Govt. of {1890} Madras.

MARINE.

*Issued*

*Recd.* *Encl.*

G.O., 31st December 1890, No. 471.

DECEMBER.

**Madras Port Department.**

Reviewing the Administration Report of the — for 1889-90.

No 195 Wa/ 21st Jany 1891.

Order thereon

Received.

7 J.P.

S. Engrs (except III Class)

for information

to be taken by the Master of a vessel when there is disease or sickness or a dead body on board his vessel, while such vessel is within the limits of the port, was also issued and brought into force at Madras and the chief coast ports.

Under sections 33 and 34, the schedule of port dues for Madras and the coast ports was revised, and reduced rates brought into force from 1st September 1889. The rate of port dues on foreign vessels calling at a single port in any of the districts of Ganjam, Godávari, Kistna, Tanjore and South Canara was subsequently raised from 2 to 3 annas a ton with effect from 1st January 1890.

Under section 5, new limits were fixed for the ports of Barkur in the district of South Canara, and Karedu and Pakala in the district of Nellore, in supersession of those fixed by notification of 28th June 1881. Port rules were made applicable to Karedu and the necessary appointment of Conservator of the Port was made.

*Act X of* 1887.—A complete collection of the rules, notifications and amendments of the Government of India, together with a revised summary of the executive orders and notifications of the Government of Madras under Act X of 1887, was re-issued by direction of Government.

Towards the close of the year, steam communication through the Pámban Pass was established between Negapatam and Colombo by the Agents of the British India Steam Navigation Company at Negapatam. The steamers employed on this line call at various small ports in the Tanjore, Madura and Tinnevelly districts and also at Kangasanthorai in Ceylon.

*Acts X of* 1841 *and XI of* 1850.—One hundred and thirteen Native vessels were registered in the Presidency during the year, and 186 changes of masters endorsed on certificates of registry. The total fees realized for these services and credited to Government amounted to Rs. 1,898-12-0. For detailed particulars see Appendices F and G.

The Port officers of Tuticorin, Cocanada, Vizagapatam, Bimlipatam, Negapatam, Mangalore and Gopálpur were appointed Registrars of shipping at their respective ports.

*Act IX of* 1846.—Rules I and IX of the subsidiary rules framed under Act IX of 1846, for the better management and control of licensed boats and catamarans at the coast ports, were amended so as to make these rules applicable not only to boats that ply between the shipping and shore, but also to all boats plying within the limits of each port.

*Madras Act III of* 1885.—The levy of fees under section 4, Madras Act III of 1885, at the port of Gopálpur was discontinued, in consequence of the failure of the pier at that port to meet the purposes for which it was constructed.

Goods conveyed by canal to the port of Negapatam for export were exempted from dues payable there under this Act.

*Madras Act V of* 1863.—Under section 1 of Madras Act V of 1863 as amended by Act VII of 1871, a revised scale of tolls to be levied for the use of the pier at Tuticorin was brought into force.

*Act I of* 1859.—Under this Act and under Act V of 1883, and Merchant Shipping Act 1854, the following transactions took place in the year, namely :—At Cocanada, 2 Europeans and 32 Asiatic seamen shipped, and 86 Asiatic seamen discharged; at Madras, 23 Europeans shipped, 45 discharged and 8 sent home as distressed seamen, and 286 Asiatics shipped and 317 discharged; at Negapatam, 7 Europeans and 583 Asiatics shipped, and 10 Europeans and 458 Asiatics discharged; at Tuticorin, 5 Europeans shipped, and 2 Europeans and 1 Asiatic discharged; at Cochin, 1 European and 15 Asiatics shipped, and 2 Europeans and 7 Asiatics discharged.

*Service Registers* of employés of the Port Department have been maintained in strict accordance with the orders of Government on the subject.

*Life-saving Apparatus.*—Exercises with the life-saving rocket apparatus were held at Madras, Gopálpur, Vizagapatam and Bimlipatam as an experimental measure, and the results were, on the whole, satisfactory. Sanction was accorded to the experiment being continued to the end of the calendar year 1890.



*Wrecks and Casualties.*—Under this head there were in the year 37 cases classified as follows, viz., Strandings 23, Miscellaneous 12, Collision 1, and Foundering 1. Loss of life occurred in one instance only, one out of a crew of 12 of the Ballam "Ambaprasad" having perished at Beypore. A formal investigation under section 7 of Act V of 1883 was not considered necessary in respect to any of these casualties. For particulars of the several casualties see Appendix A.

*Weather.*—On four different occasions in the year, the weather in the Bay became squally and assumed conditions favorable for the formation of a storm. Precautionary measures were adopted, when considered necessary, by hoisting the warning signals, but no cyclones were experienced. On one of these occasions a very violent storm of short duration, lasting but two hours, was experienced at Cocanada, during which the country craft on the south side of the river were blown across to the north side and then back again when the wind veered to the north. Two of these vessels came into collision with one another, but no damage was done. With this exception, which hardly deserves more than passing notice, the weather along the coast throughout the year permitted of shipping and landing operations being carried on uninterruptedly.

*Meteorological.*—The newly-established Meteorological Observatory at the Presidency Port Office continued to work satisfactorily during the year, and in addition to the daily telegrams sent to the Meteorological Reporters of Bombay and Bengal, special additional observations were telegraphed to the Bengal Reporter during the prevalence of abnormal weather.

*Passenger Traffic.*—Details of the passenger traffic in the year at ports in the Madras Presidency are furnished in Appendix I. The largest traffic was carried on at Negapatam, Tuticorin, Mangalore and Cocanada.

*Marine Manual.*—Over thirty years having elapsed since the issue of a manual for the guidance of Coast Port officers, a revised set of instructions, based on rules and enactments at present applicable to the several ports, was drawn up and issued during the year under notice as a temporary measure pending the issue of a more complete manual.

*Navigation and Trade.*—Detailed particulars of the navigation and trade of the port of Madras and of each coast port in the Presidency are furnished in Appendix B. The following statement exhibits the number of vessels, their tonnage and the dues collected thereon in the whole Presidency. These figures are based on returns furnished by the Collector of Sea Customs at Madras and by the different Collectors of Maritime Districts :—

| — | Vessels. | | Number. | Tonnage. | Dues. |
|---|---|---|---|---|---|
| | | | | | Rs. |
| Madras .. | British | Coasting .. .. .. | 266 | 425,599 | 29,945 |
| | | Other than coasting .. | 251 | 491,822 | 73,714 |
| | Foreign .. .. .. .. | | 57 | 62,084 | 3,893 |
| | Native .. .. .. .. | | 79 | 10,638 | 1,092 |
| | | Total .. | 653 | 990,143 | 1,08,644 |
| Coast Ports. | British | Coasting .. .. .. | 2,721 | 3,904,835 | 1,02,792 |
| | | Other than coasting .. | 612 | 398,949 | 31,378 |
| | Foreign .. .. .. .. | | 606 | 38,298 | 3,199 |
| | Native .. .. .. .. | | 20,500 | 774,644 | 25,421 |
| | | Total .. | 24,439 | 5,116,726 | 1,62,790 |

The total number of vessels which visited the port of Madras, it would appear, was 653, of which 266 were (*a*) British, coasting, of 425,599 tons burden; 251 were (*b*) British, other than coasting, of 491,822 tons burden; 57 were (*c*) Foreign, of 62,084 tons burden; and 79 were (*d*) Native, of 10,638 tons burden.

Class (*a*) paid Rs. 29,945 in port dues or 13 pies per ton.
„ (*b*) „ 73,714 „ 28 „
„ (*c*) „ 3,893 „ 12 „
„ (*d*) „ 1,092 „ 20 „

The actual rate of port dues paid at Madras averaged thus from 12 to 28 pies per ton. Compared with the figures of the past year, there has been an increase in the number and tonnage of British vessels, but a decrease in the amount of dues realized therefrom, owing, chiefly, to the reduction in the rate of port dues from 1st September 1889. In respect to Foreign and Native vessels, the variation in the figures is very slight and calls for no remark.

Of the vessels that entered the other ports on the Madras coast, 2721 were (*a*) British, coasting, of 3,904,835 tons burden; 612 were (*b*) British, other than coasting, 398,949 tons burden; 606 were (*c*) Foreign, of 38,298 tons burden; and 20,500 were (*d*) Native, of 774,644 tons burden.

| | | | | | |
|---|---|---|---|---|---|
| Class (*a*) | paid Rs. | 1,02,792 | in port dues or | 5 | pies per ton. |
| „ (*b*) | „ | 31,378 | „ | 15 | „ |
| „ (*c*) | „ | 3,199 | „ | 16 | „ |
| „ (*d*) | „ | 25,421 | „ | 6 | „ |

The principal ports visited by British vessels and the number of such vessels that called were as follows, viz.—Cocanada 299, Negapatam 271, Bimlipatam 235, Vizagapatam 209, Cochin 207, Masulipatam 198, Tuticorin 182, Tellicherry 181, Gopálpur 138, Mangalore 136, Cannanore 132, and Cuddalore 125. Of Foreign vessels, 7 called at Cocanada, which was the only port in the Eastern group, visited by this class of vessels; the rest called at ports in the Western group, and, with the exception of a few under American, German and French colors, consisted principally of Arab sailing vessels, and small native craft belonging to Native Indian Princes and to Portuguese India.

Compared with the past year's figures, there was an increase in the number and tonnage of British vessels, but a decrease in the amount of dues collected therefrom, due, chiefly, to the reduction in the rate of port dues from 1st September 1889. In the case of Foreign vessels, there was a decrease in the number and tonnage, but a slight increase in dues. In the case of Native craft, there was a falling off both in number and tonnage, and consequently in dues also. The causes which combine to reduce the trade of this class of vessels have already been separately brought to the notice of Government (G.O., Marine, No. 249, dated 5th July 1890).

The actual port dues paid at the coast ports averaged from 5 to 16 pies per ton.

*Trade.*—The subjoined statement exhibits the total value of, and duty on, the imports and exports of the port of Madras and of the different coast ports of the Presidency for the official years 1888-89 and 1889-90, as also the value of the import and export trade, &c., of each of the coast ports for the year under review, exclusive of Government stores and treasure and private treasure. This statement has been compiled from the Revenue Board's volume of sea-borne trade and navigation for 1889-90: —



| Ports. | | Tons. | Value of | | | | Duty on | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | Imports. | | Exports. | | Imports. | | Exports. | | Total. | |
| 1 | | 2 | 3 | | 4 | | 6 | | 7 | | 8 | |
| | | | Rs. | A. P. | Rs. | A. P. | Rs. | A. P. | Rs. | A. P. | Rs. | A. P. |
| Total of Madras .. | 1888-89 | 890,978 | 6,13,58,111 | 0 0 | 4,80,84,853 | 0 0 | 10,77,889 | 2 2 | 10,056 1 1 | | 10,87,945 | 3 3 |
| | 1889-90 | 990,143 | 6,65,85,649 | 0 0 | 5,40,63,184 | 0 0 | 10,95,357 | 5 10 | 30,654 11 5 | | 11,26,012 | 1 3 |
| Total of all other ports | 1888-89 | 5,370,553 | 3,99,15,857 | 0 0 | 10,21,17,039 | 0 0 | 64,298 | 10 4 | 4,60,759 10 4 | | 5,25,058 | 4 8 |
| | 1889-90 | 5,116,726 | 4,38,71,873 | 0 0 | 10,71,29,724 | 0 0 | 56,715 | 14 4 | 4,55,402 15 0 | | 5,12,118 | 13 4 |
| Tuticorin .. | .. | 322,306 | 51,60,358 | 0 0 | 2,06,79,956 | 0 0 | 5,449 | 1 3 | 17,100 3 7 | | 22,549 | 4 10 |
| Cocanada .. | .. | 492,425 | 25,53,376 | 0 0 | 1,59,79,822 | 0 0 | 3,343 | 11 8 | 30,398 15 1 | | 33,742 | 10 9 |
| Tellicherry .. | .. | 291,748 | 53,15,009 | 0 0 | 99,83,170 | 0 0 | 6,632 | 2 4 | .. | | 6,632 | 2 4 |
| Cochin .. | .. | 347,825 | 51,41,740 | 0 0 | 91,23,069 | 0 0 | 17,905 | 12 2 | 78 0 0 | | 17,983 | 12 2 |
| Calicut .. | .. | 346,848 | 42,11,067 | 0 0 | 86,36,363 | 0 0 | 11,060 | 8 6 | 221 3 8 | | 11,281 | 12 2 |
| Mangalore .. | .. | 197,797 | 34,42,898 | 0 0 | 88,97,782 | 0 0 | 6,830 | 4 3 | 1,739 8 0 | | 8,569 | 12 3 |
| Negapatam .. | .. | 469,373 | 40,45,240 | 0 0 | 63,18,920 | 0 0 | 2,130 | 3 11 | 1,89,163 10 6 | | 1,91,293 | 14 5 |
| Cuddalore .. | .. | 206,024 | 9,01,429 | 0 0 | 47,65,821 | 0 0 | .. | | 4,455 6 0 | | 4,455 | 6 0 |
| Bimlipatam .. | .. | 376,737 | 19,14,251 | 0 0 | 37,09,618 | 0 0 | 937 | 10 8 | .. | | 937 | 10 8 |
| Cannanore .. | .. | 234,599 | 22,55,606 | 0 0 | 16,94,654 | 0 0 | 8 | 2 4 | .. | | 8 | 2 4 |
| Masulipatam .. | .. | 334,247 | 11,98,493 | 0 0 | 21,47,032 | 0 0 | 331 | 9 11 | 21,363 15 7 | | 21,695 | 9 6 |
| Beypore .. | .. | 39,718 | 5,64,848 | 0 0 | 27,77,867 | 0 0 | .. | | 0 6 0 | | 0 | 6 0 |
| Vizagapatam .. | .. | 334,069 | 5,49,265 | 0 0 | 18,16,473 | 0 0 | 811 | 13 7 | .. | | 811 | 13 7 |
| Gopálpur .. | .. | 198,974 | 11,46,611 | 0 0 | 12,04,493 | 0 0 | 1,173 | 13 3 | 56 4 0 | | 1,230 | 1 3 |
| Badagara .. | .. | 73,010 | 5,57,476 | 0 0 | 12,01,599 | 0 0 | .. | | .. | | .. | |
| Ponáni .. | .. | 23,172 | 7,49,789 | 0 0 | 5,91,236 | 0 0 | .. | | .. | | .. | |
| Porto Novo .. | .. | 91,267 | 2,06,926 | 0 0 | 9,75,707 | 0 0 | .. | | 29,066 0 2 | | 29,066 | 0 2 |
| Malpe .. | .. | 55,389 | 5,12,164 | 0 0 | 6,03,144 | 0 0 | 16 | 13 10 | .. | | 16 | 13 10 |
| Barkur .. | .. | 11,568 | 2,64,281 | 0 0 | 5,62,690 | 0 0 | 3 | 5 5 | .. | | 3 | 5 5 |
| Calingapatam .. | .. | 177,354 | 2,56,654 | 0 0 | 5,18,394 | 0 0 | 8 | 11 9 | .. | | 8 | 11 9 |
| Kulasekharapatnam .. | .. | 16,180 | 3,53,721 | 0 0 | 4,00,547 | 0 0 | 4 | 2 8 | 70 14 0 | | 75 | 0 8 |

