. Boundary pillars in fair condition. Hand dredge pnt in working order. Total number of serviceable boats 79.

Tranquebar.—There was a falling off in the export trade of the port as compared with the previous year. This is attributed to the high price of grain in the local market, and the large supply of rice to Ceylon from elsewhere. The import trade was small. The passenger traffic was chiefly with the Mauritius, and several steamers called at the port for this purpose. Twenty-eight boats were in good condition.

Negapatam and Nagore.—The river and bar remained silted up as in the previous year, and proved obstructive to the shipping and landing of cargo. The Bruce dredger at this port, which had been laid up for some time past, was put in order; a Superintendent on Rs. 100 per mensem was appointed to the dredge and dredging operations were in progress; some improvement in the bar is anticipated by the deepening of the basin. The trade returns of Negapatam compare

favorably with the previous year, and show an increase in both exports and imports. In the native passenger traffic, the number of arrivals was 19,989, or 2,930 less; and of departures 32,615, or 3,670 more than in the past year. The departures included 4,630 emigrants for the Straits. Work at the jetty was heavy, the traffic on it including,—besides the greater portion of imports and exports and passengers' baggage and the large number of passengers noticed already,—6,262 bullocks, 3,477 sheep, 11 horses and 109 other animals. The Tidal Observatory worked satisfactorily and was inspected once by the Deputy Superintendent, Survey of India, Tidal Department. There were 157 boats at Negapatam and 11 at Nagore, all in good condition. There was little or no trade at Nagore during the year.

Pámban.—One thousand three hundred and sixty-two vessels of 141,393 tons burden, aggregate, passed through the channel (including 24 steamers of 5,204 tons total burden); compared with the last year's figures, this shows an increase of 81 in the number of vessels, and a decrease in tonnage of 2,656 tons. Pilotage fees at Pámban are levied according to vessel's draft, and owing to the decrease in tonnage above noticed, there was a corresponding decrease in the fees collected, the Government share of which was Rs. 12,621-13-6, or Rs. 176-15-5 less, and the pilots' share Rs. 3,157-8-6, or Rs. 47-4-8 less than what was realised last year. Passenger traffic with Ceylon was tolerably brisk. Flagstaff, buoys and channel marks in good condition and additional leading marks placed in the channel where necessary. Government pilot No. 8 was dismissed owing to the grounding of the Brig "St. Anna Letchmy" while in his pilotage charge. The boats in serviceable condition at Pámban numbered 107.

Tuticorin.—There was a slight falling off in the shipment of cotton, the principal article of export. The quantity shipped was 331,489 cwts. or 7,175 cwts. less than last year's shipments. The demand for jaggery in the European markets resulted in a large increase in the export of this article, the quantity shipped being 332,637 cwts., or 100,606 cwts. in excess of last year. The collection of tolls on goods landed and shipped at the pier amounted to Rs. 5,370-4-3 against Rs. 4,743-12-1 last year, or Rs. 626-8-2 more; that of tolls on passengers amounted to Rs. 1,650-1-0, or Rs. 355-14-9 more than last year. To afford additional accommodation for goods on the pier, an expenditure of Rs. 3,981 was sanctioned for widening the structure, and the work was almost completed at the close of the year under review. Flagstaff, beacons, &c., in good condition. There were one steam launch, two schooner rigged coppered boats, and 66 dhonies plying at this port.

Cochin.—Trade was brisk and showed an increase in the value of both imports and exports. One hundred and thirty-six vessels of the aggregate burden of 23,996 tons entered the inner harbour paying pilotage fees amounting to Rs. 2,570-13-0, or Rs. 178-4-0 more than the amount collected last year. The Government share of the pilotage amounted to Rs. 1,028-5-2. A new boat shed was erected at this port. The flagstaff, Marine buildings, bar buoys, &c., were in good condition. The tide gauge worked satisfactorily and was inspected by the Deputy Superintendent, Survey of India, Tidal Department. There are from 60 to 80 sea-going cargo boats at Cochin, in addition to a large number of small boats plying in the inner harbour.

Calicut.—The value of imports and exports decreased slightly at Calicut, but there was an increase in the tonnage that visited the port, compared with the figures of the past year, and a decrease in the number of vessels. The decrease is attributed to the silting of the Kallai bar at the commencement of the working season, in consequence of which several vessels had to go to Beypore to ship timber. The chief exports were coffee, coir, cardamoms, pepper, cinchona, &c., to Europe, and timber, copra, &c., to Arabia. Flagstaff and beacons in good order. The anchorage buoy broke adrift in the early part of the south-east monsoon, but was recovered and placed in position after the monsoon. There were 33 large cargo boats and 70 canoes plying for hire at Calicut and Beypore.

Tellicherry.—The trade of the port improved considerably. There was an increase in the value of both exports and imports, the former due to the price of coffee having risen towards the end of the season 1886-87, and the latter to the high price of rice which ruled in the Calcutta market and to a larger importation of liquor from Europe. The number of coasting steamers which called here increased, and was due to the keen competition between the Asiatic Steam Navigation Company and the British India Steam Navigation Company on the western coast. The number of lighters in good condition was 18, and of cargo boats 25.

Cannanore.—The number of vessels which frequented the port increased by 255 as compared with the previous year. The value of imports and exports slightly decreased. Boat jetty and flagstaff in good order. Boundary pillars repaired. There were 57 boats in good condition.

Mangalore.—As in the past year, the Ullal mouth of the harbour was the only one open for vessels. The backwater was navigable only by small native craft, having considerably silted up in certain places. The quay and landing place were repaired. The crane was in working order. Flagstaff repaired and a new set of flags supplied. Ninety-three boats were in serviceable condition. The trade of the port continued to flourish. There was a falling off in the number of native or country craft frequenting the port owing to Messrs. Shepherd and Company's new line of steamers having commenced to call at this and other ports on the South Canara Coast.

SUMMARY.

The statistics of trade and navigation for the year 1887-88 show an improvement in tonnage, imports and dues, but a slight fall in exports as compared with the figures of the past year. The returns of the two years are as under:—

	Tonnage.	Dues.	Imports.	Exports.
		RS.	RS.	RS.
1886-87 ..	5,756,392	3,21,307	8,30,94,363	15,50,93,930
1887-88 ..	6,311,713	3,39,220	10,24,28,473	14,68,44,213

The decrease in exports is due to partial failure of the coffee crop and increased local consumption of this article, and to smaller shipments of jaggery, turmeric, &c., owing to dullness in the European markets. The vessels that arrived at Madras and the outports in 1887-88 were British 514, Foreign 66, and Native 206 at Madras; and British 3,078, Foreign 620, and Native 32,202 at the outports. The number of native vessels that entered all ports diminished by 1,737, the total of such vessels for 1886-87 and 1887-88 having been 34,145 and 32,408, respectively. This is apparently due to the paucity of the smaller class of country craft and dhonies owing to the keen competition in the trade of coasting steamers.