| Ports. | Tons. | Value of Duty on Imports. | Value of Duty on Exports. | Value of Duty on Total. |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| | | Rs. A. P. | Rs. A. P. | Rs. A. P. |
| Coondapoor .. .. .. .. .. | 56,822 | 2,87,796 0 0 | 4,20,818 0 0 | 7,08,614 0 0 |
| Mutupet .. .. .. .. .. | 11,181 | 13,222 0 0 | 6,31,804 0 0 | 6,45,026 0 0 |
| Tirumalavasal .. .. .. .. | 39,849 | 23,853 0 0 | 5,50,210 0 0 | 5,74,063 0 0 |
| Pámban .. .. .. .. .. | 170,797 | 2,99,903 0 0 | 2,21,623 0 0 | 5,21,526 0 0 |
| Adiráṁpatnam .. .. .. .. | 15,304 | 1,11,223 0 0 | 4,08,870 0 0 | 5,20,093 0 0 |
| Quilandi .. .. .. .. .. | 8,393 | 2,20,559 0 0 | 2,06,929 0 0 | 4,27,488 0 0 |
| Tondi .. .. .. .. .. | 5,679 | 3,66,281 0 0 | 30,652 0 0 | 3,96,933 0 0 |
| Moolki .. .. .. .. .. | 6,782 | 1,06,197 0 0 | 2,89,228 0 0 | 3,95,425 0 0 |
| Kalai .. .. .. .. .. | 9,444 | 2,26,055 0 0 | 1,00,184 0 0 | 3,26,239 0 0 |
| Kelakarai .. .. .. .. .. | 14,067 | 2,26,419 0 0 | 77,756 0 0 | 3,04,175 0 0 |
| Kásaragód .. .. .. .. .. | 4,793 | 1,40,317 0 0 | 1,17,998 0 0 | 2,58,315 0 0 |
| Toputorai .. .. .. .. .. | 7,627 | 35,994 0 0 | 1,49,003 0 0 | 1,84,997 0 0 |
| Kotaipatnam .. .. .. .. .. | 5,424 | 18,405 0 0 | 1,39,002 0 0 | 1,57,407 0 0 |
| Tranquebar .. .. .. .. .. | 4,029 | 1,074 0 0 | 1,38,850 0 0 | 1,39,924 0 0 |
| Koilpatam .. .. .. .. .. | 4,572 | 40,062 0 0 | 98,318 0 0 | 1,38,380 0 0 |
| Kotapatam .. .. .. .. .. | 11,067 | 8,940 0 0 | 1,13,039 0 0 | 1,21,979 0 0 |
| Ammapatam .. .. .. .. .. | 5,192 | 5,421 0 0 | 71,903 0 0 | 77,324 0 0 |
| Nizampatam .. .. .. .. .. | 1,421 | 10,095 0 0 | 27,048 0 0 | 37,143 0 0 |
| Nagore .. .. .. .. .. | 6,586 | 15,635 0 0 | 16,936 0 0 | 32,571 0 0 |
| Epurupalem .. .. .. .. .. | 1,959 | 148 0 0 | 9,979 0 0 | 10,127 0 0 |
| Total of other ports with an aggregate trade of not less than 2 lakhs each .. .. .. .. | .. | 4,23,072 0 0 | 7,21,217 0 0 | 11,44,289 0 0 |
| | | 1 3 0 | 6,389 12 3 | 6,390 15 3 |

An error in the totals of imports and export at all ports except Madras for the year 1888-89, as given in the last year's Administration report, has been rectified. The comparison shows an increase during the year under notice at Madras as well as at the other ports both in imports and exports. The ports as entered in the above statement are arranged in order of importance according to the value of the trade carried on by each. Tuticorin carried on the largest amount of trade while Cocanada, Tellicherry, Cochin, Calicut, Mangalore and Negapatam come next in the order named.



## Accounts.

### *Port Fund Accounts*—(*Act X of* 1889).

The Port Fund Accounts for the year under review of the Maritime Districts of this Presidency including Madras having been revised in accordance with G.O., No. 24, Marine, dated 27th January 1890, a statement showing the receipts and charges for the year, together with the opening and closing balances of the several District Port Funds, is herewith submitted as Appendix C.

Particulars of receipts and charges are furnished in Appendices C (i) and C (ii), respectively, under the several detailed heads specified by Government in paragraph 17 of G.O., No 85, Marine, dated 5th March 1890, while those contained in Appendices C (i-*a*) and C (ii-*a*) show the *actual* receipts and charges incurred in each district. The increase and decrease in receipts and charges for the year under review of the District Port Funds under the several detailed heads, compared with those of the previous year, will be found in Appendices C (iii-*a*) and (C iii-*b*).

The receipts will first be noticed.

*Coasting Steamers' Dues.*—The total of receipts under this head is nearly equal to that of the past year with a very slight increase of Rs. 375 (*vide* abstract statement in Appendix B). From the coasting steamers' dues of the Eastern and Western groups, the refunds of such dues—*i.e.*, Rs. 1,567 in the Eastern and Rs. 125 in the Western group were deducted, and the net dues only distributed in proportion to the tonnage of coasting steamers that entered the districts in these respective groups. These refunds were eliminated from the charge side also. The distribution of the coasting steamers' dues—less refunds—having been made, the results disclose that there was an increase of receipts in all the districts over those of the previous year except in Madras, Nellore and Malabar.

In Nellore, the tonnage of coasting steamers that arrived during the year was less than that of last year, and hence the decrease.

Only the tonnage of the coasting steamers' dues that arrived at Madras up to 31st August 1889, and the dues levied up to that date on such vessels, were taken into calculation in distributing the coasting steamers' dues of the Eastern group. Special dues levied on the above tonnage at one anna per ton up to 31st August 1889, and the dues at the reduced rates levied on coasting steamers at Madras subsequent to that date, have been wholly credited to Madras.

*Other Port Dues.*—The total dues collected during the year from vessels other than coasting steamers amounted to Rs. 1,38,697 against Rs. 1,51,511 in the previous year, the deficit of Rs. 12,814 arising in all the districts except in Ganjam, Madura and Tinnevelly, where there was a slight increase (*vide* abstract statement to Appendix B). The decrease referred to is chiefly due to reduction in Port dues from 1st September 1889.

*General Receipts.*—The general receipts during the year having been only Rs. 275 against Rs. 13,430 in the previous year, there was a fall under this head in all the districts. For particulars of general receipts see Appendix C (v).

*Other Receipts.*—The receipts for the year under this head amounted to Rs. 1,25,884 against Rs. 58,197 in the previous year. There was a large contribution made from Provincial Funds amounting to Rs. 72,484 to cover the deficit balances on 31st March 1888 of the districts of Godávari, Kistna and Tanjore; but for this special receipt, the actual miscellaneous receipts of the districts for the year under review would have been only Rs. 53,380. The receipts for the year have been classed under the several detailed heads prescribed by Government, and those shown under the heading "Fees" are the sums found credited to that head in the Port Fund accounts received from the Collectors of the Maritime Districts. The classification of fees and particulars of sums collected on each account in each district are furnished in a separate statement—Appendix C (vi-*a*)—as required by Government in paragraph 17 of their order, No. 85, Marine, dated 5th March 1890. This statement shows the actual fees collected by Port officers and Conservators from 1st April 1889 to 31st March 1890 under the several detailed heads therein given as ascertained from the returns furnished by them; but the figures in this statement will not be found to agree with the total of receipts

under "Fees" in Appendix C (i), as several amounts collected prior to 1st September 1889 have not passed through the Government accounts, and also to sums remitted to treasuries by Port Officers and Conservators subsequent to the closing of the accounts in the month of March, which is done some days before the close of the month, are not brought to account in the accounts for March.

There was no receipt under the heading "Interest," as the balances of the several District Port Funds specified in paragraph 12 of G.O., dated 24th April 1889, No. 171, Marine, were invested in Government securities only in July 1890, and also to the Accountant-General not having as yet diverted the Madras balance to Ganjam and Godávari districts to cover the deficits in those districts, as ordered in paragraph 18 of G.O., dated 5th March 1890, No. 85, Marine.

The charges now follow :—

*General Administrative Charges.*—The total charges for the year under review amounted to Rs. 56,867 as particularized in Appendix C (v) against Rs. 53,436 in the previous year. This latter sum included Rs. 5,855 charges on account of Tug "*Madras*." Charges on account of administrative establishment, contingencies and pensions during 1888-89 have therefore amounted to only Rs. 47,581, and the excess in charges on these accounts in 1889-90 was chiefly due to (*a*) increase in contingent charges of the administrative office—see Appendix C (v), (*b*) in charges on account of pensions and gratuities, and also to (*c*) charges on account of tide gauge establishments and contingencies and leave allowances of Port officers having been treated as general charges from 1st April 1889, as per G.O., No. 413, Marine, dated 26th September 1889. There was a slight decrease in charges on account of salaries of officers of the Administrative department.

*Lighthouse Charges.*—Charges on this account for the year 1889-90 amounted to Rs. 41,081 against Rs. 43,513 in the previous year. There was a fall in the share of these charges in all the districts except in South Arcot, Madras and South Canara, where they were a little more than those of the previous year. *Vide* Appendix C (iii-*b*).

*Other Charges.*—The remaining charges have been classified under the several headings prescribed by Government in their order referred to. The amounts appearing in the columns of "Fees" in Appendix C (ii) are the figures communicated by the Collectors of the Maritime Districts as having been brought into Government accounts, while those specified in Appendix C (vi-*b*) are the *actual* amounts paid to Port officers, Conservators and establishment, and the amounts retained by them prior to 1st September 1889 as their own perquisites. This information was gathered from the statements furnished by the Port officers and Conservators.

Under the heading "Interest," no charge has appeared, as Ganjam and Godávari districts had no interest to pay, inasmuch as the Madras balance has not been diverted to these districts as a loan to cover their deficits as arranged by Government in their Order, No. 85, Marine, dated 5th March 1890.

Charges for the year 1889-90, excluding general and lighthouse charges, amounted to Rs. 4,52,870 against Rs. 2,28,489 in the previous year, the large increase being due to payment of Rs. 2,75,000 from the Madras balance to the Harbour Trust Board as ordered in paragraph 12 of G.O., Marine, No. 171, dated 24th April 1890.

The receipts and charges under the several heads of Port Fund Account as a whole and their variation with those of the previous year having been explained, the receipts and charges of the individual District Port Funds will now be dealt with.

### Ganjam.

*Receipts.*—The receipts for the year 1889-90 very nearly amounted to those of the previous year ; there was, however, an increase under Coasting steamers' dues and other vessels' dues, and a decrease under general receipts and sundries resulting in a net deficit of only Rs. 200-6-10 below last year. Gopálpur pier receipts amounted to only Rs. 273, and was included in Rs. 581-5-6 shown under Miscellaneous Receipts in Appendix C (i).



*Charges.*—The total charges for the year were Rs. 10,547-8-1 less than those of the previous year, the decrease appearing under Special Public Works charges on account of Gopálpur pier. There was a slight increase in the share of general charges—*vide* Appendix C (iii-*b*). In the sum of Rs. 3,613-14-11, charged to contingencies and miscellaneous, is included Rs. 1,746, value of a crane, and the remainder, Rs. 1,867-14-11, is on account of the ordinary expenditure of the ports in the district.

The accounts of this district for the year 1889-90 resulted in a deficit balance of Rs. 4,306-11-8, and which, when added to the deficit of the district on the 31st March 1889, *i.e.* Rs. 1,89,394-15-5, raised the debit balance of the district on the 31st March 1890 to Rs. 1,93,701-11-1. As noticed above, the deficit of this district, as it stood on the 31st March 1889, has not been as yet treated by the Accountant-General as a loan from the Madras balance as per G.O., dated 5th March 1890, No. 85, Marine, and as the balance of the Madras Port Fund may, during the current year, be diverted to this district to meet the deficit on the 31st March 1889, the deficit of 1889-90 also, *i.e.* Rs. 4,306-11-8, may be treated as a loan from the same source, and the Madras port will have the interest on the sum thus diverted; or, as arranged by Government, a Provincial contribution, to be treated as an advance, of Rs. 4,306-11-8, may be assigned to keep the District fund from deficit.

### Vizagapatam.

*Receipts.*—The receipts of this district for 1889-90 were Rs. 1,445 more than those of the previous year, the increase being under Coasting steamers' dues and sundries, which has been reduced partly by a decrease in general receipts and dues on vessels other than coasters—*vide* Appendix C (iii-*a*). There were no special receipts in this district during the year under review.

*Charges.*—The charges for the year 1889-90 were Rs. 304 more than those of the previous year, the increase being under general charges and miscellaneous charges, which has been met partly by a reduction in lighthouse charges (*vide* Appendix C (iii-*b*). A boat costing Rs. 400, and Rs. 340 on account of expenses incurred in connection with rocket apparatus, are the only special charges of the district during the year.

The transactions of the district for the year 1889-90 resulted in a deficit balance of Rs. 2,554-4-11, and which, when adjusted with the balance that remained to the credit of the district on the 31st March 1889, leaves a balance of Rs. 88,165-9-2 to the credit of this district on the 31st March 1890.

### Godavari.

*Receipts.*—A Provincial contribution of Rs. 63,076 was credited to the accounts of the district during the year under review. In addition to this special receipt, there was an increase in coasting steamers' dues and in miscellaneous receipts, which has been partly reduced by deficits in other dues and in general receipts—(*vide* Appendix C (iii-*a*). Of Rs. 2,818-4-1, shown as miscellaneous receipts in Appendix C (i), a sum of Rs. 1,783 is on account of wharfage fees, and the remainder ordinary receipts of the ports.

*Charges.*—The charges of this district for the year 1889-90 were Rs. 4,059 less than those of the previous year, the decrease being under special charges and Public Works charges incurred in 1888-89. Of Rs. 6,637-3-3 charged to Miscellaneous and Contingencies, Rs. 4,649 was on account of dredge expenses, and the remainder form the ordinary charges of the ports in the district.

The receipts of this district for the year under review amounted to Rs. 85,268-8-9, and the charges to Rs. 25,174-7-3, resulting in a surplus balance of Rs. 60,094-1-6, and which when adjusted with the debit balance of the district on the 31st March 1889, *i.e.*, Rs. 69,201-12-8, there remained a deficit balance of Rs. 9,107-11-2 against this district on the 31st March 1890. It should here be stated that the deficit balance of Rs. 6,125 of the year 1888-89 has not been treated by the Accountant-General as a loan from the Madras surplus and the necessary adjustments made in the accounts.

### Kistna.

*Receipts.*—The receipts for the year were Rs. 1,147 more than in the previous year, and the increase was chiefly due to the Provincial contribution of Rs. 718. There was a slight increase both under coasting steamers' dues and miscellaneous receipts, but this was partly vitiated by reduction in other dues' receipts. *Vide* Appendix C (iii-*a*). With the exception of the Provincial contribution referred to, there were no other special receipts in this district during the year under review.