The port dues paid at Madras averaged from 8 pies to 2 annas 8 pies per ton, while at the outports the payments ranged from 5 to 20 pies per ton. The dues collected at Madras and the outports were 0.13 per cent. of the whole trade which, at Madras, amounted to Rs. 10,94,51,090, and at the outports to Rs. 13,98,22,296. The trade between Negapatam and the Straits Settlements was active, a large number of cattle and passengers having been shipped from the former place to the latter. Tuticorin, Cocanada, and Tellicherry carried on a brisk trade.

A cyclone was experienced at Madras on the 9th October 1887, but no damages were caused.

The number of casualties to shipping was less than in the past year, viz., strandings 27, collision 1, foundering 2, and miscellaneous 9. In one case (the Ganja "Remani" stranded at Mangalore) there was a loss of four lives.

The new iron pier at Gopalpur was completed.

The ship-building industry at Cochin is on the decline, no new vessel having been built in the year under report.

Two Marine Acts were passed, viz., the Native Passenger Ships' Act X and the Indian Marine Act XIV of 1887.

APPENDIX A.

STATEMENT of Wrecks and Casualties which have occurred, or have been reported, at ports in the Madras Presidency during the official year 1887-88.

Date of casualty.	Name of Vessel.	Tons.	Particulars.	Finding of the Court of Inquiry.
April 1887 ..	(Miscellaneous.) Bagalow Padaruth, Nacoda Megjee.	116	Met with a strong gale in Lat. 12° North, Long. 84° East, lost sail, sprung a leak and jettisoned most of her cargo to save the crew. Estimated loss to vessel Rs. 100 and to cargo Rs. 1,500.	
25th " " ..	(Miscellaneous.) Batel Nagparree, Nacoda Baloo Kangu.	90	Encountered bad weather in Lat. 12° North, Long. 85° 30' East, lost sail, and strained and leaked so badly that a portion of the cargo had to be jettisoned to save the crew. Partial loss to cargo Rs. 200 and to vessel Rs. 300.	
17th May " " ..	(Stranding.) Galbat Duria, Tindal Jacob.	40	When getting out of the Mangalore inner harbour in tow of a Munjee, shipped a heavy sea near the bar, which filled her up and swamped her. She then drifted to the southern sand-spit where she remained till the flood tide, and was then warped into the inner harbour. Damages to the Galbat estimated at Rs. 400. No lives lost.	
21st " " ..	(Collision.) British S.S. Shahjehan, Commander Ledwich.	1,036	On the passage from Bombay to Tellicherry, collided with a Native craft named Mahdipriya of Cutch in Lat. 16° 09' North, Long. 73° 15' East. No lives were lost. The crew of the Native craft consisting of 9 hands were picked up by the steamer and landed at Tellicherry.	

Statement of Wrecks and Casualties which have occurred, or have been reported, at ports in the Madras Presidency during the official year 1887-88—cont.

Date of casualty.	Name of Vessel.	Tons.	Particulars.	Finding of the Court of Inquiry.
25th May 1887 ..	(Stranding.) British Barque Sathaliya, Master Jamal Mahomed.	276	At midnight on 25th May 1887, the vessel having experienced adverse winds ran aground 4 miles south-west of the old light-house at Anterwedi in the Godavari district. The crew, 15 in number, remained on board till 8 o'clock next morning and then came ashore finding it unsafe to remain any longer on board. Efforts were made to get the barque afloat, but she broke up and became a wreck. Total loss to vessel Rs. 25,000.	
29th " " ..	(Foundering.) Ganja Sugarprasad, Tindal Thackersee.	57	Met with an accident while proceeding out of the Mangalore inner harbour in tow of a boat by shipping heavy sea near the bar of the Netrawuthu river. The crew, finding the vessel sinking fast, got ashore in the tow boats. Ultimately she was driven on the shoals of the bar and broke to pieces in the heavy surf. Total loss to cargo Rs. 900; to vessel Rs. 7,000.	
4th June " " ..	(Stranding.) British Schooner Alagia Nayaghu, Tindal Rosoyer Morandah.	72	Sprang a leak on her way from Tuticorin to Colombo when off Tiruchendur and put back and came close to the rocks near the southern Boundary Pillar of the port of Tuticorin and quickly grounded. Partial loss to vessel Rs. 500. No casualty to lives.	
13th " " ..	(Foundering.) British open boat Durg, Tindal V. Dhunaraju.	19	Was driven off the coast by strong wind while returning from the S.S. Unjalla to which vessel she had taken cargo for shipment. The steamer came to the rescue of the boat and towed her, but she subsequently foundered having shipped heavy sea. The crew were all saved. Total loss to the boat about Rs. 300 and to cargo Rs. 14,000.	
14th " " ..	(Miscellaneous.) British Dhoney Saugamallee Thayar, Master T. Nali Naidu.	185	Encountered bad weather and sustained damages which rendered her unseaworthy. She was abandoned in Lat. 16° 38' North, Long. 83° 4' East in a sinking state. Her crew of 13 men picked up by the Barque Largo Bay which was on her way from Vizagapatam to Cocanada and landed at the latter port. Total loss to the dhoney Rs. 3,000.	
13th July " " ..	(Stranding.) Br. Brig Telegraph, Tindal Aboobaker Levi.	165	While riding at anchor in the port of Karwar beyond the rocks, dragged her anchors during a strong wind, struck on the rocks, heeled over and capsized. Total loss to the vessel Rs. 5,000. No lives lost.	
21st " " ..	(Miscellaneous.) Br. S.S. Clan Mackay, Commander Harry Sibera.	1,423	On the 21st July 1888, when she was 30 miles East of Trincomalee, smoke was discovered coming out of the vessel's bunkers. At once worked coal out and got water to bear. No damage was caused.	
7th Aug. " " ..	(Stranding.) Br. Brig Saint Anna Latchimi, Tindal Cader Mohidin.	128	While coming up Poorna east channel, Gulf of Manaar, in pilotage charge, got too near the edge of the Pulli Reef and struck against it. Passengers and cargo were landed. Total loss to vessel Rs. 3,000. The Government Pilot in charge was dismissed from the service.	
11th Sept. " " ..	(Stranding.) Br. Pattimar Chandrabhan, Tindal Ponajee.	34	Owing to the carelessness of the Tindal, the Pattimar was taken too far south of Cochin, where she got in among the breakers and was eventually washed ashore. No lives lost. Partial loss to vessel Rs. 900.	
11th " " ..	(Stranding.) Br. Muchwa Sulawathy, Tindal Gaun.	Unknown.	Met with a severe north-west storm, lost yard, parted mooring and was driven ashore at Mukka, coast of South Canara. Crew all saved. Partial loss to the muchwa Rs. 500 and to cargo Rs. 600.	
9th Oct. " " ..	(Miscellaneous.) Brig Moothookoomaraswamy Puray, Master S. Marisu Pillay.	114	Was abandoned in Lat. 11° 56' North, Long. 80° 38' East, having lost all her sails, sprung a leak and shipped heavily. Total crew 17 were picked up by the S.S. Chindwara and landed at Madras.	

Statement of Wrecks and Casualties which have occurred, or have been reported, at ports in the Madras Presidency during the official year 1887-88—cont.

Date of casualty.	Name of vessel.	Tons.	Particulars.	Finding of the Court of Inquiry.
9th Oct. 1887 ..	(Miscellaneous.) Dhoney Ahmed Buz Sam- dany, Tindal V. C. Chokkalingam Pillay.	160	While riding at anchor in the northern anchorage outside the Madras Harbour, the vessel lost her mainmast during stormy weather. Partial loss to the dhoney about Rs. 100.	
9th " " ..	(Miscellaneous.) Schooner Parupatha Pakia- lethmy, Master S. Vy- ravay Pillay.	67	Was caught in a cyclone off Covelong and totally dismantled. Crew all saved. Partial loss to vessel about Rs. 600.	
9th " " ..	(Miscellaneous.) Schooner Geraldini Alexan- drina Roche, Tindal Madana Saibo.	129	While riding at anchor with a strong wind in the northern anchorage outside the Madras Harbour, parted cable and drifted to the southward in a north-east gale. She returned and sailed into the Harbour where she was made fast to one of the stern fast buoys. Crew all saved.	
9th " " ..	(Stranding.) Padow Hydross, Tindal Chokan.	44	Encountered bad weather, lost her anchors and cables and finally stranded off the village called Munur in Udipi taluk near Karwar. No lives lost. Partial loss to vessel Rs. 600 and to cargo Rs. 1,030.	
10th " " ..	(Stranding.) Pattimar Venkatesuprasad, Tindal Ahmed.	46	On the passage from Mangalore to Cochin with a cargo of tiles, was driven ashore through stress of weather at Rumantalli, 2 miles south of Kavvage, sub-port of Cannanore, and went to pieces. No lives lost.	
10th " " ..	(Stranding.) Padow Pakhi, Tindal Devn.	17	Encountered rough weather on the passage from Angunveri to Calicut and ran ashore at Mat-tool near Bellapatam, sub port of Cannanore, and broke up. No lives lost.	
10th " " ..	(Stranding.) Br. Muchwa Khushali, Tindal Kaloo.	9	Having lost anchors owing to strong winds and rough sea, the vessel drifted ashore and stranded near the mouth of the river at Baliapatam. Partial loss to vessel Rs. 200 and to cargo Rs. 200. No loss of lives.	
10th " " ..	(Stranding.) Br. Pattimar Lakrim- Prasad, Tindal Shiva.	18	Dismasted during a gale, sprang a leak and was driven ashore off Mount Elli, Kasaragod. Loss to Pattimar Rs. 600 and to cargo Rs. 4,726. No lives lost.	
10th " " ..	(Stranding.) Br. Muchwa Ramonath Prasad, Tindal Pocc.	27	Dismasted, lost sails and rigging. Partial loss to vessel Rs. 600 and to cargo Rs. 2,226.	
10th " " ..	(Stranding.) Butel Lakzimi-Prasad, Tindal Jumna.	62	Dismasted, lost sails and rigging. Partial loss to vessel Rs. 1,800 and to cargo Rs. 179.	
10th " " ..	(Stranding.) Ganja Remani, Tindal Kassoo.	61	Dragged her anchors and struck on the bar off Ullal mouth, Mangalore; 4 lives lost. Total loss to vessel Rs. 4,000 and to cargo Rs. 3,600.	
10th " " ..	(Stranding.) Br. Padow Misseri, Tindal Hamabha.	62	Parted moorings during the storm on the 10th October 1887, and struck on the bar of the Ullal mouth, Mangalore, and sunk. No lives lost. Total loss to the Padow Rs. 1,500 and to cargo Rs. 870.	
10th " " ..	(Stranding.) Cotia Hari Prasad, Tin- dal Sellunian Allana.	38	Parted cables in a strong current and stranded on the beach opposite the Port office, Mangalore, and went to pieces. No lives lost. Total loss to vessel Rs. 2,000.	
10th " " ..	(Stranding.) Br. Muchwa Parashram, Tindal Daroji.	10	Drifted ashore during a strong gale and was subsequently hauled up on the beach of the sandpit off Marine office, Mangalore. Crew and passengers swam to the shore and saved their lives. Partial loss to vessel about Rs. 150.	
10th " " ..	(Stranding.) Br. Batel Kadir Buz, Tindal Kana Lalla.	45	Encountered stormy weather off Mangalore and stranded on the beach at Panamba, nine miles north of Mangalore. No lives lost. Total loss to vessel Rs. 2,000 and to cargo Rs. 826.	

Statement of Wrecks and Casualties which have occurred, or have been reported, at ports in the Madras Presidency during the official year 1887-88—cont.