*Charges.*—The charges for the year were less than those of the previous year by Rs. 781, and were nearly equal to the amount estimated in G.O., No. 85, Marine, dated 5th March 1890. There was, however, a slight increase in the share of general charges, but this increase was merged in a reduction both under lighthouse charges and sundries.

The total receipts for the year amounted to Rs. 10,695-10-7 and charges to Rs. 11,883-0-11, resulting in a deficit balance of Rs. 1,187-6-4, and this sum added to the deficit balance on the 31st March 1889 amounted to Rs. 5,020-14-3 on the 31st March 1890.

### Nellore.

*Receipts.*—The receipts for the year 1889-90 were Rs. 126-11-7 below those of the previous year, and this was due to decrease in the share of coasting steamers' dues. The sum credited to Miscellaneous in Appendix C (i) is the sale-proceeds of property recovered from the sea.

*Charges.*—The charges were more than those of the previous year by about Rs. 340, and was due to refund of other vessels' dues.

The financial position of this district is good, as it had a credit balance of Rs. 7,043-10-2 on the 31st March 1890.

### Chingleput.

*Receipts and Charges.*—The receipts of this district for the year were a little below those of the previous year, and the charges likewise. The financial position of this district is also healthy, having a balance of Rs. 5,440-8-7 to its credit on the 31st March 1890.

### South Arcot.

*Receipts.*—There was an increase in coasting steamers' dues and in sundry receipts over those of last year, and this increase was counterbalanced by a reduction in other dues and in general receipts resulting in a net surplus of about Rs. 200. The total receipts of the district for the year under review were, however, nearly equal to those of the previous year.

The following are the principal items of receipts credited to "Miscellaneous Receipts" in Appendix C (i):—

| | Rs. |
|---|---|
| Wharfage fees .. .. .. .. .. .. .. .. | 1,802 |
| Sale of dredger barge and hand apparatus .. .. .. .. | 427 |
| Total .. | 2,229 |

*Charges.*—The charges for the year were about Rs. 700 more than those of the previous year, the increase occurring chiefly under general charges and lighthouse charges. A special charge of Rs. 400 was incurred in this district during the year under review in removing silt.

This district had, however, a surplus balance for the year which raised its previous credit balance to Rs. 28,716-9-9 on the 31st March 1890.

### Tanjore.

*Receipts.*—The receipts for 1889-90 were Rs. 8,900 more than in the previous year, and the increase is chiefly due to a Provincial contribution of Rs. 8,690. There was



a slight increase in the share of coasting steamers' dues, but this increase was counterbalanced by reduction in other dues and general receipts. Rs. 1,402 was credited on account of flotsam and jetsam during the year, and is included in Rs. 2,131 credited to Miscellaneous receipts.

*Charges.*—The charges for the year under review were Rs. 11,366 less than those of the previous year, dredger charges not having been so large as before. There was, however, a slight increase in general charges, and this increase was counterbalanced by a reduction in lighthouse charges. There was a large sum of Rs. 13,052 incurred on account of Public Works charges, and this had the effect of increasing the total charges of the district to more than the sum estimated for by Government in their order, No. 85, Marine, dated 5th March 1890. Of Rs. 4,031-11-0 debited to Miscellaneous charges, the following are the principal items of expenditure:—

| | Rs. |
|---|---|
| Dredge expenses .. .. .. .. .. .. .. | 1,365 |
| Refund of port dues (other than coasting steamers) .. .. .. | 665 |
| Commission to Conservators .. .. .. .. .. .. | 367 |
| Total .. | 2,397 |

and the remainder is on account of ordinary charges of the ports in the district.

The receipts of the district for the year amounted to Rs. 34,241-12-8 and the charges to Rs. 36,517-15-7, resulting in a deficit balance of Rs. 2,276-2-11, and which, when added to the debit balance of the district on 31st March 1889, amounted to a deficit balance of Rs. 33,561-9-4 on the 31st March 1890.

### Madura.

*Receipts.*—The receipts of this district for the year were about Rs. 664 less than those of the previous year, the decrease appearing chiefly under general receipts and miscellaneous receipts—*vide* Appendix C (iii-*a*). Of Rs. 1,347 credited to Miscellaneous receipts, the following are the principal items:—

| | Rs. |
|---|---|
| Hire of grapnels .. .. .. .. .. .. .. | 419 |
| Do. warps .. .. .. .. .. .. .. .. | 283 |
| Flotsam and jetsam .. .. .. .. .. .. .. | 180 |
| Sale of stores .. .. .. .. .. .. .. .. | 270 |
| Total .. | 1,152 |

and the remainder is the ordinary receipts of the district.

*Charges.*—The charges of 1889-90 were more than those of the previous year by Rs. 1,936. The increase arose slightly under share of general charges and in the miscellaneous charges; and in this latter, there were special charges amounting to Rs. 654.

The receipts of the district amounted to Rs. 5,445-1-1 and the charges to Rs. 11,242-10-3, resulting in a deficit balance of Rs. 5,797-9-2, and this sum adjusted with the credit balance of the district on the 31st March 1889, there remained a balance of Rs. 13,859-12-8 to the credit of this district on the 31st March 1890. To keep this district in equilibrium, a contribution from Pilotage Fund to the extent of the deficit of 1889-90 has to be made, as arranged in G.O., No. 85, Marine, dated 5th March 1890. It should here be stated that the surplus of the district on the 31st March 1889 was not invested in Government securities until July 1890.

### Tinnevelly.

*Receipts.*—The receipts of this district were more than those of last year by Rs. 2,402, the increase arising in the share of coasting steamers' dues, other dues, and in miscellaneous receipts. Of Rs. 8,941 credited to Miscellaneous receipts in Appendix C (i), Rs. 7,937 form pier receipts, and the remainder ordinary receipts of the ports in the district. There were no special receipts during the year.

*Charges.*—The charges were also favorable, as they were Rs. 7,090 less than those of 1888-89, the decrease being in the miscellaneous charges of the district. There were no special charges incurred in the district during the year under review.

It would thus be seen that the receipts and charges of the district amounted to Rs. 22,446-0-3 and Rs. 16,220-9-4, respectively, resulting in a surplus balance of Rs. 6,225-6-11 for the year, and adding this sum to the balance that stood to the credit of this district on the 31st March 1889, the total balance that remained to credit on the 31st March 1890 was Rs. 1,29,606-14-7.

### Malabar.

*Receipts.*—The receipts of this district for the year under review were Rs. 7,634 less than those of the previous year, and accounted chiefly under coasting steamers' dues and other vessels' dues. There was, however, a slight increase under miscellaneous receipts which counterbalanced the deficit in general receipts. Of Rs. 3,382 credited to miscellaneous receipts in Appendix C (i), Rs. 2,678 was the sale-proceeds of marine stores, and the remainder ordinary receipts of the ports in the district.

*Charges.*—There was a slight increase in charges during 1889-90, the increase appearing in Public Works charges. It should also be noticed that there was a decrease in the share of general charges, but this decrease was met by an excess in the miscellaneous charges of the district. Of Rs. 2,678 charged to miscellaneous and contingencies—Appendix C (ii)—the cost of stores purchased and freight thereon amounted to Rs. 1,074.

The financial position of this district is very satisfactory. The receipts of this district for the year were Rs. 62,169-10-6 and the charges Rs. 45,725-15-3, resulting in a surplus of Rs. 16,443-11-3, which raised the total credit balauce of the district to Rs. 1,66,914-15-4 on the 31st March 1890.

### South Canara.

*Receipts.*—The receipts for the year were Rs. 872 more than those of the year previous. There was a large increase in the share of coasting steamers' dues; but this increase had been lessened much by reduction in other vessels dues—*vide* Appendix C (iii-*a*). There were no special receipts in the district during the year 1889-90.

*Charges.*—The charges for the year were more than those of 1888-89 by only Rs. 507. There was an increase of Rs. 1,049 in the share of general charges, and this was partly met by a reduction in miscellaneous charges. There were no special charges in this district.

The financial position of this district is also favorable, the transactions of the year under review resulting in a surplus balance of Rs. 2,802-4-11 which added to its balance on 31st Mareh 1889 raised the credit balance to Rs. 31,033-9-7 on the 31st March 1890.

### Madras.

*Receipts.*—The receipts for the year were less than those of the previous year by about Rs. 29,000, the decrease appearing chiefly under coasting steamers' dues and miscellaneous receipts. In 1888-89 under "Miscellaneous receipts" there was a large sum of Rs. 8,509 credited to the port of Madras, being sale-proceeds of coal, and this accounts also for the increase in receipts in that year. There were no special receipts during the year.

*Charges.*—The charges for the year amounted to Rs. 3,45,648. In this sum is included Rs. 2,75,000 the amount transferred to the Harbour Trust Board as per G.O., No. 171, dated 24th April 1889. There was also an increase in the share of general charges, light-house charges and in miscellaneous charges. Of Rs. 2,91,398 charged to Miscellaneous in Appendix C (ii), the amount transferred forms the principal item as also the following special charges:—

| | Rs. |
|---|---|
| Stores and materials .. .. .. .. .. .. .. | 8,998 |
| Bonus to clerks of the Presidency Port Office .. .. .. .. | 765 |
| Cost of boats .. .. .. .. .. .. .. .. | 1,871 |

and the remainder is on account of the ordinary charges of the port.



The financial position of the Madras Port Fund has been affected by the transfer of Rs. 2,75,000 to the Harbour Trust Board from the balance of Rs. 7,23,393-2-5 which remained to its credit on the 31st March 1889, and the balance on the 31st March 1890 was consequently only Rs. 4,95,628-2-5.

To speak generally of the transactions of the District Port Funds during 1889-90, the Eastern Group districts, Madras excepted, had a surplus of Rs. 53,581-5-0 and those in the Western, Rs. 19,246-0-2. The surplus of the Eastern districts is largely attributable to the Provincial contribution of Rs. 72,484, but there having been a deficit balance in five districts, amounting to Rs. 16,122, there remained only a surplus of Rs. 53,581-5-0. The total deficit of the Eastern Group districts on the 31st March 1889 has been merged in the surplus of those districts for the year under review, and there remained to their credit on the 31st March 1890 a surplus balance of Rupees 31,441-3-1. The two districts in the Western group had each a surplus, both of which amounted to Rs. 19,246-0-2. Adding this sum to the total credit balance of these districts on the 31st March 1889, the total credit balance on the 31st March 1890 was Rs. 1,97,948-8-11. To summarise the whole, the balance of Rs. 8,79,955-9-3 that remained to the credit of the Port Funds on the 31st March 1889 had to meet a deficit of Rs. 1,54,937-10-10 during the year under review and was therefore reduced to Rs. 7,25,017-14-5 on the 31st March 1890. This balance was found to agree with the figures on the books of the Accountant-General—*vide* copy of his letter enclosed.

The accounts of the Port Department under other special heads of receipts and charges will now be noticed.

*Port Funds.*—(Act III of 1883) Landing and shipping dues at Cocanada.

The receipts and charges of this fund for the year under review together with the opening and closing balance will be found in Appendix C (vii). Under charges there was a large sum of Rs. 13,896 incurred on account of cost, &c., of the new dredger *Connemara*. The closing balance of this fund was reconciled with that of the Accountant-General.

*Port Funds.*—(Act III of 1885) Landing and shipping dues at Negapatam.

The receipts and charges of this fund for the year 1889-90 and the balance that remained to its credit on the 31st March 1890, are contained in Appendix C (viii). The balance agreed with the Accountant-General's books.

### *Pilotage Funds.*

The receipts and charges of this fund at Madras, Pámban and Cochin, and the balance that remained to the credit of these respective funds are given in Appendix C (ix).

*The Madras Pilotage Fund* will first be dealt with.

This fund opened with a credit balance of Rs. 11,587-4-4 which was the Pilotage surplus for the year 1888-89 (*vide* Appendix C (vi-*a*) published in G.O., No. 85, Marine, dated 5th March 1890). The Pilotage balance of Rs. 71,708-5-11 that remained to the credit of the Madras Port on the 31st March 1888 has not been as yet transferred to the credit of the separate account of "Pilotage Fund—Madras," but is still accounted for by the Accountant-General under Port Fund balance of Act X of 1889—*vide* his letter No. 2706, dated 20th August 1890, copy enclosed. It is requested, therefore, that he may be instructed to transfer the sum in question to the credit of the Madras Pilotage Funds.

*Pámban Pilotage Fund.*—This fund is accounted for separately from 1888-89, and the receipts and charges for the year 1889-90 adjusted with the previous year's balance resulted in a credit balance of Rs. 22,693-0-7 on the 31st March 1890.

The year 1889-90 had a surplus of Rs. 12,381-4-5. Of this sum, Rs. 5,797-9-2 may be paid as contribution to the Madura District Port Fund to meet the deficit in that district during the year under review as arranged by Government in their Order, No. 85, Marine, dated 5th March 1890.

*Cochin Pilotage Fund.*—This fund opened with a balance of Rs. 1,702-14-0 which was the surplus of 1888-89. The transfer to this fund of the balance of Rs. 12,516-1-8 that remained to the credit of this fund on the 31st March 1889 as per Appendix C (vi-*c*) published in G.O., No. 85, dated 5th March 1890, has not been as yet effected by the Accountant-General and the balance of the Malabar District Port Fund modified accordingly. The surplus of the transactions for the year under review was only Rs. 61-1-6 which, when added to the balance that remained to the credit of this fund on the 31st March 1889, amounted to Rs. 1,763-15-6 on the 31st March 1890.

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Enclosures.

From Captain H. A. STREET, Her Majesty's Indian Marine, Presidency Port Officer, to the Accountant-General, dated Madras, 18th August 1890, No. 1385 M.

* * * * *

| | Rs. | A. | P. |
|---|---|---|---|
| * District Port Funds .. | 7,25,017 | 14 | 5 |
| Madras Pilotage Fund balance up to 31st March 1888 .. .. .. | 71,708 | 5 | 11 |
| Total .. | 7,96,726 | 4 | 4 |

2. The balance of the Port Fund transactions under Act X of 1889 as per books of this office, subsequent to the closing of the accounts for March final, is Rs. 7,96,726-4-4, * and I request that I may be informed, as early as possible, whether this sum agrees with the balance reported by you to Government.

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From T. W. RAWLINS, Esq., Accountant-General, to the Presidency Port Officer, Madras, dated Fort St. George, 20th August 1890, No. 2706.

With reference to paragraph 2 of your letter No. 1385, dated the 18th August 1890, I have the honor to state that, according to the books of this office, the balance at credit of Port Fund under Act X of 1889, on the 31st March 1890, is Rupees 7,96,726-4-4, as stated in the above letter.

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The ports will now be reviewed briefly :—

Madras.

*Tidal Observatory.*—Was inspected by Mr. Belcham, officer in charge, Tidal and Levelling Party, Survey Department, Poona.

Principal Coast Ports.

*Gopálpur.*—There was a marked increase in the value of the import trade, due to famine imports of food and seed grains, while in exports there was a falling off, owing to failure of crops. Rice, though not an ordinary article of import, was brought in largely owing to scarcity in the district.

The number of passengers that arrived at this port by sea was very small; this may be accounted for by the fact that the return steamers from Rangoon do not ordinarily call at Gopálpur. In departures, contrary to expectations, there was a considerable decrease; inability on the part of the people to pay for their passage may have been in part the cause of this.