Date of casualty.	Name of vessel.	Tons.	Particulars.	Finding of the Court of Inquiry.
10th Oct. 1887 ..	(Stranding.) Br. Pattimar Fathel Khair, Tindal Imam Khan.	50	Ran ashore owing to a strong current in the Mangalore river and finally broke up. No lives lost. Total loss to vessel about Rs. 600 and to cargo Rs. 250.	
10th " " ..	(Stranding.) Ganja Labaavai, Tindal Ibrahim.	47	Dragged her anchors owing to high flood and strong current and stranded on the southern point of the Ullal mouth, Mangalore. Her crew of six men saved themselves by wading through the water.	
29th " " ..	(Stranding.) Br. Padow Labbasavoy, Tindal Kayu Lala.	48	Stranded on the beach half a mile south of Ponani Port. Loss to vessel about Rs. 5,000 and to cargo Rs. 250.	
14th Nov. " ..	(Stranding.) Br. S.S. Ducephalus, Com- mander Edward John- son.	1,192	While on her way from Melbourne to Calcutta via Madras, struck on a sand and coral knoll at Prince of Wales Channel, Torres Straits, Dantle Island; but got clear of it and came to Madras. Partial loss to ship £ 200.	
23rd " " ..	(Stranding.) Ganja Mustahoffara, Tin- dal Hassan.	67	Grounded close to the southern sandspit, Man- galore, and eventually floated off, a part of her cargo having been discharged to lighten her. No casualty to lives. Partial loss to vessel Rs. 100.	
7th Dec. " ..	(Miscellaneous.) Br. Padow Sakhri Sala- mati, Tindal Shaik Ibrahim.	31	On her way from Calicut to Bunkot, encountered heavy squalls and adverse winds off Baliapa- tam which made her heel over on her port side when the cargo floated out of her; she was subsequently lightened and towed into the port of Cannanore. No lives lost. Estimated loss to vessel Rs. 200 and to cargo Rs. 2,000.	
17th " " ..	(Stranding.) Br. S.S. Serendib, Com- mander F. O. Carter.	..	Whilst rounding the western buoy at the Horse-shoe Bend, Pamban Pass, the steamer not having power enough to meet the current was carried broadside on to the other side of the channel.	
25th " " ..	(Stranding.) Br. Shibad Yeshwantly, Tindal Goolam Ibrahim Pehkar.	129	While attempting to enter the inner harbour, Mangalore, during night, she grounded on a shoal part of the bar off Ullal village and became a total wreck. Total loss to vessel Rs. 2,000 and to cargo Rs. 900.	
20th Feb. 1888.	(Stranding.) Br. Muchwa Burkutty, Tindal Mahomed.	4	Accidentally struck on a shoal south of the bar at Mulki and became a total wreck. Total loss to muchwa Rs. 100.	

APPENDIX B.
PARTICULARS of the Trade of the Ports in each District for the Official year 1887-88.

Districts.	Names of Ports.	British.			Foreign.			Country or Native.		
		Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.
1	2	3	4	5	6	7	8	9	10	11
Ganjam ..	Gopalpur ..	141	1,90,842	Rs. A. P. 6,754 0 0	..	..	..	1	42	Rs. A. P. 4 0 0
	Ganjam ..	..	..	..	..	..	..	..	..	..
	Sonapore ..	1	1,240	232 0 0	..	..	..	..	..	..
	Birwa ..	36	49,559	171 0 0	..	..	..	8	358	19 0 0
	Pandi ..	..	..	..	..	..	..	1	42	3 0 0
Vizagapatam ..	Bavanapadu ..	122	1,68,290	2,891 0 0	..	..	..	3	476	29 0 0
	Calingsapatam ..	300	4,09,931	9,998 0 0	..	..	..	13	918	55 0 0
	Total ..	241	3,31,481	4,616 1 9	..	..	..	22	2,978	258 6 0
	Vizagapatam ..	262	3,63,976	8,054 15 3	..	..	..	1	224	21 0 0
	Bimilipatam ..	503	6,95,457	12,671 1 0	..	..	..	23	3,202	279 6 0
Godavari ..	Cocanada ..	335	4,69,465	19,879 5 8	..	..	..	72	14,151	992 2 6
	Coringa ..	..	..	..	..	..	..	2	188	4 16 0
	Narsapur ..	..	..	..	..	..	..	21	852	25 4 10
	Total ..	335	4,69,465	19,879 5 8	..	..	..	95	15,191	1,022 6 3
	Masulipatam ..	236	3,27,700	9,628 13 6	..	..	..	245	14,403	613 11 3
Kistna ..	Nizamapatam ..	..	..	..	..	..	..	34	1,398	28 15 0
	Kottapatam ..	..	..	..	..	..	..	118	2,132	75 14 6
	Pennamudi ..	..	..	..	..	..	..	7	101	4 12 0
	Moratola ..	..	..	..	..	..	..	3	51	3 3 0
	Godurampalem ..	..	..	..	..	..	..	..	..	..
Nellore ..	Gangadipalem ..	..	..	..	..	..	..	..	..	..
	Ipurupalem ..	..	..	..	..	..	..	..	..	..
	Metupalli ..	..	..	..	..	..	..	..	..	..
	Total ..	236	3,27,700	9,628 13 6	..	..	..	423	12,069	766 7 3
	Kottapatam ..	18	24,411	203 3 3	..	..	..	24	23,54	62 4 3
Chingelput ..	Kottapatam ..	..	..	..	..	..	..	..	..	..
	Kottapatam ..	..	..	..	..	..	..	..	..	..
	Kottapatam ..	..	..	..	..	..	..	..	..	..
	Kottapatam ..	..	..	..	..	..	..	..	..	..
	Kottapatam ..	..	..	..	..	..	..	..	..	..
Chingelput ..	Pulicat ..	18	24,411	203 3 3	..	..	..	31	2,167	65 10 3
	Total ..	..	..	..	..	..	..	4	479	45 0 6

PARTICULARS of the Trade of the Ports in each District for the Official year 1887-88—cont.