The Act for the emigration of coolies to Assam was put into force in Ganjam district. 702 emigrants embarked from Gopálpur for Assam and Mauritius during the year under review.

The flagstaff, obelisks and boundary pillars were in good order, the necessary painting, repairs, whitewashing, &c., having been carried out.

The pier having proved a failure for the purpose for which it was erected, the question as to whether it should not be dismantled was submitted to Government for consideration.



There were 62 licensed boats in serviceable condition. This number was found sufficient for the requirements of the port.

*Calingapatam.*—Compared with the figures of the past year, there has been an increase in the value of both the import and export trade.

The flagstaff and boundary pillars were repaired and are in good condition.

The Customs shed at this port was washed away by the sea encroaching.

The number of licensed boats in serviceable condition was 90. The supply was equal to the demand.

Passenger traffic was brisk.

*Bimlipatam.*—A fair outturn of crops this year yielded an increase in the value of the export trade, while in imports there was a slight decrease owing to less demand for food grains from outside the district.

The flagstaff, boundary pillars, &c., were in good condition.

Number of serviceable licensed boats, 100.

*Vizagapatam.*—The remarks under *Bimlipatam* in respect to imports and exports apply to Vizagapatam also. Large shipments of hides and skins also account for the increase in the value of the export trade of the Vizagapatam district this year.

Prospects of a plentiful harvest during the coming seasons induced a large number of people who had emigrated to Burma to return to the district and a less number to leave this district this year.

A suitable port boat was built at Cocanada and supplied for use at Vizagapatam.

An alteration in the limits of the port was under consideration.

Flagstaff, beacons, &c., in good condition.

The number of serviceable licensed boats was 164.

The Port officer was appointed to look after the moorings, &c., of the pontoon bridge at this port.

A proposal for the extension of Madras Act III of 1885 to this port was submitted to the Government for consideration.

*Cocanada.*—The trade in imports and exports increased this year.

Port flagstaff painted and in good condition; Port office building repaired, and repairs to "Marine Villa" in progress; buoys and beacons inspected frequently and painted twice; wharves and cranes painted and in good condition.

The steam launch *Empress* was repaired and painted and is in good working condition.

The Priestman's dredger was at work for 182 days in the year employed in removing silt from the bar and from the river; the total quantity of silt excavated being 32,051 cubic yards. The vessel underwent thorough cleaning and painting, and the four mud punts employed with her were repaired and caulked. Towards the close of the year the port was provided with an additional dredger, the hull whereof was constructed locally and the machinery was obtained from England. By means of this dredger, which is named the *Connemara*, an additional 2,750 cubic yards of silt was excavated.

Detailed particulars of dredging operations at this port are contained in Appendix J.

Passenger traffic was brisk, and returns show an increase in the numbers bound both outward and inward.

There were 133 licensed boats at this port, all in serviceable condition.

The question of extending Madras Act III of 1885 to Cocanada, and of transferring the conservancy of the port to a local Board with the Port officer as its executive officer, was placed before the Government.

The Tidal Observatory worked satisfactorily, and was inspected by Mr. Belcham, of the Survey Department, Poona.

*Masulipatam.*—There has been a considerable decrease in the value of the import and export trade of this port compared with the figures of the past year, which is attributed to a partial failure of crops and to the fact that the available grain cargo found its way into the interior by canals. By the opening up of the State Railway to Bezváda, much of the staple produce of the district which was hitherto exported by sea found its way by canal to Bezváda and thence to other places by rail. There was

thus less inducement for native vessels to call at this port, and the number and tonnage of this class of vessels and the amount of port dues compare unfavorably with the figures of the past year.

A boat overseer was appointed at this port.

The port pinnace underwent sundry necessary repairs. The permanent crew of the pinnace was abolished with the exception of one tindal, labor being hired when necessary.

The flagstaff was painted and is in good condition.

There are 29 boats and 5 pinnaces licensed for cargo and passengers at the port.

Two buoys to mark the limits of the most convenient anchorage ground were put in position.

A three-ton crane was transferred from Cocanada to Masulipatam, and has been in use from the latter part of the year.

A proposal for the extension of Madras Act III of 1885 in order to meet the cost of various necessary improvements to the harbour, the supply of a suitable steam launch, &c., was under the consideration of the Collector, but has not yet assumed any practical form.

*Cuddalore.*—There was a considerable increase in the value both of the import and export trade of this port compared with the past year; colored piece-goods, paddy, rice, sugar refined, and ground nuts contributed largely to the increase under exports, and coal and railway materials to that under imports. This trade was chiefly carried on by British vessels, and compared with the past year there was an increase in the number and tonnage of this class of vessels.

The port flagstaff, flaghouse and boundary pillars were in good condition.

Arrangements were made for procuring a suitable dredger for removing silt from the back-water and channels.

There were 108 licensed boats at this port, of which 91 were in serviceable condition. This number was sufficient for requirements.

*Porto Novo.*—The trade of this port was in a fair condition during the year, the value of both import and export trade having increased, compared with the past year's figures.

The flagstaff, signallers' shed and boundary pillars were in good condition.

The wharf being in an unsatisfactory state, the Executive Engineer of the district was requested to prepare estimates for effecting the necessary repairs.

There were 148 licensed boats at this port, of which 122 were in serviceable condition.

*Negapatam.*—The bar and river varied greatly according to the time of year, but owing to failure of the North-east monsoon, the usual quantity of water was not brought down the river, and the greatest difficulty was consequently experienced by boats in entering and leaving the river owing to the accumulation of sand on the bar at the mouth of the river. This matter was brought to the notice of the Government by the mercantile community, and the Presidency Port Officer was directed to visit the port and report as to the best means to be adopted to remove the difficulties complained of. The Presidency Port Officer accordingly proceeded to the port, and, after a careful examination of the bar, communicated his views to the Government on the subject. The question is still under consideration. The easterly winds caused an erosion of the southern spit, carrying large quantities of sand into the river. To prevent this erosion, groynes were erected with palmyra stakes, which had the desired effect. The work of deepening the river by hand alongside the jetties was in progress at the end of the year.

The Bruce dredger at this port was abandoned as useless, and dismantled.

In export trade there was a decrease, principally due to failure of the rice crops. In imports also there was a decrease, due in a great measure to fewer arrivals of vessels with materials for the South Indian Railway.

The Port office building was improved by the addition of a verandah. The jetty was repaired and extended.

Passenger traffic was brisk as usual. Forty-three horses, 4,307 bullocks and 1,844 head of cattle were also shipped in the year to the Straits.



The number of licensed boats in serviceable condition at this port was 125.

Fees under Act III of 1885, brought into force at this port from 1st April 1889, yielded a fair revenue.

*Pámban.*—1,312 vessels, aggregating 161,576 tons, passed through the Pámban channel and paid Rs. 16,036-11-0 pilotage, the Government share of which was Rs. 12,828-1-6 and the Pilots' share Rs. 3,208-9-6.

The imports and exports of this port were insignificant and consisted of articles for home consumption.

Owing to the accumulation of silt in the sand bank channel, no vessel drawing over 10 feet can pass through; the necessity of a dredger being obtained for the purpose of deepening the channel was brought to the notice of the Government.

Beacons were inspected, and repairs, whitewashing, &c., executed as required. Buoys and channel posts were frequently inspected, and arrangements made for replacing some of the buoys, which have become worn out, by new ones.

The number of licensed boats in serviceable condition was 115.

*Tuticorin.*—Trade showed an improvement, particularly in exports, 425,743 cwts. of cotton and 361,240 cwts. of jaggery having been shipped in the year, being 75,274 and 291,249 cwts., respectively, in excess of the previous year's figures. In imports also there was an increase.

Pier tolls yielded a fair revenue. The structure itself was kept in a state of repair, but is now scarcely large enough to meet the present requirements of the port and the question of providing increased accommodation is under consideration.

A wreck-marking buoy was placed on the spot where the S.S. *Galatea* was wrecked. The beacons marking the different shoals were in position, and arrangements were made for substituting a more improved type of beacons in the place of these.

Port flagstaff was in good order.

The licensed boats of the port consisted of one steam launch, two schooner rigged coppered boats and 68 dhonies.

*Cochin.*—In the value of exports there was a decrease of nearly 3 lakhs of rupees, due to less shipments of oil and pepper, but in the value of imports there was an increase of nearly the same amount. The trade of the port for the year was therefore fair.

The port flagstaff and rigging have been kept in good order. The Port Office and other buildings have been well looked after, and the necessary annual repairs carried out.

Sundry improvements were also effected to the river foreshore, groynes works, port jetty, &c.

Buoys and boundary pillars were in good order. The bar buoys were taken up for the monsoon and relaid in position as usual. The port boats were in good condition. The Tidal Observatory was inspected by Mr. C. Woods, of the Tidal and Levelling Party, Survey Department, Poona, and the instruments cleaned and adjusted.

Ship building—a branch of industry so active at this port in times gone by—has now entirely disappeared.

There was a large falling off, amounting to Rs. 1,036-3-0, in pilotage receipts. The reason of this is that the pilotage-paying native craft (cotias) visited the ports of Calcutta, Rangoon, Balasore and Pooree and conveyed grain direct to ports on the East African and Arabian coasts.

There were 140 licensed boats in serviceable condition at the end of the year, and this number is considered sufficient for the requirements of the port.

*Calicut.*—In import trade there was some increase, while there was a large falling off in the value of exports, which is attributed to smaller shipments of coffee, coir, cordage, &c., owing to the low state of the money market at Bombay.

The Port Office buildings at Calicut and Beypore were in good condition, so also were the flagstaff at Beypore and the appliances for signalling to the shipping at Calicut. Arrangements were made for the construction of a proper flagstaff at Calicut.

The signalling establishment at Beypore was reduced.

The Calicut anchorage buoy and Cootie Reef buoy were maintained in position throughout the year, and are in good order. The Beypore anchorage buoy, being no longer necessary, was removed.

There were 56 large boats and 81 canoes licensed for service at Calicut, and this number was found sufficient to meet the wants of the port.

In connection with the annual movements of troops, 8 officers, 431 men, 16 women, 12 children and 31 followers landed and embarked at Calicut.

*Tellicherry.*—In the import trade there was an increase compared with the past year's figures, while in exports there was a slight falling off. The increase in imports is said to be due to larger arrivals of coffee consignments from Mangalore, while the decrease in exports is attributed to the unsettled condition of the European market, which prevented merchants from shipping largely to Europe.

The port flagstaff was in good condition.

The number of serviceable licensed boats at this port was 62.

*Cannanore.*—The trade of the port was fair, the value of both import and export cargo having increased to a small extent.

The port flagstaff was in good order.

The boat jetty needed repairs, and arrangements were made for carrying out the same.

There were 55 licensed boats in efficient condition at this port.

*Mangalore.*—There was an increase in the value of imports, which is reported to be due to excise duty paid on salt at port of exportation being now included in the value given of this article. In exports there was an almost inappreciable falling off.

No material change occurred in the condition of the harbour. The bar mouth widened itself to some extent. Vessels entered by the Ullal mouth as in the past year, the Gurupur mouth having remained closed and exhibited no tendency to re-open itself. The conditions of the backwater remained unchanged. Deepening of the channel in the vicinity of the Custom House is considered necessary. To provide a dredger for this purpose and to meet the cost of other necessary improvements, it was under consideration to extend Madras Act III of 1885 to this port, but nothing practical resulted in the year.

The Port Office premises were extended. The port flagstaff, boats, cranes, &c., were in a satisfactory condition.

Messrs. Shepherd and Co.'s steamers carried on a brisk traffic in passengers during the trading season.

The number of licensed boats in serviceable condition at the close of the year was 92.

### Other Ports.

The port dues collections at Tranquebar having fallen off considerably, this port was classified with the smaller ports where commissions are paid on collection. The pay attached to the Port Conservator's appointment was taken away, and savings were effected also by the abolition of the signalling establishment.

At Badagara, steamers having commenced to call more frequently than formerly, the provision of a flagstaff for the port became necessary. Arrangements were accordingly made for the erection of one, and the flagstaff was nearly completed at the end of the year under review.

*General Remarks.*—The general port arrangements at the different coast ports during the year were satisfactory.

### Summary.

The statistics for the year 1889-90, compared with the figures of the past year, show, in respect to the port of Madras, an increase in the number and the tonnage of vessels, but a decrease in dues; and in respect to all other ports, a large decrease in the number and a slight decrease in the tonnage and dues. The large decrease in the



number is chiefly with respect to Native craft, as in 1888-89 the number of vessels of this class that called at the coast ports was 29,596, while in 1889-90 only 20,500 called. The returns of the two years are as under:—

| — | Number of vessels. | Tonnage. | Dues. |
|---|---|---|---|
| | | | Rs. |
| *Madras.* | | | |
| 1888-89 .. .. .. .. | 611 | 890,978 | 1,17,723 |
| 1889-90 .. .. .. .. | 653 | 990,143 | 1,08,644 |
| *Other Ports.* | | | |
| 1888-89 .. .. .. .. | 33,485 | 5,370,553 | 1,67,610 |
| 1889-90 .. .. .. .. | 24,439 | 5,116,726 | 1,62,790 |

The vessels that arrived at Madras were—British 517, Foreign 57, and Native 79; those that called at the other ports were—British 3,333, Foreign 606, and Native 20,500.

The amount of port dues collected shows a decrease on the previous year's collections of Rs. 9,079 at Madras and of Rs. 4,820 at the other ports. This decrease must be attributed to the reduction in the rate of port dues from 1st September 1889. The payments averaged from 12 to 28 pies per ton at Madras and from 5 to 16 pies per ton at the other ports.

The largest passenger traffic was carried on at the following ports, and the number of passengers that arrived and left are entered against each port, viz., Negapatam—3,440 arrived, 21,140 left; Tuticorin—32,755 arrived, 24,479 left; Mangalore —11,002 arrived, 8,508 left; and Cocanada—9,318 arrived, 10,189 left.

Tuticorin, Coconada, Tellicherry, Cochin, Calicut, Mangalore and Negapatam carried on a brisk trade.

The weather along the whole coast, during the year, was abnormally favorable and permitted shipping and landing operations being carried on uninterruptedly.

The number of casualties to shipping was 37, namely, strandings 23, miscellaneous 12, collision 1, and foundering 1. One case (the stranding of the Native Ballam *Ambaprasad*) was attended with the loss of one member of her crew. No Marine Courts of Enquiry were held.

No Marine Acts were passed in the year.