Districts.	Names of Ports.	Total.			Value of			Duty on		
		Vessels.	Tonnage.	Dues.	Exports.	Imports.		Exports.	Imports.	
12	13	14	15	16	17	18		19	20	
Ganjam ..	Gopalpur ..	142	190,884	Rs. A. P. 6,753 0 0	Rs. A. P. 31,33,878 0 0	Rs. A. P. 10,26,772 0 0	..	Rs. A. P. 14,710 0 0	Rs. A. P. 1,343 0 0	..
	Ganjam ..	..	..	..	..	..	..	..	..	..
	Sonapore ..	1	1,240	232 0 0	8,220 0 0	..	..	..	..	..
	Birwa ..	44	49,917	190 0 0	24,354 0 0	650 0 0	..	..	..	..
	Pandi ..	1	42	3 0 0	1,064 0 0	..	..	..	..	..
Vizagapatam ..	Bavanapadu ..	125	168,766	2,870 0 0	6,79,448 0 0	1,42,566 0 0	..	..	..	..
	Calingsapatam ..	313	410,849	10,053 0 0	38,46,964 0 0	11,68,988 0 0	..	881 0 0	..	..
	Total ..	263	334,459	4,874 7 9	15,80,611 0 0	7,89,117 0 0	..	15,691 0 0	1,343 0 0	..
	Vizagapatam ..	263	334,459	8,075 15 3	32,33,092 0 0	13,49,646 0 0	..	..	1,625 3 11	..
	Bimilipatam ..	526	698,659	12,950 7 0	48,13,703 0 0	27,38,763 0 0	..	..	1,224 8 0	..
Godavari ..	Cocanada ..	411	486,714	21,391 14 7	1,17,44,705 0 0	35,75,479 0 0	..	6,977 4 0	2,849 11 11	..
	Coringa ..	2	188	4 15 0	529 0 0	250 0 0	..	..	2,754 9 0	..
	Narsapur ..	21	892	25 4 10	1,019 0 0	10,640 0 0	..	..	..	..
	Total ..	434	487,754	21,422 2 5	1,17,46,253 0 0	35,86,369 0 0	..	6,977 4 0	2,754 9 0	..
	Masulipatam ..	481	342,103	10,242 8 9	29,17,787 0 0	15,20,488 0 0	..	29,356 0 0	65 0 0	..
Kistna ..	Nizamapatam ..	34	1,398	28 15 0	33,684 0 0	7,843 0 0	..	..	..	..
	Kottapatam ..	118	2,132	75 14 6	9,561 0 0	8,342 0 0	..	..	..	..
	Pennamudi ..	7	101	4 12 0	2,188 0 0	..	..	..	..	..
	Moratola ..	3	51	3 3 0	..	..	..	..	..	..
	Godurampalem ..	..	..	..	3,316 0 0	144 0 0	..	..	..	..
Nellore ..	Gangadipalem ..	..	..	..	4,257 0 0	200 0 0	..	..	..	..
	Ipurupalem ..	..	..	..	600 0 0	..	..	..	..	..
	Metupalli ..	..	..	..	..	..	..	..	..	..
	Total ..	659	346,770	10,395 4 9	29,70,793 0 0	15,37,455 0 0	..	29,395 0 0	65 0 0	..
	Kottapatam ..	42	26,765	255 7 6	4,51,782 0 0	1,00,920 0 0	..	..	..	..
Chingelput ..	Kottapatam ..	..	..	..	208 0 0	..	..	..	..	..
	Kottapatam ..	..	..	..	..	..	..	..	..	..
	Kottapatam ..	..	..	..	..	..	..	..	..	..
	Kottapatam ..	..	..	..	..	..	..	..	..	..
	Kottapatam ..	..	..	..	..	..	..	..	..	..
Chingelput ..	Pulicat ..	47	27,668	268 13 6	4,52,302 0 0	1,00,020 0 0	..	..	..	..
	Total ..	4	479	45 0 6	..	..	..	..	..	..

Particulars of the Trade of the Ports in each District for the Official year 1887-88—cont.

12

22ND MARCH 1889, No. 115, MARINE.

Districts.	Names of Ports.	British.			Foreign.			Country or Native.		
		Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.
South Arcot	Markanam Cuddalore Porto Novo	3	4	6	6	7	8	9	10	11
		101	1,38,666	3,399 0 0	1	1,646	308 0 0	113	11,341	1,128 0 0
		37	56,768	1,932 0 0	2	2,796	256 0 0	67	7,745	589 0 0
		138	1,94,424	5,331 0 0	3	4,381	564 0 0	180	19,084	1,717 0 0
Tanjore	Ternulavasi Tranquebar Nagore Negapatam Velangani Tuticorin Madrass Adirampattam Ammappattam Kottapattam	4	7,256	966 0 0	11	10,013	572 7 0	34	4,460	158 10 6
		287	4,03,974	14,722 1 3	11	10,013	572 7 0	26	4,144	309 11 1
		18	2,400	116 4 0	1	56	4 2 0	36	6,893	610 15 8
		192	2,91,362	7,608 3 0	67	9,473	1,395 15 0	378	46,366	2,357 9 8
Madura	Pamban Kilakarai Tondi Devipattam	183	2,68,833	23,270 8 6	12	2,623	371 6 5	18	2,400	116 4 0
		197	2,92,492	309 9 0	14	1,259	198 8 0	26	4,144	309 11 1
		195	2,69,463	2,771 2 6	23	1,638	224 9 3	36	6,893	610 15 8
		64	1,07,005	194 1 0	1	56	4 2 0	378	46,366	2,357 9 8
Tinnevely	Tuticorin Kulasekharapattam Kalyapattam	183	2,68,833	23,270 8 6	12	2,623	371 6 5	18	2,400	116 4 0
		197	2,92,492	309 9 0	14	1,259	198 8 0	26	4,144	309 11 1
		195	2,69,463	2,771 2 6	23	1,638	224 9 3	36	6,893	610 15 8
		64	1,07,005	194 1 0	1	56	4 2 0	378	46,366	2,357 9 8
Malabar	Cannanore Tellicherry Kallai Badagara Quilandi Calicut Beyport Tanjur Ponani Chavakad Cochin	183	2,68,833	23,270 8 6	12	2,623	371 6 5	18	2,400	116 4 0
		197	2,92,492	309 9 0	14	1,259	198 8 0	26	4,144	309 11 1
		195	2,69,463	2,771 2 6	23	1,638	224 9 3	36	6,893	610 15 8
		64	1,07,005	194 1 0	1	56	4 2 0	378	46,366	2,357 9 8

Particulars of the Trade of the Ports in each District for the Official year 1887-88—cont.

22ND MARCH 1889, No. 115, MARINE.