## APPENDIX A.

Statement of Wrecks and Casualties which have occurred, or have been reported, at Ports in the Madras Presidency during the official year 1889-90.

| Date. | Name of Vessel. | Tonnage. | Summary of particulars furnished by the Reporting Officer. | Finding of the Court of Inquiry. |
|---|---|---|---|---|
| 5th Mar. 1889 .. | (*Stranding.*) British, Kachuva *Gunawanthi*. | Not known. | Encountered rough weather on her way from Cochin to Calicut and was driven ashore at Kalat, near Parony. Crew saved. Partial loss to vessel, Rs. 150. | |
| 28th ,, ,, .. | (*Miscellaneous.*) Native, Ganja *Luxmipassa*; Master, Ummer. | 77 94/100 | Broke her mast through a sudden gust of wind off Coondapoor. Partial loss to ship, Rs. 500. No lives lost. | |
| 13th April ,, .. | (*Miscellaneous.*) British, S.S. *Canara*; Master, S. M. Williams. | 1,229 8/100 | The vessel on her voyage from Masulipatam to Madras touched the ground in Lat. 13° 18′ N., Long. 80° 24′ E., Pulicat Light-house bearing N. W. by N. Madras Port office S.S. W. ½ W., but got off all right, the casualty being probably due to the extension of shoals off Ennore. No damage to vessel or cargo. | |
| 20th ,, ,, .. | (*Stranding.*) Native, Dhoney *Sree Venkatesvarulu*; Master, Pesiny Narasimhaya. | 46 | Was driven ashore through stress of weather 3 miles from the mouth of the Godávari near Toorputallu. Loss to the Dhoney Rs. 1,400 and to cargo Rs. 11. No lives lost. | |
| 24th ,, ,, .. | (*Stranding.*) Kutch, Kotia *Padareth*; Master, Hassan Mahomed. | 60 92/100 | Struck on a sunken rock when coming out of Raibunder, damaging her rudder and causing sundry dents and leakage from her keel and sides. She put into Rajapur for repairs sufficient to take her on to Mangalore where she was beached and repaired. No lives lost. Partial loss to cargo, Rs. 300. | |
| 28th ,, ,, .. | (*Miscellaneous.*) British, Barque *Star of China*; Master, John Allan McDonald. | 794-44 | On her voyage from Colombo to New York *via* Cochin, encountered bad weather off Cape Comorin and sprang a leak. No loss to ship or cargo. | |
| 8th May ,, .. | (*Miscellaneous.*) British, Brig *Bogary Sandany*; Master, Santhana Mudaly. | 99 | Having encountered a strong gale, jettisoned a portion of her cargo abreast of Ceylon. Loss to ship, Rs. 500, and to cargo, Rs. 600. | |
| 19th ,, ,, .. | (*Miscellaneous.*) British, Machwa *Durgiprasad*; Master, Kotty. | 24 48/130 | Met with a heavy squall when off Baikul near Mangalore, broke her sail yard and mast, and consequently became quite disabled to proceed further and had to return to the port of Baliapatam where she discharged her cargo. Loss to ship, about Rs. 45. | |
| 19th June ,, .. | (*Stranding.*) French, S.S. *Bleville*; Master, L. Pontic. | 1,644 88/100 | Ran ashore near the village of Cuddalore in the Madurántakam taluk about 6 miles south of Sadras, the mishap according to the Commander's report being due to the compasses having been affected by the particular kind of cargo on board—steel rails—and also to the state of the weather. She was towed into the Madras Harbour by the B. I. S. N. Co.'s steamer *Chindwara*. About 120 tons coal were thrown overboard. | |
| 16th Sept. ,, .. | (*Miscellaneous.*) Native, Boat *Sri Mahalakshmi*. | 23 80/130 | While off 10 miles N. N. E. from the mouth of the Godávari river, the vessel met with a strong gale and sustained damage to her sails and mast. Loss to the boat, Rs. 100, and to cargo, Rs. 943. | |
| 13th Oct. ,, .. | (*Miscellaneous.*) British, Manji *Fathal Barry*; Master, Abu Bucker. | 19 33/130 | Having encountered rough weather on her way from Ponáni to Cochin, a portion of her cargo was thrown overboard at Vatanupally, about 2 miles off Chowghat. Partial loss to cargo, Rs. 250. | |
| 17th ,, ,, .. | (*Stranding.*) British, Batela *Daria Dowlat*; Master, Siba Bugwan. | 46 66/100 | Parted from her moorings owing to the rough sea then prevailing and went ashore at Kalai, near Calicut. Total loss to the Batela, Rs. 2,000, and to cargo, Rs. 300. | |
| 17th ,, ,, .. | (*Stranding.*) British, Padow *Heerapra-sad*; Master, Maken Bana. | 59 70/100 | Parted from her moorings owing to the rough sea then prevailing and went ashore at Kalai, near Calicut. Partial loss to the Padow, Rs. 5,000. No lives lost. | |



Statement of Wrecks and Casualties which have occurred, or have been reported, at Ports in the Madras Presidency during the official year 1889-90—*cont.*

| Date. | Name of Vessel. | Tonnage. | Summary of particulars furnished by the Reporting Officer. | Finding of the Court of Inquiry. |
|---|---|---|---|---|
| 17th Oct. 1889 .. | (*Stranding.*) Native, Cotia *Sugarprasad*; Master, Kamji. | 86 20/100 | Parted from her moorings owing to the rough sea then prevailing and went ashore at Kalai, near Calicut. Partial loss to ship, Rs. 2,000. | |
| 17th ,, ,, .. | (*Stranding.*) Portuguese, Batela *Prein Sagar*; Master, Gana Dooba. | 45¾ | Parted from her moorings owing to the rough sea then prevailing and went ashore at Kalai, near Calicut. Partial loss to the Batela, Rs. 700. | |
| 17th ,, ,, .. | (*Stranding.*) British, Batela *Daria Dolut*; Master, Naron Gosai. | 72¾ | Parted from her moorings owing to the rough sea then prevailing and went ashore at Kalai, near Calicut. Total loss to the vessel, Rs. 4,000. No lives lost. | |
| 17th ,, ,, .. | (*Stranding.*) British, Padow *Ruparel*; Master, Siva Dadya. | 51¾ | Parted from her moorings owing to the rough sea then prevailing and went ashore at Kalai, near Calicut. Total loss to vessel, Rs. 2,000. No lives lost. | |
| 17th ,, ,, .. | (*Stranding.*) Native, Batela *Vitelpersad*; Master, P. Ganesha. | 73¼ | Parted from her moorings owing to the rough sea then prevailing and went ashore at Kalai, near Calicut. Total loss to vessel, Rs. 5,000. No lives lost. | |
| 17th ,, ,, .. | (*Stranding.*) British Batela *Dhunprasad*; Master, Lemba Ranjee. | 61¼ | Parted from her moorings owing to the rough sea then prevailing and went ashore at Kalai, near Calicut. Total loss to vessel, Rs. 7,000. No lives lost. | |
| 17th ,, ,, .. | (*Stranding.*) British, Batela *Laxmiprasad*; Master, Ravia Limba. | 67 66/100 | Parted from her moorings owing to the rough sea then prevailing and went ashore at Kalai, near Calicut. Partial loss to vessel, Rupees 2,000. | |
| 17th ,, ,, .. | (*Stranding.*) British Batela *Heerapursad*; Master, Ditya Bhika. | 85¾ | Parted from her moorings owing to the rough sea then prevailing and went ashore at Kalai, near Calicut. Total loss to vessel, Rs. 8,000. No lives lost. | |
| 17th ,, ,, .. | (*Stranding.*) British, Nawdy *Dowletprasad*; Master, Darejee. | 85 27/100 | Parted from her moorings owing to the rough sea then prevailing and went ashore at Kalai, near Calicut. Partial loss to vessel, Rupees 3,000. | |
| 17th ,, ,, .. | (*Stranding.*) British, Batela *Dariadowlut*; Master, Mungla Lala. | 80 37/100 | Parted from her moorings owing to the rough sea then prevailing and went ashore at Kalai, near Calicut. Total loss to ship, Rs. 7,000. No lives lost. | |
| 17th ,, ,, .. | (*Stranding.*) British, Batela *Ramprasad*; Master, Naran Gosai. | 57 52/100 | Parted from her moorings owing to the rough sea then prevailing and went ashore at Kalai, near Calicut. Partial loss to vessel, Rs. 600. | |
| 17th ,, ,, .. | (*Stranding.*) British, Batela *Deviprasad*; Master, Boodia Gopal. | 52¼ | Parted from her moorings owing to the rough sea then prevailing and went ashore at Kalai, near Calicut. Total loss to vessel, Rs. 6,000. | |
| 17th ,, ,, .. | (*Stranding.*) British, Ballam *Ambaprasad*; Master, Dadoo. | 70 | While entering the Beypore river to avoid a somewhat rough sea prevailing outside, the vessel drifted with a strong ebb-tide on to the North sand-spit and was totally lost. Amount of loss to vessel, Rs. 3,000. One of the 12 men who formed the crew was lost. | |
| 17th Nov. ,, .. | (*Miscellaneous.*) Native, Brig *John Alum* .. | 258-05 | On her way from Cocanada to Chittagong experienced bad weather and sustained heavy damages, estimated at Rs. 4,000. No lives lost. | |
| 4th Dec. ,, .. | (*Stranding.*) Portuguese, Pattimar *Calo Boiramporasad*; Master, Vishnu Naick. | .. | On her voyage from Mangalore to Cochin the vessel having got into shallow water jettisoned a portion of her cargo to save life and part cargo. Partial loss to vessel, Rs. 10 and to cargo, Rs. 300. | |
| 8th ,, ,, .. | (*Stranding.*) British Muchwa *Ali Madath*; Master, Hassein. | 38 | While sailing in over a strong ebb-tide too close to the North spit at Cochin, the tide caught her on her starboard bow and forced her upon the sand; before she could recover herself, she was aground, but floated when the flood set in. Partial loss to vessel, Rupees 25, and cargo, Rs. 160. | |

Statement of Wrecks and Casualties which have occurred, or have been reported, at Ports in the Madras Presidency during the official year 1889-90—*cont.*

| Date. | Name of Vessel. | Tonnage. | Summary of particulars furnished by the Reporting Officer. | Finding of the Court of Inquiry. |
|---|---|---|---|---|
| 22nd Dec. 1889 .. | British, Muchwa *Kaimani*; Master, Chinnaya. (*Collision.*) | 26$\frac{3}{4}$ | Collided with the S.S. *Malda* in the sea off Calicut through not displaying regulation lights on board. Damage to vessel, about Rs. 100, and to cargo, Rs. 10. No lives lost. | |
| 29th Jan. 1890 .. | Kutch, Ganja *Doulet Pasand*; Master, Mahomed. (*Stranding.*) | 98$\frac{4}{5}$ | Stranded on the North-east extremity of Mooran Shuli Teevo reef Gulf of Manaar, the tindal having mistook the passage into the Devil's Point anchorage. No lives lost. Total loss to vessel, Rs. 5,000, and to cargo, about Rs. 8,000. | |
| 31st ,, ,, .. | British, S.S. *Lady Gordon*; Master, A. Whitby. (*Miscellaneous.*) | 316 | While passing through the Pamban channel against strong wind and current, the vessel slightly touched the southern edge of the Horse-shoe channel bank. No damage to the vessel or cargo. | |
| th Feb. ,, .. | British, S. S *Baron Douglas*; Master, R. Shields. (*Miscellaneous.*) | 1,725 | On her voyage from Port Said to Tuticorin in Lat. 9° 37′ N., Long. 71° 36′ E., the vessel felt a heavy knock aft and immediately after revolutions of engines increased. Stopped engines, discovering that all the blades of the propeller were broken. She was towed to Tuticorin by the S.S. *Fulton*. | |
| 27th ,, ,, .. | Kutch, Gunja *Fairy Remon*; Master, Hadjee Manood. (*Miscellaneous.*) | 125$\frac{10}{100}$ | While on her way from Balasore to Zanzibar the vessel met with a southerly gale and grounded on the reef adjoining Senhilpar Island, north of Minicoy. Damage to vessel to the extent of about Rs. 5 and to cargo, Rs. 1,875. | |
| 3rd Mar. ,, .. | British, Dhoney *Sidiamathy*; Master, Amod. (*Foundering.*) | 20 | When off Baliapatam met with a sudden strong wind which threw her on her beam ends when she filled and foundered. No lives lost. Loss to vessel, Rs. 750, and to cargo, Rs. 800. | |
| 4th ,, ,, .. | British, Odom *Shamsha*; Master, Abdulla. (*Miscellaneous.*) | 19$\frac{52}{100}$ | While on her way from Ameni Island to Mangalore, she was caught in a gale when about 56 miles west of Cannanore and capsized. No lives lost. Loss to vessel, Rs. 700, and to cargo, Rs. 1,200. | |
| 25th ,, ,, .. | British, Muchwa *Dariadaulat*; Master, Narayan. (*Stranding.*) | 19$\frac{84}{100}$ | Parted from her moorings owing to a sudden ground swell and rain on the sand-bank at the mouth of the Kattakkal river, Badagara. Damage to cargo, about Rs. 125, and to vessel, Rs. 200. | |



## APPENDIX B.

PARTICULARS of the Trade of the several ports in each District of the Madras Presidency during the Official year 1889-90.

| Districts. | Ports. | 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 | 14 |
| | | | | RS. A. P. | | | RS. A. P. | | | RS. A. P. | | | RS. A. P. |
| Ganjam .. | Gopálpur .. .. .. | .. | .. | .. | 93 | 125,073 | 6,112 14 0 | 42 | 69,314 | 317 1 0 | 135 | 194,387 | 6,429 15 0 |
| | Báruva .. .. .. | .. | .. | .. | .. | .. | .. | 35 | 56,665 | 400 2 0 | 35 | 56,665 | 400 2 0 |
| | Púndi .. .. .. | .. | .. | .. | 1 | 910 | .. | .. | .. | .. | 1 | 910 | .. |
| | Calingapatam .. .. .. | .. | .. | .. | 85 | 125,519 | 317 1 6 | 28 | 49,630 | 1,635 4 6 | 113 | 175,149 | 1,952 6 0 |
| | Total .. | .. | .. | .. | 179 | 251,502 | 6,429 15 6 | 105 | 175,609 | 2,352 7 6 | 284 | 427,111 | 8,782 7 0 |
| Vizagapatam .. | Vizagapatam .. .. .. | .. | .. | .. | 204 | 322,659 | 3,598 7 0 | .. | .. | .. | 204 | 322,659 | 3,598 7 0 |
| | Bimlipatam .. .. .. | 1 | 481 | 67 10 3 | 221 | 354,760 | 2,796 15 0 | .. | .. | .. | 222 | 355,241 | 2,864 9 3 |
| | Total .. | 1 | 481 | 67 10 3 | 425 | 677,419 | 6,395 6 0 | .. | .. | .. | 426 | 677,900 | 6,463 0 3 |
| Godávari .. | Cocanada .. .. .. | 2 | 1,222 | 171 0 0 | 257 | 415,542 | 9,104 13 0 | .. | .. | .. | 259 | 416,764 | 9,275 13 0 |
| | Coringa .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Narsápur .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total .. | 2 | 1,222 | 171 0 0 | 257 | 415,542 | 9,104 13 0 | .. | .. | .. | 259 | 416,764 | 9,275 13 0 |
| Kistna .. | Masulipatam .. .. .. | 30 | 50,649 | 624 9 0 | 168 | 272,826 | 5,258 4 0 | .. | .. | .. | 198 | 323,475 | 5,882 13 0 |
| | Nizampatam .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Kottapalem .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Pennumudi .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Moratota .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Baddurannipalem .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Gangadipalem .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Ipurupálem .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Motupalli .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total .. | 30 | 50,649 | 624 9 0 | 168 | 272,826 | 5,258 4 0 | .. | .. | .. | 198 | 323,475 | 5,882 13 0 |

## APPENDIX B—*cont.*

| Districts. | Ports. | 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. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 |
| | | | | Rs. A. P. | | | Rs. A. P. | | | Rs. A. P. | | | Rs. A. P. |
| Ganjam .. | Gopálpúr | .. | .. | .. | 92 | 124,319 | .. | 42 | 69,314 | .. | 134 | 193,633 | .. |
| | Báruva | .. | .. | .. | *35* | *56,665* | .. | .. | .. | .. | *35* | 56,665 | .. |
| | Púndi | .. | .. | .. | 1 | 910 | .. | .. | .. | .. | 1 | 910 | .. |
| | Calingapatam | .. | .. | .. | 80 | 120,810 | .. | 33 | 54,339 | .. | 113 | 175,149 | .. |
| | Total | .. | .. | .. | 208 | 302,704 | .. | 75 | 123,653 | .. | 283 | 426,357 | .. |
| Vizagapatam .. | Vizagapatam | .. | .. | .. | 208 | 328,433 | .. | .. | .. | .. | 208 | 328,433 | .. |
| | Bimlipatam | .. | .. | .. | 222 | 355,241 | .. | .. | .. | .. | 222 | 355,241 | .. |
| | Total | .. | .. | .. | 430 | 683,674 | .. | .. | .. | .. | 430 | 683,674 | .. |
| Godávari .. | Cocanada | .. | .. | .. | 257 | 415,363 | .. | .. | .. | .. | 257 | 415,363 | .. |
| | Coringa | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Narsápur | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total | .. | .. | .. | 257 | 415,363 | .. | .. | .. | .. | 257 | 415,363 | .. |
| Kistna .. | Masulipatam | *5* | 5,374 | .. | 193 | 318,101 | .. | .. | .. | .. | 198 | 323,475 | .. |
| | Nizampatam | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Kottapalem | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Pennumudi | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Moratota | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Badduranipalem | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Gangadipalem | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Ipurupálem | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Motupalli | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total | *5* | 5,374 | .. | 193 | 318,101 | .. | .. | .. | .. | 198 | 323,475 | .. |



## APPENDIX B—*cont.*

| Districts. | Ports. | 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. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 |
| | | | | Rs. A. P. | | | Rs. A. P. | | | Rs. A. P. | | | Rs. A. P. |
| Ganjam .. | Gopálpur | .. | .. | .. | 3 | 4,200 | 656 3 8 | .. | .. | .. | 3 | 4,200 | 656 3 8 |
| | Báruva | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Pandi | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Calingapatam | .. | .. | .. | 1 | 1,971 | 184 12 6 | .. | .. | .. | 1 | 1,971 | 184 12 6 |
| | Total | .. | .. | .. | 4 | 6,171 | 841 0 2 | .. | .. | .. | 4 | 6,171 | 841 0 2 |
| Vizagapatam .. | Vizagapatam | 5 | 7,503 | 703 6 6 | .. | .. | .. | .. | .. | .. | 5 | 7,503 | 703 6 6 |
| | Bimlipatam | 4 | 6,225 | 583 9 6 | 9 | 13,602 | 1,394 2 0 | .. | .. | .. | 13 | 19,827 | 1,977 11 6 |
| | Total | 9 | 13,728 | 1,287 0 0 | 9 | 13,602 | 1,394 2 0 | .. | .. | .. | 18 | 27,330 | 2,681 2 0 |
| Godávari .. | Cocanada | 18 | 25,591 | 2,676 7 6 | 22 | 31,183 | 3,285 11 6 | .. | .. | .. | 40 | 56,774 | 5,962 3 0 |
| | Coringa | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Narsápur | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total | 18 | 25,591 | 2,676 7 6 | 22 | 31,183 | 3,285 11 6 | .. | .. | .. | 40 | 56,774 | 5,962 3 0 |
| Kistna .. | Masulipatam | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Nizampatam | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Kottapalem | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Pennumudi | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Moratota | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Badduranipalem | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Gangadipalem | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Ipurupálem | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Motupalli | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |

## APPENDIX B—*cont.*

| Districts. | Ports. | British Vessels—*cont.* — Other Vessels (excluding Coasting Steamers)—*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. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 |
| | | | | Rs. A. P. | | | Rs. A. P. | | | Rs. A. P. | | | Rs. A. P. |
| Ganjam .. | Gopálpur .. .. .. | .. | .. | .. | 3 | 4,200 | .. | .. | .. | .. | 3 | 4,200 | .. |
| | Báruva .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Púndi .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Calingapatam .. .. | .. | .. | .. | 1 | 1,971 | .. | .. | .. | .. | 1 | 1,971 | .. |
| | Total .. | .. | .. | .. | 4 | 6,171 | .. | .. | .. | .. | 4 | 6,171 | .. |
| Vizagapatam .. | Vizagapatam .. .. | .. | .. | .. | 1 | 1,729 | .. | .. | .. | .. | 1 | 1,729 | .. |
| | Bimlipatam .. .. .. | .. | .. | .. | 14 | 20,690 | .. | .. | .. | .. | 14 | 20,690 | .. |
| | Total .. | .. | .. | .. | 15 | 22,419 | .. | .. | .. | .. | 15 | 22,419 | .. |
| Godávari .. | Cocanada .. .. .. | .. | .. | .. | 42 | 59,780 | .. | .. | .. | .. | 42 | 59,780 | .. |
| | Coringa .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Narsápur .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total .. | .. | .. | .. | 42 | 59,780 | .. | .. | .. | .. | 42 | 59,780 | .. |
| Kistna .. | Masulipatam .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Nizampatam .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Kottapalem .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Pennumudi .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Moratota .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Badduranipalem .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Gangadipalem .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Ipurupálem .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Motupalli .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |



## APPENDIX B—*cont.*

| Districts. | Ports. | Foreign Vessels. — 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. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 |
| | | | | Rs. A. P. | | | Rs. A. P. | | | Rs. A. P. | | | Rs .A. P. |
| Ganjam .. | Gopálpur .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Báruva .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Pándi .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Calingapatam .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Vizagapatam .. | Vizagapatam .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Bimlipatam .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Godávari .. | Cocanada .. .. .. | 5 | 3,409 | 319 9 6 | 2 | 3,477 | 508 12 0 | .. | .. | .. | 7 | 6,886 | 828 5 6 |
| | Coringa .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Narsápur .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total .. | 5 | 3,409 | 319 9 6 | 2 | 3,477 | 508 12 0 | .. | .. | .. | 7 | 6,886 | 828 5 6 |
| Kistna .. | Masulipatam .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Nizampatam .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Kottapalem .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Pennumudi .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Moratota .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Badduranipalem .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Gangadipalem .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Ipurupálem .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Motupalli .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |

APPENDIX B—*cont.*

| Districts. | Ports. | Foreign Vessels—*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. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 |
| | | | | Rs. A. P. | | | Rs. A. P. | | | Rs. A. P. | | | Rs. A. P. |
| Ganjam .. | Gopálpur .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Báruva .. .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Púndi .. .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Calingapatam .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Vizagapatam .. | Vizagapatam .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Bimlipatam .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Godávari .. | Cocanada .. .. .. | .. | .. | .. | 7 | 7,506 | .. | .. | .. | .. | 7 | 7,506 | .. |
| | Coringa .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Narsápur .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total .. | .. | .. | .. | 7 | 7,506 | .. | .. | .. | .. | 7 | 7,506 | .. |
| Kistna .. | Masulipatam .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Nizampatam .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Kottapalem .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Pennumudi .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Moratota .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Badduranipalem .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Gangadipalem .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Ipurupálem .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Motupalli .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |



APPENDIX B—*cont.*

| Districts. | Ports. | Native Craft. — 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. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 75 | 76 | 77 | 78 | 79 | 80 | 81 | 82 | 83 | 84 | 85 | 86 |
| | | | | Rs. A. P. | | | Rs. A. P. | | | Rs. A. P. | | | Rs. A. P. |
| Ganjam .. | Gopálpur .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Báruva .. .. .. .. | 1 | 30 | .. | 3 | 387 | 24 3 0 | .. | .. | .. | 3 | 387 | 24 3 0 |
| | Púndi .. .. .. .. | 6 | 434 | .. | 9 | 822 | 36 10 6 | .. | .. | .. | 10 | 852 | 36 10 6 |
| | Calingapatam .. .. .. | .. | .. | .. | 8 | 291 | 39 9 0 | .. | .. | .. | 14 | 725 | 39 9 0 |
| | | | | | 2 | 234 | 18 8 6 | .. | .. | .. | 2 | 234 | 18 8 6 |
| | Total .. | 7 | 464 | .. | 22 | 1,734 | 118 15 0 | .. | .. | .. | 29 | 2,198 | 118 15 0 |
| Vizagapatam .. | Vizagapatam .. .. .. | 3 | 703 | 16 13 3 | 25 | 3,204 | 176 7 0 | .. | .. | .. | 28 | 3,907 | 193 4 3 |
| | Bimlipatam .. .. .. | .. | .. | .. | 11 | 1,669 | 104 5 0 | .. | .. | .. | 11 | 1,669 | 104 5 0 |
| | Total .. | 3 | 703 | 16 13 3 | 36 | 4,873 | 280 12 0 | .. | .. | .. | 39 | 5,576 | 297 9 3 |
| Godávari .. | Cocanada } Coringa } .. .. .. | 40 | 5,902 | 254 14 6 | 25 | 4,776 | 285 4 0 | 6 | 1,323 | 82 11 0 | 71 | 12,001 | 622 13 6 |
| | Narsápur .. .. .. | 14 | 621 | 27 1 6 | 1 | 109 | .. | .. | .. | .. | 15 | 730 | 27 1 6 |
| | Total .. | 54 | 6,523 | 282 0 0 | 26 | 4,885 | 285 4 0 | 6 | 1,323 | 82 11 0 | 86 | 12,731 | 649 15 0 |
| Kistna .. | Masulipatam .. .. .. | 81 | 6,596 | 279 15 0 | 75 | 4,176 | 157 14 6 | .. | .. | .. | 156 | 10,772 | 437 13 6 |
| | Nizampatam .. .. .. | 9 | $409\frac{67}{130}$ | 14 7 0 | 61 | $1,012\frac{1}{2}$ | .. | .. | .. | .. | 70 | $1,421\frac{123}{130}$ | 14 7 0 |
| | Kottapalem .. .. .. | 15 | $685\frac{81}{130}$ | 39 5 0 | 3 | $279\frac{1}{2}$ | 16 3 9 | .. | .. | .. | 18 | $965\frac{16}{130}$ | 55 8 9 |
| | Pennumudi .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Moratota .. .. .. | 2 | $27\frac{1}{2}$ | .. | 3 | $102\frac{106}{130}$ | 2 14 0 | .. | .. | .. | 5 | $130\frac{41}{130}$ | 2 14 0 |
| | Badduranipalem .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Gangadipalem .. .. | 4 | $92\frac{108}{130}$ | 5 1 6 | .. | .. | .. | .. | .. | .. | 4 | $92\frac{108}{130}$ | 5 1 6 |
| | Ipurupálem .. .. .. | 12 | 1,736 | 73 0 0 | .. | .. | .. | .. | .. | .. | 15 | 1,959 | 80 15 0 |
| | Motupalli .. .. .. | 11 | 445 | 14 15 6 | 3 | 223 | 7 15 0 | .. | .. | .. | 11 | 445 | 14 15 6 |
| | Total .. | 134 | $9,992\frac{51}{130}$ | 426 12 0 | 145 | $5,793\frac{106}{130}$ | 184 15 3 | .. | .. | .. | 279 | $15,786\frac{27}{130}$ | 611 11 3 |

## APPENDIX B—*cont.*

Native Craft—*cont.*

Left.

| Districts. | Ports. | In Ballast. | | | With Cargo. | | | With Passengers. | | | Total. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Vessels. | Tonnage. | Port Dues. | Vessels. | Tonnage. | Port Dues. | Vessels. | Tonnage. | Port Dues. | Vessels. | Tonnage. | Port Dues. |
| | | 87 | 88 | 89 | 90 | 91 | 92 | 93 | 94 | 95 | 96 | 97 | 98 |
| | | | | RS. A. P. | | | RS. A. P. | | | RS. A. P. | | | RS. A. P. |
| Ganjam | Gopálpur | 1 | 125 | .. | 2 | 262 | .. | .. | .. | .. | 3 | 387 | .. |
| | Báruva | .. | .. | .. | 10 | 853 | .. | .. | .. | .. | 10 | 853 | .. |
| | Púndi | 1 | 58 | .. | 13 | 667 | .. | .. | .. | .. | 14 | 725 | .. |
| | Calingapatam | .. | .. | .. | 1 | 125 | .. | .. | .. | .. | 1 | 125 | .. |
| | Total | 2 | 183 | .. | 26 | 1,907 | .. | .. | .. | .. | 28 | 2,090 | .. |
| Vizagapatam | Vizagapatam | 16 | 1,770 | .. | 12 | 1,997 | .. | .. | .. | .. | 28 | 3,767 | .. |
| | Bimlipatam | 6 | 709 | .. | 5 | 960 | .. | .. | .. | .. | 11 | 1,669 | .. |
| | Total | 22 | 2,479 | .. | 17 | 2,957 | .. | .. | .. | .. | 39 | 5,436 | .. |
| Godávari | Cocanada / Coringa | 22 | 3,151 | .. | 45 | 7,350 | .. | .. | .. | .. | 67 | 10,501 | .. |
| | Narsápur | 7 | 371 | .. | 9 | 426 | .. | .. | .. | .. | 16 | 797 | .. |
| | Total | 29 | 3,522 | .. | 54 | 7,776 | .. | .. | .. | .. | 83 | 11,298 | .. |
| Kistna | Masulipatam | 26 | 610 | .. | 126 | 9,654 | .. | .. | .. | .. | 152 | 10,264 | .. |
| | Nizampatam | 5 | $358\frac{66}{130}$ | .. | 5 | $475\frac{29}{130}$ | .. | .. | .. | .. | 10 | $833\frac{95}{130}$ | .. |
| | Kottapalem | 7 | $1,080\frac{23}{130}$ | .. | 75 | 887 | .. | .. | .. | .. | 82 | $1,967\frac{23}{130}$ | .. |
| | Pennumudi | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Moratota | .. | .. | .. | 15 | $183\frac{94}{130}$ | .. | .. | .. | .. | 15 | $183\frac{94}{130}$ | .. |
| | Badduranipalem | .. | .. | .. | 1 | $45\frac{59}{130}$ | .. | .. | .. | .. | 1 | $45\frac{59}{130}$ | .. |
| | Gangadipalem | 1 | $45\frac{53}{130}$ | .. | 7 | $173\frac{39}{130}$ | .. | .. | .. | .. | 8 | $218\frac{92}{130}$ | .. |
| | Ipurupálem | .. | .. | .. | 15 | 1,959 | .. | .. | .. | .. | 15 | 1,959 | .. |
| | Motupalli | .. | .. | .. | 11 | 445 | .. | .. | .. | .. | 11 | 445 | .. |
| | Total | 39 | $2,094\frac{12}{130}$ | .. | 255 | $13,822\frac{84}{130}$ | .. | .. | .. | .. | 294 | $15,916\frac{96}{130}$ | .. |



## APPENDIX B—*cont.*

Total.