13

Districts.	Names of Ports.	Total.			Value of			Duty on		
		Vessels.	Tonnage.	Dues.	Exports.	Imports.		Exports.	Imports.	
South Arcot	Markanam Cuddalore Porto Novo	12	13	14	15	16	17	18		
		215	151,652	4,835 0 0	29,06,830 0 0	7,44,844 0 0	4,135 0 0	4,135 0 0	4,135 0 0	4,135 0 0
		106	66,237	2,777 0 0	10,09,281 0 0	2,02,660 0 0	25,544 0 0	25,544 0 0	25,544 0 0	25,544 0 0
		321	217,889	7,612 0 0	39,16,111 0 0	9,47,504 0 0	22,679 0 0	22,679 0 0	22,679 0 0	22,679 0 0
Tanjore	Ternulavasi Tranquebar Nagore Negapatam Velangani Tuticorin Madrass Adirampattam Ammappattam Kottapattam	34	4,460	158 10 6	4,02,986 0 0	10,764 0 0	34,462 11 10	34,462 11 10	34,462 11 10	34,462 11 10
		30	11,430	1,275 11 1	2,39,097 0 0	10,198 0 0	20,048 4 5	20,048 4 5	20,048 4 5	20,048 4 5
		36	6,893	610 15 8	11,888 0 0	2,26,875 0 0	28 2 0	28 2 0	28 2 0	28 2 0
		676	459,293	17,652 1 11	71,49,172 0 0	43,30,439 0 0	1,53,611 9 6	1,53,611 9 6	1,53,611 9 6	1,53,611 9 6
Madura	Pamban Kilakarai Tondi Devipattam	18	2,400	116 4 0	96,232 0 0	13,103 0 0	6,003 11 3	6,003 11 3	6,003 11 3	6,003 11 3
		322	5,192	185 10 6	1,33,195 0 0	29,649 0 0	7,276 10 3	7,276 10 3	7,276 10 3	7,276 10 3
		108	3,712	320 15 9	4,88,332 0 0	9,872 0 0	34,541 9 9	34,541 9 9	34,541 9 9	34,541 9 9
		117	8,936	557 7 1	8,75,162 0 0	1,5,230 0 0	30,778 7 2	30,778 7 2	30,778 7 2	30,778 7 2
Tinnevely	Tuticorin Kulasekharapattam Kalyapattam	107	6,468	175 14 9	1,41,431 0 0	22,697 0 0	14,614 15 9	14,614 15 9	14,614 15 9	14,614 15 9
		91	5,972	185 2 11	1,85,632 0 0	24,191 0 0	14,410 4 4	14,410 4 4	14,410 4 4	14,410 4 4
		1,539	521,756	21,238 14 2	92,55,177 0 0	48,39,975 0 0	3,15,676 6 3	3,15,676 6 3	3,15,676 6 3	3,15,676 6 3
		1,158	21,074	1,707 10 11	2,38,863 2 0	2,05,680 15 0	297 6 0	297 6 0	297 6 0	297 6 0
Malabar	Cannanore Tellicherry Kallai Badagara Quilandi Calicut Beyport Tanjur Ponani Chavakad Cochin	1,175	324,572	25,349 12 11	1,56,44,984 0 0	47,47,827 0 0	17,571 10 0	17,571 10 0	17,571 10 0	17,571 10 0
		910	28,038	574 5 3	3,81,685 0 0	5,18,567 0 0	41 4 0	41 4 0	41 4 0	41 4 0
		340	10,830	223 4 9	63,932 0 0	1,10,604 0 0	..	..	..	..
		2,425	373,441	26,147 6 11	1,59,94,601 0 0	7,60,633 1 0	3,086 0 0	3,086 0 0	3,086 0 0	3,086 0 0

* Includes Rs. 6-1-6 collected by order of Port Officer, Mangalore.

Districts.	Names of Ports.	British.				Foreign.				Country or Native.			
		Vessels.	Tonnage.	Dues.	A. P.	Vessels.	Tonnage.	Dues.	A. P.	Vessels.	Tonnage.	Dues.	A. P.
		1	2	3	4	5	6	7	8	9	10	11	12
South Canara	Mangalore	109	1,200	2,691	12 0	184	8,926	227	3 2	3,804	99,516	2,379	7 3
	Mulki	..	..	..	..	..	..	..	..	626	13,233	125	7 2
	Manjeshwar	..	..	..	..	..	..	..	..	193	3,406	42	2 6
	Kumbha	..	..	..	..	..	..	..	..	260	4,203	34	3 7
	Kasaragod	..	..	..	..	..	..	..	..	733	8,893	42	8 3
	Malpe	29	4,732	74	12 3	56	1,302	39	5 6	738	12,383	187	15 6
	Barkur	..	..	..	..	..	..	..	..	781	11,751	112	10 7
	Coondapoor	28	4,670	93	11 0	227	4,733	140	3 1	1,400	21,798	306	7 8
	Baindur	..	..	..	..	..	..	..	..	318	4,217	31	6 7
	Total	166	1,38,005	2,860	3 3	473	16,043	1,109	5 2	8,833	1,70,329	3,258	4 1
Madras	Madras	514	8,46,800	1,42,659	0 0	66	72,956	5,856	0 0	206	25,075	1,006	0 0
	Add outstanding for March 1887	..	..	..	..	..	..	..	..	..	..	..	..
	Deduct outstanding for March 1888	..	..	..	..	..	..	..	..	..	..	..	..
	Total	514	8,46,800	1,42,659	0 0	66	72,956	5,856	0 0	206	25,075	1,006	0 0
	Value of	Imports.				Exports.				Imports.			
	Value of	Imports.				Exports.				Imports.			
	Value of	Imports.				Exports.				Imports.			
	Value of	Imports.				Exports.				Imports.			
	Value of	Imports.				Exports.				Imports.			
	Value of	Imports.				Exports.				Imports.			
South Canara	Mangalore	4,097	2,37,075	5,094	6 5	72,20,880	0 0	22,98,238	0 0	1,726	11 0	8,035	3 3
	Mulki	628	13,258	126	3 4	2,37,053	0 0	1,01,679	0 0	..	..	..	..
	Manjeshwar	193	3,406	42	2 6	1,12,294	0 0	8,644	0 0	..	..	..	..
	Kumbha	250	4,203	34	3 7	89,213	0 0	36,533	0 0	..	..	..	..
	Kasaragod	733	8,893	42	8 3	1,07,169	0 0	93,710	0 0	..	..	..	..
	Malpe	813	18,416	202	1 3	5,38,166	0 0	4,60,953	0 0	4	2 0	185	8 0
	Barkur	1,698	16,474	252	13 8	6,16,014	0 0	1,84,698	0 0	11	0 0	1,901	0 4
	Coondapoor	1,432	20,335	401	15 11	4,66,136	0 0	1,98,697	0 0	1,944	15 0	..	..
	Baindur	318	4,217	51	6 7	52,457	0 0	15,410	0 0	..	..	..	..
	Total	9,472	3,32,477	7,227	12 6	95,81,412	0 0	43,64,371	0 0	3,687	6 0	10,091	11 7
Madras	Madras	786	9,42,834	1,40,621	0 0	5,01,64,874	0 0	5,92,86,316	0 0	3,082	0 0	9,85,101	0 0
	Add outstanding for March 1887	..	..	..	..	..	..	..	..	..	..	..	..
	Deduct outstanding for March 1888	..	..	..	..	..	..	..	..	..	..	..	..
	Total	786	9,42,834	1,40,621	0 0	5,01,64,874	0 0	5,92,86,316	0 0	3,082	0 0	9,85,101	0 0
	Value of	Imports.				Exports.				Imports.			
	Value of	Imports.				Exports.				Imports.			
	Value of	Imports.				Exports.				Imports.			
	Value of	Imports.				Exports.				Imports.			
	Value of	Imports.				Exports.				Imports.			
	Value of	Imports.				Exports.				Imports.			

D.
STATEMENT showing the number of officers and men employed otherwise than in Government vessels in the Marine Department under the Government of Madras during the official year 1887-88.

Description of Establishment.	Number of officers.	Number of men.	Total annual cost.	Total annual earnings.	Remarks.
1	2	3	4	5	6
Marine Establishment	..	101	Rs. 55,457	Rs. ..	..
Light-house do.	..	9	2,292	..	..
Diver's do.	..	3	1,971	..	..
Tide gauge do.	..	2	564	..	..
Electric do.	..	1	180	..	..
Harbour Master's Establishment..	..	23	9,054	..	..
Telephone do.	..	1	420	..	..
Marine Police do.	..	..	5,532	..	..
Marine Dispensary do.	..	2	4,032	..	..
Outposts.	..	..	..	..	..
Port Officers and Conservators	17	150	57,120	..	..
Light-house	..	80	14,871	..	..
Pilotage	..	..	2,711	12,660	..

E.
STATEMENT showing the various Government vessels, &c., under the Madras Government in the year 1887-88.

Detail of vessels.	Tonnage of each vessel and horse power of engines if a steamer.	Number of officers.	Number of men.	Total annual cost.	Total annual earnings.	Remarks.
1	2	3	4	5	6	7
Sea-going Vessels.	..	..	..	Rs.	Rs.	..
Steam Tug "Madras"	Tonnage 197, H. P. 150 nominal.	2	20	9,228	..	S.S. Margaret North-cote and boat Pearl belong to the Revenue Department.
River going Vessels.	..	..	..	..	..	..
Steam dredge (Priestman's).	Ten horse power	1	6	2,799	..	..
Steam dredge (Bruce's)	Do.	1	6	118	..	..

F.
STATEMENT showing the changes of masters endorsed on registers of vessels under Act X of 1841 and the Merchant Shipping Act from 1st April 1887 to 31st March 1888, in the various districts of the Madras Presidency.

Districts.	Number of Vessels on the Register of which changes of Masters have been endorsed.	Amount of fees.
Madras	2	Rs. 4
Ganjam	..	..
Vizagapatam	12	24
Godavari	..	..
Kistna	..	..
Nellore	..	..
Chingleput	6	12
South Arcot	40	80
Tanjore	37	74
Madura	19	38
Tinnevely	3	6
Malabar	43	86
South Canara	..	..
Total	162	324

G.

STATEMENT showing the number of vessels registered under Act X of 1841, from 1st April 1887 to 31st March 1888, in the various districts of the Madras Presidency.

District.	Total number of vessels.	Total tonnage.	Total amount of fees.		
			RS.	A.	P.
Madras ..	..	..	..	..	..
Ganjam ..	..	..	..	..	..
Vizagapatam ..	..	..	..	..	..
Godavari ..	..	..	..	..	..
Kistna ..	..	7	882	109	10 0
Nellore ..	..	3	64	21	0 0
Chingleput ..	..	..	..	..	..
South Arcot ..	..	..	..	..	..
Tanjore ..	..	6	789	103	11 0
Madura ..	..	15	2,130	273	2 0
Tinnevely ..	..	15	1,003	144	3 6
Malabar ..	..	6	830	103	10 0
South Canara ..	..	4	135	28	0 0
	14	376	88	0	0
Total ..	70	6,209	871	4	6

ORDER—dated 22nd March 1889, No. 115, Marine.

With the foregoing papers, the Presidency Port Officer submits the Marine Administration Report for 1887-88, and the revised accounts of Port Funds embodying the balances of the various ports on 31st March 1888, made out in accordance with the instructions conveyed in G.O., Marine, No. 15, dated 17th January 1888.

2. The year under review was marked by the death of Lieutenant J. H. Taylor, R.N.R., who had conducted the administration of the department for over 13 years.

3. The Native Passenger Ships Act (X of 1887) was brought into force with effect from 1st June 1887. The provisions of Act VIII of 1878 were extended to the port of Karedu, in the Nellore district, and withdrawn from the ports of Ganjam and Bapanadu, in the Ganjam district, and it was decided to adopt the same * course under Act XII of 1875, but final orders were not passed within the year.

* G.O., No. 521, Mar., dated 16th Nov. 1888.

4. The total receipts and charges of all ports in the Presidency under Act XII of 1875 as given in the revised Port Fund accounts submitted with the Presidency Port Officer's letter, dated 23rd October 1888, No. 131 G., which will form the subject of separate orders, are as follows:—

Port Funds.		1885-86.	1886-87.	1887-88.
<i>Receipts.</i>				
Port dues ..	{ Coasting steamers ..	RS.	RS.	RS.
	{ Other vessels ..	1,17,011	1,25,848	1,39,985
Sundry receipts ..	..	2,08,037	1,96,255	2,00,224
	..	26,449	*85,180	53,382
Total ..	..	3,51,497	4,07,286	3,93,591
<i>Charges.</i>				
Port Officers' salaries ..	..	25,000	24,000	22,475
Establishments ..	..	11,798	11,866	11,862
Contingencies ..	..	753	1,156	2,390
Pensions and gratuities ..	..	2,841	3,418	3,409
S.S. Madras ..	..	6,902	18,743	24,620
Lighthouse ..	{ Establishments ..	16,676	16,734	17,184
	{ Contingencies ..	14,937	45,175	22,869
Other establishments ..	..	1,01,733	1,00,919	91,849
Miscellaneous charges ..	..	81,747	77,708	1,14,653
Public Works charges ..	..	1,45,232	1,35,162	77,238
Total ..	..	4,10,619	4,34,961	3,88,219

* The abnormally large receipts under "Sundries" in 1886-87 have not been explained. The total receipts of that year are given as Rs. 3,83,730 only in the statement furnished with the budget for 1888-89 (G.O., Financial, No. 1157, dated 22nd October 1887).

The increased expenditure under Miscellaneous charges in 1887-88 should be explained.
5. The following statement shows the number and gross tonnage of the several classes of vessels that entered the ports of the Presidency in the year under review, and the dues paid by them, as compared with 1886-87 and 1885-86:—

	1887-88.						1886-87.						1885-86.					
	Madras Port.			Out-ports.			Total.			Eastern Group.			Western Group.			Total.		
	NO.	TONNAGE.	RS.	NO.	TONNAGE.	RS.	NO.	TONNAGE.	RS.	NO.	TONNAGE.	RS.	NO.	TONNAGE.	RS.	NO.	TONNAGE.	RS.
<i>Tonnage of Vessels on which Dues were collected.</i>																		
Coasting steamers and other British vessels ..	514	846,800	40,938	2,004	2,801,481	59,284	1,074	1,383,360	39,763	3,502	5,031,641	1,39,985	3,178	4,262,938	1,25,848	2,785	3,810,839	1,17,011
Foreign vessels ..	66	72,956	1,01,721	30	20,115	37,387	590	29,309	14,975	686	122,380	1,54,083	752	205,367	1,41,318	857	266,632	1,45,618
Native vessels ..	205	23,078	5,856	8,567	410,985	2,028	23,635	723,629	3,170	32,408	1,157,692	11,054	34,145	1,258,087	19,245	35,946	1,352,701	24,271
			1,006			14,829			18,263			34,098			34,896			39,835
			..			..			..			1,016			..			..
Net outstandings ..																		
Total ..	786	942,834	1,49,621	10,601	3,232,581	1,13,528	25,299	2,136,298	76,171	36,686	6,311,713	3,40,266	38,075	5,756,392	3,21,307	39,588	5,430,172	3,26,735
<i>Dues collected.</i>																		
British. {	Coasting steamers ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	Other British vessels ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Foreign vessels ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Native vessels ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Net outstandings ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total ..			1,49,621			1,13,528			76,171			3,40,266			3,21,307			3,26,735