Arrived.

| Districts. | Ports. | In Ballast. | | | With Cargo. | | | With Passengers. | | | Total. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Vessels. | Tonnage | Port Dues. | Vessels. | Tonnage. | Port Dues. | Vessels. | Tonnage. | Port Dues. | Vessels. | Tonnage. | Port Dues. |
| | | 99 | 100 | 101 | 102 | 103 | 104 | 105 | 106 | 107 | 108 | 109 | 110 |
| | | | | RS. A. P. | | | RS. A. P. | | | RS. A. P. | | | RS. A. P. |
| Ganjam | Gopálpur | .. | .. | .. | 99 | 129,660 | 6,793 4 8 | 42 | 69,314 | 317 1 0 | 141 | 198.974 | 7,110 5 8 |
| | Báruva | 1 | 30 | .. | 9 | 822 | 36 10 6 | 35 | 56,665 | 400 2 0 | 45 | 57,517 | 436 12 6 |
| | Púndi | 6 | 434 | .. | 9 | 1,201 | 39 9 0 | .. | .. | .. | 15 | 1,635 | 39 9 0 |
| | Calingapatam | .. | .. | .. | 88 | 127,724 | 520 6 6 | 28 | 49,630 | 1,635 4 6 | 116 | 177,354 | 2,155 11 0 |
| | Total | 7 | 464 | .. | 205 | 259,407 | 7,389 14 8 | 105 | 175,609 | 2,352 7 6 | 317 | 435,480 | 9,742 6 2 |
| Vizagapatam | Vizagapatam | 8 | 8,206 | 720 3 9 | 229 | 325,863 | 3,774 14 0 | .. | .. | .. | 237 | 334,069 | 4,495 1 9 |
| | Bimlipatam | 5 | 6,706 | 651 3 9 | 241 | 370,031 | 4,295 6 0 | .. | .. | .. | 246 | 376,737 | 4,946 9 9 |
| | Total | 13 | 14,912 | 1,371 7 6 | 470 | 695,894 | 8,070 4 0 | .. | .. | .. | 483 | 710,806 | 9,441 11 6 |
| Godávari | Cocanada / Coringa | 65 | 36,124 | 3,421 15 6 | 306 | 454,978 | 13,184 8 6 | 6 | 1,323 | 82 11 0 | 377 | 492,425 | 16,689 3 0 |
| | Narsápur | 14 | 621 | 27 1 6 | 1 | 109 | .. | .. | .. | .. | 15 | 730 | 27 1 6 |
| | Total | 79 | 36,745 | 3,449 1 0 | 307 | 455,087 | 13,184 8 6 | 6 | 1,323 | 82 11 0 | 392 | 493,155 | 16,716 4 6 |
| Kistna | Masulipatam | 111 | 57,245 | 904 8 0 | 243 | 277,002 | 5,416 2 6 | .. | .. | .. | 354 | 334,247 | 6,320 10 6 |
| | Nizampatam | 9 | $409\frac{57}{130}$ | 14 7 0 | 61 | $1,012\frac{1}{2}$ | .. | .. | .. | .. | 70 | $1,421\frac{23}{130}$ | 14 7 0 |
| | Kottapalem | 15 | $685\frac{19}{130}$ | 39 5 0 | 3 | $279\frac{1}{2}$ | 16 3 9 | .. | .. | .. | 18 | $965\frac{15}{130}$ | 55 8 9 |
| | Pennumudi | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Moratota | 2 | $27\frac{1}{2}$ | .. | 3 | $102\frac{106}{130}$ | 2 14 0 | .. | .. | .. | 5 | $130\frac{41}{130}$ | 2 14 0 |
| | Badderanipalem | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Gangadipalem | 4 | $92\frac{108}{130}$ | 5 1 6 | .. | .. | .. | .. | .. | .. | 4 | $92\frac{108}{130}$ | 5 1 6 |
| | Ipurupálem | 12 | 1,736 | 73 0 0 | 3 | 223 | 7 15 0 | .. | .. | .. | 15 | 1,959 | 80 15 0 |
| | Motupalli | 11 | 445 | 14 15 6 | .. | .. | .. | .. | .. | .. | 11 | 445 | 14 15 6 |
| | Total | 164 | $60,641\frac{51}{130}$ | 1,051 5 0 | 313 | $278,619\frac{108}{130}$ | 5,443 3 3 | .. | .. | .. | 477 | $339,261\frac{27}{130}$ | 6,494 8 3 |

## APPENDIX B—*cont.*

| Districts. | Ports. | Total—*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. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 111 | 112 | 113 | 114 | 115 | 116 | 117 | 118 | 119 | 120 | 121 | 122 |
| | | | | Rs. A. P. | | | Rs. A. P. | | | Rs. A. P. | | | Rs. A. P. |
| Ganjam | Gopálpur | 1 | 125 | .. | 97 | 128,781 | .. | 42 | 69,314 | .. | 140 | 198,220 | .. |
| | Báruva | .. | .. | .. | 45 | 57,518 | .. | .. | .. | .. | 45 | 57,518 | .. |
| | Pundi | 1 | 58 | .. | 14 | 1,577 | .. | .. | .. | .. | 15 | 1,635 | .. |
| | Calingapatam | .. | .. | .. | 82 | 122,906 | .. | 33 | 54,339 | .. | 115 | 177,245 | .. |
| | Total | 2 | 183 | .. | 238 | 310,782 | .. | 75 | 123,653 | .. | 315 | 434,618 | .. |
| Vizagapatam | Vizagapatam | 16 | 1,770 | .. | 221 | 332,159 | .. | .. | .. | .. | 237 | 333,929 | .. |
| | Bimlipatam | 6 | 709 | .. | 241 | 376,891 | .. | .. | .. | .. | 247 | 377,600 | .. |
| | Total | 22 | 2,479 | .. | 462 | 709,050 | .. | .. | .. | .. | 484 | 711,529 | .. |
| Godávari | Cocanada / Coringa | 22 | 3,151 | .. | 351 | 489,999 | .. | .. | .. | .. | 373 | 493,150 | .. |
| | Narsápur | 7 | 371 | .. | 9 | 426 | .. | .. | .. | .. | 16 | 797 | .. |
| | Total | 29 | 3,522 | .. | 360 | 490,425 | .. | .. | .. | .. | 389 | 493,947 | .. |
| Kistna | Masulipatam | 31 | 5,984 | .. | 319 | 327,755 | .. | .. | .. | .. | 350 | 333,739 | .. |
| | Nizampatam | 5 | $358_{120}^{66}$ | .. | 5 | $475_{130}^{29}$ | .. | .. | .. | .. | 10 | $833_{130}^{94}$ | .. |
| | Kottapalem | 7 | $1,080_{130}^{33}$ | .. | 75 | 887 | .. | .. | .. | .. | 82 | $1,967_{130}^{33}$ | .. |
| | Pennumudi | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Moratota | .. | .. | .. | 15 | $183_{130}^{94}$ | .. | .. | .. | .. | 15 | $183_{130}^{94}$ | .. |
| | Badduranipalem | .. | .. | .. | 1 | $45_{130}^{33}$ | .. | .. | .. | .. | 1 | $45_{130}^{33}$ | .. |
| | Gangadipalem | 1 | $45_{130}^{33}$ | .. | 7 | $173_{130}^{38}$ | .. | .. | .. | .. | 8 | $218_{130}^{94}$ | .. |
| | Ipurupálem | .. | .. | .. | 15 | 1,959 | .. | .. | .. | .. | 15 | 1,959 | .. |
| | Motupalli | .. | .. | .. | 11 | 445 | .. | .. | .. | .. | 11 | 445 | .. |
| | Total | 44 | $7,468_{130}^{12}$ | .. | 448 | $331,923_{130}^{84}$ | .. | .. | .. | .. | 492 | $339,391_{130}^{96}$ | .. |



## APPENDIX B—*cont.*

| Districts. | Ports. | British Vessels. Coasting Steamers. 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. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | | | | Rs. A. P. | | | Rs. A. P. | | | Rs. A. P. | | | Rs. A. P. |
| Nellore | Kottapatam | .. | .. | .. | 7 | $10,121_{100}^{00}$ | 895 8 0 | .. | .. | .. | 7 | $10,121_{100}^{00}$ | 895 8 0 |
| | Ramayapatam | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Kristnapatam | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Juvaladinne | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Iskapalle | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total | .. | .. | .. | 7 | $10,121_{100}^{00}$ | 895 8 0 | .. | .. | .. | 7 | $10,121_{100}^{00}$ | 895 8 0 |
| Chingleput | Pulicat | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Ennore | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| South Arcot | Cuddalore | 4 | 5,283 | 495 0 0 | 113 | 178,579 | 2,300 0 0 | .. | .. | .. | 117 | 183,862 | 2,795 0 0 |
| | Porto Novo | 2 | 1,847 | .. | 24 | 39,954 | 401 0 0 | .. | .. | .. | 26 | 41,801 | 401 0 0 |
| | Total | 6 | 7,130 | 495 0 0 | 137 | 218,533 | 2,701 0 0 | .. | .. | .. | 143 | 225,663 | 3,196 0 0 |
| 6 Tanjore | Tirumalaivasal | .. | .. | .. | 23 | 36,294 | 659 4 5 | .. | .. | .. | 23 | 36,294 | 659 4 5 |
| | Tranquebar | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Nagore | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Negapatam | .. | .. | .. | 118 | 171,137 | 3,030 12 0 | 108 | 176,078 | 3,870 9 0 | 226 | 347,215 | 6,901 5 0 |
| | Velanganny | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Topeturai | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Mutupet | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Adirámpatnam | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Ammápatam | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Kottapatam | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total | .. | .. | .. | 141 | 207,431 | 3,690 0 5 | 108 | 176,078 | 3,870 9 0 | 249 | 383,509 | 7,560 9 5 |

## APPENDIX B—*cont.*

| Districts. | Ports. | British Vessels—*cont.* / Coasting Steamers—*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. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 |
| | | | | Rs. A. P. | | | Rs. A. P. | | | Rs. A. P. | | | Rs. A. P. |
| Nellore | Kottapatam | .. | .. | .. | 7 | 10,121 00/100 | .. | .. | .. | .. | 7 | 10,121 00/100 | .. |
| | Ramayapatam | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Kristnapatam | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Juvaladinne | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Iskapalle | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total | .. | .. | .. | 7 | 10,121 00/100 | .. | .. | .. | .. | 7 | 10,121 00/100 | .. |
| Chingleput | Pulicat | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Ennore | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| South Arcot | Cuddalore | 3 | 2,939 | .. | 106 | 169,001 | .. | .. | .. | .. | 109 | 171,940 | .. |
| | Porto Novo | 1 | 910 | .. | 25 | 40,891 | .. | .. | .. | .. | 26 | 41,801 | .. |
| | Total | 4 | 3,849 | .. | 131 | 209,892 | .. | .. | .. | .. | 135 | 213,741 | .. |
| Tanjore | Tirumalaivasal | .. | .. | .. | 23 | 36,294 | .. | .. | .. | .. | 23 | 36,294 | .. |
| | Tranquebar | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Nagore | .. | .. | .. | .. | .. | .. | 91 | 156,166 | .. | 233 | 356,810 | .. |
| | Negapatam | .. | .. | .. | 142 | 206,644 | .. | .. | .. | .. | .. | .. | .. |
| | Velanganny | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Topeturai | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Mutupet | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Adirámpatnam | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Ammápatam | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Kottapatam | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total | .. | .. | .. | 165 | 242,938 | .. | 91 | 156,166 | .. | 256 | 393,104 | .. |



## APPENDIX B—*cont.*

| Districts. | Ports. | British Vessels—*cont.* / Other Vessels (excluding Coasting Steamers). / 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. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 |
| | | | | Rs. A. P. | | | Rs. A. P. | | | Rs. A. P. | | | Rs. A. P. |
| Nellore | Kottapatam | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Ramayapatam | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Kristnapatam | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Juvaladinne | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Iskapalle | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Chingleput | Pulicat | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Ennore | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| South Arcot | Cuddalore | 4 | 5,416 | 508 0 0 | 4 | 5,707 | 713 0 0 | .. | .. | .. | 8 | 11,123 | 1,221 0 0 |
| | Porto Novo | .. | .. | .. | 26 | 40,417 | 778 0 0 | .. | .. | .. | 26 | 40,417 | 778 0 0 |
| | Total | 4 | 5,416 | 508 0 0 | 30 | 46,124 | 1,491 0 0 | .. | .. | .. | 34 | 51,540 | 1,999 0 0 |
| Tanjore | Tirumalaivasal | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Tranquebar | .. | .. | .. | 1 | 1,139 | .. | .. | .. | .. | 1 | 1,139 | .. |
| | Nagore | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Negapatam | 4 | 4,552 | 642 3 5 | 12 | 19,405 | 3,299 7 6 | 29 | 44,108 | 3,506 6 2 | 45 | 68,065 | 7,448 1 1 |
| | Velanganny | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Topeturai | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Mutupet | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Adirámpatnam | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Ammápatam | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Kottapatam | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total | 4 | 4,552 | 642 3 5 | 13 | 20,544 | 3,299 7 6 | 29 | 44,108 | 3,506 6 2 | 46 | 69,204 | 7,448 1 1 |

## APPENDIX B—*cont.*

| Districts. | Ports. | British Vessels—*cont.* — Other Vessels (excluding Coasting Steamers)—*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. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 |
| | | | | Rs. A. P. | | | Rs. A. P. | | | Rs. A. P. | | | Rs. A. P. |
| Nellore | Kottapatam | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Ramayapatam | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Kristnapatam | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Juvaladinne | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Iskapalle | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Chingleput | Pulicat | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Ennore | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| South Arcot | Cuddalore | 3 | 4,276 | .. | 13 | 18,769 | .. | .. | .. | .. | 16 | 23,045 | .. |
| | Porto Novo | .. | .. | .. | 26 | 40,417 | .. | .. | .. | .. | 26 | 40,417 | .. |
| | Total | 3 | 4,276 | .. | 39 | 59,186 | .. | .. | .. | .. | 42 | 63,462 | .. |
| Tanjore | Tirumalaivasal | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Tranquebar | .. | .. | .. | .. | .. | .. | 1 | 1,139 | .. | 1 | 1,139 | .. |
| | Nagore | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Negapatam | 5 | 7,658 | .. | 6 | 9,058 | .. | 28 | 42,866 | .. | 39 | 59,582 | .. |
| | Velanganny | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Topeturai | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Mutupet | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Adirámpatnam | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Ammápatam | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Kottapatam | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total | 5 | 7,658 | .. | 6 | 9,058 | .. | 29 | 44,005 | .. | 40 | 60,721 | .. |