666

9

The statement shows a steady increase

	* Total tonnage of coasting steamers.		
	1885-86.	1886-87.	1887-88.
Madras ..	251,202	309,069	267,444
Eastern group of out-ports ..	1,658,804	2,066,705	2,852,959
Western group of out-ports ..	1,042,769	1,134,402	1,273,540
Total ..	2,952,775	3,510,176	4,483,943

94,072 in 1886-87. The dues realized (in Pamban) were, however, nearly the same in both years, viz., Rs. 1,708 in 1887-88 and Rs. 1,797 in 1886-87. This also requires explanation.

6. There are, moreover, certain discrepancies in the figures given above which call for elucidation:—

(i) Including net outstandings (Rs. 1,016), the total dues in 1887-88 amounted to Rs. 3,40,236 according to the administration report, against Rs. 3,40,209-8-1 entered in Appendix A (iii) of the revised accounts, referred to in paragraph 4 above.

(ii) The tonnage of coasting steamers calling at the port of Vizagapatam in 1887-88 is shown as 665,255 in Appendix A (i) (a) of the revised Port accounts, whereas in Appendix B of the administration report, the total tonnage of vessels of all classes calling at that port is given as 334,459.

From the Presidency Port Officer's letter, dated 13th March 1889, No. 104-G., it would appear that this is due to the fact that Appendix A (i) (a) of the revised accounts includes the tonnage of all coasting steamers, whereas the figures in the administration report relate only to those vessels which paid dues at the ports specified. The Presidency Port Officer will arrange to furnish in future reports fuller information regarding vessels arriving at and leaving each port—

- (i) with cargo,
- (ii) in ballast,
- (iii) with passengers, &c.,

and the dues realized for each class.

7. According to the last three administration reports of the Presidency Port Officer, the aggregate value of imports and exports at all ports in the Presidency, and the amount of Sea Customs revenue realised thereon for 1887-88 and the two preceding years, was as shown below:—

	1885-86.	1886-87.	1887-88.
Value of imports ..	9,51,45,391	8,30,51,363	10,24,28,473
Sea Customs revenue ..	5,00,963	(a) 42,780	10,50,740
Value of exports ..	12,21,36,323	15,50,93,930	14,08,44,913
Sea Customs revenue ..	3,36,308	(a) 11,15,420	4,15,740
Total value of trade ..	21,72,81,614	23,81,45,293	24,32,73,386
Total revenue ..	8,46,211	11,55,199	14,76,480

(a) These are the figures as stated in the Presidency Port Officer's Administration Report for 1886-87, but there is obviously some error.

But the annual volume of the sea-borne trade and navigation for 1887-88 published by the Board of Revenue shows the value of imports and exports of the last three years to have been as given below (including the trade with Indian ports not British):—

	1885-86.	1886-87.	1887-88.
	RS.	RS.	RS.
Imports.			
Ordinary trade ..	8,84,44,996	9,73,49,048	9,78,85,102
Private treasure ..	48,65,126	13,73,661	29,80,832
Government treasure ..	58,97,000	62,63,500	95,68,400
Total ..	9,92,07,122	10,49,86,209	11,04,34,334
Exports.			
Ordinary trade ..	12,50,78,935	13,28,82,602	14,17,80,929
Private treasure ..	35,35,510	8,59,766	38,67,777
Government treasure ..	1,05,38,894	1,34,04,371	81,28,583
Total ..	13,91,53,339	14,71,46,739	15,37,77,289

These figures differ entirely from the returns of the Presidency Port Officer, as they show a steady increase under both exports and imports in each year, while the Presidency Port Officer makes the imports of 1886-87 and the exports of 1887-88 less in each case than those of the year preceding. The Presidency Port Officer should in future take his figures from the Board's statistics, which are undoubtedly the more accurate and more carefully compiled.

8. The outports enjoying the largest trade according to the Presidency Port Officer's returns are—Tuticorin, Cocanada, Tellicherry, Cochin, Calicut, Negapatam, and Mangalore, in the order named.

As in the previous year, the dues collected were 0.13 per cent. of the total value of the sea-borne trade both in Madras and the outports.

9. The number of vessels registered under Act X of 1841 shows a gradual decline during the last three years, as shown below:—

Years.	No. of vessels.	Tons.	Fees.
			RS.
1885-86 ..	135	9,938	1,414
1886-87 ..	99	7,192	1,083
1887-88 ..	70	6,209	871

10. There were 39 shipping casualties during the year, against 56 in 1886-87. Of these, only one was attended with loss of life, four of the crew belonging to the native ganja *Remani* having perished off the port of Mangalore in October 1887. The heaviest pecuniary loss (Rs. 25,000) was sustained by the barque *Sathaliya*, which was wrecked off Anterwedi, in the Godavari district. None of the casualties were such as to require a Court of Inquiry.

11. It would be desirable that in future reports special receipts and charges, such as those under Madras Act III of 1883 and III of 1885, the Boat Acts, and Pilotage collections, should be distinguished from the ordinary funds raised and spent under Act XII of 1875.

12. Statistics of passenger traffic should be given in a separate appendix in the form suggested in paragraph 5 of G.O., dated 22nd October 1888, No. 1006, Public.

(True Extract.)

Reddick

Chief Secretary.

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

Exd. A. Raiff.

18. Buo 2802 W 9/20.10.87
--- 284 W 24-1.88

Mr. L. 3188V

10.16.12

Govt. of (1889) Madras.

MARINE.

Recorded
Recorded

WCB
6.4.89

Ruedy
8.4.89

13.5.89

Issued

Recd. 4.4.89

Encl.

G.O., 22nd March 1889, No. 115.

V

V

MARCH.

✓ ✓ ✓ ✓ ✓
Des. I. II. III. IV. V. VI. Cycles
S. Es. I. II. IV. V. VI. Cycles
for information
for information

Recd
12/4/89

2 copies to rooty

20/4. Asst. 16/4. 20/4.

Madras Port Department.

Reviewing the Administration Report of the —
for 1887-88.

DW