## APPENDIX B—*cont.*

| Districts. | Ports. | Foreign Vessels. — 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. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 |
| | | | | Rs. A. P. | | | Rs. A. P. | | | Rs. A. P. | | | Rs. A. P. |
| Nellore | Kottapatam | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Ramayapatam | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Kristnapatam | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Juvaladinne | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Iskapalle | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Chingleput | Pulicat | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Ennore | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| South Arcot | Cuddalore | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Porto Novo | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Tanjore | Tirumalaivasal | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Tranquebar | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Nagore | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Negapatam | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Velanganny | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Topeturai | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Mutupet | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Adirámpatnam | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Ammápatam | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Kottapatam | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |

## APPENDIX B—*cont.*

| Districts. | Ports. | Foreign Vessels—*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. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 |
| | | | | Rs. A. P. | | | Rs. A. P. | | | Rs. A. P. | | | Rs. A. P. |
| Nellore | Kottapatam | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Ramayapatam | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Kristnapatam | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Juvaladinne | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Iskapalle | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Chingleput | Pulicat | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Ennore | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| South Arcot | Cuddalore | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Porto Novo | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Tanjore | Tirumalaivasal | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Tranquebar | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Nagore | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Negapatam | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Velanganny | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Topeturai | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Mutupet | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Adirámpatnam | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Ammápatam | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Kottapatam | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |



## APPENDIX B—*cont.*

| Districts. | Ports. | Native Craft. — 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. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 75 | 76 | 77 | 78 | 79 | 80 | 81 | 82 | 83 | 84 | 85 | 86 |
| | | | | Rs. A. P. | | | Rs. A. P. | | | Rs. A. P. | | | Rs. A. P. |
| Nellore | Kottapatam | 2 | 191 | .. | 14 | 754 13/20 | 48 1 9 | .. | .. | .. | 16 | 945 13/20 | 48 1 9 |
| | Ramayapatam | 1 | 104¼ | 4 14 3 | .. | .. | .. | .. | .. | .. | 1 | 104¼ | 4 14 3 |
| | Kristnapatam | 4 | 619 11/20 | 19 6 6 | .. | .. | .. | .. | .. | .. | 4 | 619 11/20 | 19 6 6 |
| | Juvaladinne | .. | .. | .. | 1 | 104¼ | 4 14 3 | .. | .. | .. | 1 | 104¼ | 4 14 3 |
| | Iskapalle | .. | .. | .. | 1 | 104¼ | .. | .. | .. | .. | 1 | 104¼ | .. |
| | Total | 7 | 914 41/20 | 24 4 9 | 16 | 963 33/260 | 53 0 0 | .. | .. | .. | 23 | 1,877 187/520 | 77 4 9 |
| Chingleput | Pulicat | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Ennore | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| South Arcot | Cuddalore | 20 | 1,961 | 72 0 0 | 82 | 9,078 | 417 0 0 | .. | .. | .. | 102 | 11,039 | 489 0 0 |
| | Porto Novo | 16 | 2,176½ | 50 0 0 | 57 | 6,873⅜ | 317 0 0 | .. | .. | .. | 73 | 9,049⅞ | 367 0 0 |
| | Total | 36 | 4,137½ | 122 0 0 | 139 | 15,951⅜ | 734 0 0 | .. | .. | .. | 175 | 20,088⅞ | 856 0 0 |
| Tanjore | Tirumalaivasal | 12 | 1.440 | 64 6 3 | 14 | 1,946 | 90 4 0 | 1 | 169 | .. | 27 | 3,555 | 154 10 3 |
| | Tranquebar | 14 | 1,991 | 104 1 9 | 8 | 899 | 50 1 3 | .. | .. | .. | 22 | 2,890 | 154 3 0 |
| | Nagore | 10 | 2,570 | .. | 27 | 2,765 | 247 13 9 | 5 | 1,251 | 78 3 6 | 42 | 6,586 | 326 1 3 |
| | Negapatam | 74 | 9,331 | 273 3 4 | 284 | 31,062 | 1,056 11 3 | 112 | 13,700 | 409 10 3 | 470 | 54,093 | 1,739 8 10 |
| | Velanganny | 6 | 545 | 12 4 2 | 10 | 1,211 | 75 11 0 | .. | .. | .. | 16 | 1,756 | 87 15 2 |
| | Topeturai | 232 | 4,515 | 27 15 6 | 29 | 825 | 28 1 0 | 114 | 2,287 | 20 1 3 | 375 | 7,627 | 76 1 9 |
| | Mutupet | 108 | 3,426 | 88 7 11 | 44 | 4,648 | 134 6 2 | 23 | 3,107 | 86 12 8 | 175 | 11,181 | 309 10 9 |
| | Adirámpatnam | 44 | 2,845 | 18 0 7 | 64 | 6,359 | 178 0 3 | 68 | 6,100 | 178 8 11 | 176 | 15,304 | 374 9 9 |
| | Ammápatam | 28 | 1,064 | 41 5 9 | 36 | 2,708 | 81 13 0 | 17 | 1,420 | 50 6 9 | 81 | 5,192 | 173 9 6 |
| | Kottapatam | 24 | 461 | 19 13 6 | 29 | 2,826 | 86 5 3 | 26 | 2,147 | 74 11 9 | 79 | 5,434 | 180 14 6 |
| | Total | 552 | 28,188 | 649 10 9 | 545 | 55,249 | 2,029 2 11 | 366 | 30,181 | 898 7 1 | 1,463 | 113,618 | 3,577 4 9 |

## APPENDIX B—*cont.*

| Districts. | Ports. | 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. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 87 | 88 | 89 | 90 | 91 | 92 | 93 | 94 | 95 | 96 | 97 | 98 |
| | | | | Rs. A. P. | | | Rs. A. P. | | | Rs. A. P. | | | Rs. A. P. |
| Nellore | Kottapatam | 6 | $134\frac{128}{240}$ | .. | 9 | $795\frac{126}{260}$ | .. | .. | .. | .. | 15 | $930\frac{67}{260}$ | .. |
| | Ramayapatam | .. | .. | .. | 1 | $104\frac{1}{4}$ | .. | .. | .. | .. | 1 | $104\frac{1}{4}$ | .. |
| | Kristnapatam | 4 | $621\frac{287}{320}$ | .. | .. | .. | .. | .. | .. | .. | 4 | $621\frac{287}{320}$ | .. |
| | Juvaladinne | 2 | $40\frac{1}{2}$ | 2 14 3 | 1 | $104\frac{1}{4}$ | .. | .. | .. | .. | 3 | $144\frac{3}{4}$ | 2 14 3 |
| | Iskapalle | .. | .. | .. | 1 | $104\frac{1}{4}$ | .. | .. | .. | .. | 1 | $104\frac{1}{4}$ | .. |
| | Total | 12 | $796\frac{221}{320}$ | 2 14 3 | 12 | $1,108\frac{130}{260}$ | .. | .. | .. | .. | 24 | $1,905\frac{31}{320}$ | 2 14 3 |
| Chingleput | Pulicat | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Ennore | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| South Arcot | Cuddalore | 23 | 3,129 | 20 0 0 | 83 | 8,142 | 32 0 0 | .. | .. | .. | 106 | 11,271 | 52 0 0 |
| | Porto Novo | 17 | $1,683\frac{7}{8}$ | 43 0 0 | 62 | $6,001\frac{3}{8}$ | 95 0 0 | .. | .. | .. | 79 | $7,685\frac{1}{4}$ | 138 0 0 |
| | Total | 40 | $4,812\frac{7}{8}$ | 63 0 0 | 145 | $14,143\frac{3}{8}$ | 127 0 0 | .. | .. | .. | 185 | $18,956\frac{1}{4}$ | 190 0 0 |
| Tanjore | Tirumalaivasal | 4 | 612 | .. | 22 | 2,767 | .. | 1 | 171 | .. | 27 | 3,550 | .. |
| | Tranquebar | 7 | 803 | .. | 15 | 2,289 | .. | .. | .. | .. | 22 | 3,092 | .. |
| | Nagore | 16 | 1,663 | 9 5 6 | 20 | 4,393 | 2 5 3 | 1 | 319 | .. | 37 | 6,375 | 11 10 9 |
| | Negapatam | 104 | 11,560 | .. | 357 | 42,382 | .. | 11 | 828 | .. | 472 | 54,770 | .. |
| | Velanganny | .. | .. | .. | 16 | 1,756 | .. | .. | .. | .. | 16 | 1,756 | .. |
| | Topeturai | 133 | 2,299 | 54 14 0 | 70 | 1,895 | 25 2 0 | 174 | 3,526 | 51 5 9 | 377 | 7,720 | 131 5 9 |
| | Mutupet | 14 | 561 | .. | 145 | 8,621 | .. | 18 | 2,119 | .. | 177 | 11,301 | .. |
| | Adirámpatnam | 46 | 5,527 | 126 5 4 | 89 | 7,351 | 31 15 0 | 47 | 3,474 | .. | 182 | 16,352 | 168 4 4 |
| | Ammápatam | 28 | 553 | .. | 30 | 2,799 | .. | 21 | 1,479 | .. | 79 | 4,831 | .. |
| | Kottapatam | 13 | 812 | .. | 52 | 3,327 | .. | 13 | 1,194 | .. | 78 | 5,333 | .. |
| | Total | 365 | 24,390 | 190 8 10 | 816 | 77,580 | 59 6 3 | 286 | 13,110 | 51 5 9 | 1,467 | 115,080 | 301 4 10 |

## APPENDIX B—*cont.*

| Districts. | Ports. | 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. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 99 | 100 | 101 | 102 | 103 | 104 | 105 | 106 | 107 | 108 | 109 | 110 |
| | | | | Rs. A. P. | | | Rs. A. P. | | | Rs. A. P. | | | Rs. A. P. |
| Nellore | Kottapatam | 2 | 191 | .. | 21 | $10,870\frac{127}{260}$ | 943 9 9 | .. | .. | .. | 23 | $11,067\frac{127}{260}$ | 943 9 9 |
| | Ramayapatam | 1 | $104\frac{1}{4}$ | 4 14 3 | .. | .. | .. | .. | .. | .. | 1 | $104\frac{1}{4}$ | 4 14 3 |
| | Kristnapatam | 4 | $619\frac{11}{320}$ | 19 6 6 | .. | .. | .. | .. | .. | .. | 4 | $619\frac{11}{320}$ | 19 6 6 |
| | Juvaladinne | .. | .. | .. | 1 | $104\frac{1}{4}$ | 4 14 3 | .. | .. | .. | 1 | $104\frac{1}{4}$ | 4 14 3 |
| | Iskapalle | .. | .. | .. | 1 | $104\frac{1}{4}$ | .. | .. | .. | .. | 1 | $104\frac{1}{4}$ | .. |
| | Total | 7 | $914\frac{141}{320}$ | 24 4 9 | 23 | $11,084\frac{287}{260}$ | 948 8 0 | .. | .. | .. | 30 | $11,999\frac{136}{320}$ | 972 12 9 |
| Chingleput | Pulicat | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Ennore | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| South Arcot | Cuddalore | 28 | 12,660 | 1,075 0 0 | 199 | 193,364 | 3,430 0 0 | .. | .. | .. | 227 | 206,024 | 4,505 0 0 |
| | Porto Novo | 18 | $4,023\frac{1}{2}$ | 50 0 0 | 107 | $87,244\frac{3}{8}$ | 1,496 0 0 | .. | .. | .. | 125 | $91,267\frac{7}{8}$ | 1,546 0 0 |
| | Total | 46 | $16,683\frac{1}{2}$ | 1,125 0 0 | 306 | $280,608\frac{3}{8}$ | 4,926 0 0 | .. | .. | .. | 352 | $297,291\frac{7}{8}$ | 6,051 0 0 |
| Tanjore | Tirumalaivasal | 12 | 1,440 | 64 6 3 | 37 | 38,240 | 749 8 5 | 1 | 169 | .. | 50 | 39,849 | 813 14 8 |
| | Tranquebar | 14 | 1,991 | 104 1 9 | 9 | 2,038 | 50 1 3 | .. | .. | .. | 23 | 4,029 | 154 3 0 |
| | Nagore | 10 | 2,570 | .. | 27 | 2,765 | 247 13 9 | 5 | 1,251 | 78 3 6 | 42 | 6,586 | 326 1 3 |
| | Negapatam | 78 | 13,883 | 915 6 9 | 414 | 221,604 | 7,386 14 9 | 249 | 233,886 | 7,786 9 5 | 741 | 469,373 | 16,088 14 11 |
| | Velanganny | 6 | 545 | 12 4 2 | 10 | 1,211 | 75 11 0 | .. | .. | .. | 16 | 1,756 | 87 15 2 |
| | Topeturai | 232 | 4,515 | 27 15 6 | 29 | *825 | 28 1 0 | 114 | 2,287 | 20 1 3 | 375 | 7,627 | 76 1 9 |
| | Mutupet | 108 | 3,426 | 88 7 11 | 44 | 4,648 | 134 6 2 | 23 | 3,107 | 86 12 8 | 175 | 11,181 | 309 10 9 |
| | Adirámpatnam | 44 | 2,845 | 18 0 7 | 64 | 6,359 | 178 0 3 | 68 | 6,100 | 178 8 11 | 176 | 15,304 | 374 9 9 |
| | Ammápatam | 28 | 1,064 | 41 5 9 | 36 | 2,708 | 81 13 0 | 17 | 1,420 | 50 6 9 | 81 | 5,192 | 173 9 6 |
| | Kottapatam | 24 | 461 | 19 13 6 | 29 | 2,826 | 86 5 3 | 26 | 2,147 | 74 11 9 | 79 | 5,434 | 180 14 6 |
| | Total | 556 | 32,740 | 1,291 14 2 | 699 | 283,224 | 9,018 10 10 | 503 | 250,367 | 8,275 6 3 | 1,758 | 566,331 | 18,585 15 3 |

## APPENDIX B—*cont.*

| Districts. | Ports. | Total—*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. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 111 | 112 | 113 | 114 | 115 | 116 | 117 | 118 | 119 | 120 | 121 | 122 |
| | | | | Rs. A. P. | | | Rs. A. P. | | | Rs. A. P. | | | Rs. A. P. |
| Nellore | Kottapatam | 6 | $134\frac{132}{260}$ | .. | 16 | $10,917\frac{169}{260}$ | .. | .. | .. | .. | 22 | $11,052\frac{41}{260}$ | .. |
| | Ramayapatam | .. | .. | .. | 1 | $104\frac{1}{4}$ | .. | .. | .. | .. | 1 | $104\frac{1}{4}$ | .. |
| | Kristnapatam | 4 | $621\frac{287}{320}$ | .. | .. | .. | .. | .. | .. | .. | 4 | $621\frac{287}{320}$ | .. |
| | Juvaladinne | 2 | $40\frac{1}{2}$ | 2 14 3 | 1 | $104\frac{1}{4}$ | .. | .. | .. | .. | 3 | $144\frac{3}{4}$ | 2 14 3 |
| | Iskapalle | .. | .. | .. | 1 | $104\frac{1}{4}$ | .. | .. | .. | .. | 1 | $104\frac{1}{4}$ | .. |
| | Total | 12 | $796\frac{321}{320}$ | 2 14 3 | 19 | $11,230\frac{109}{260}$ | .. | .. | .. | .. | 31 | $12,026\frac{429}{320}$ | 2 14 3 |
| Chingleput | Pulicat | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Ennore | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| South Arcot | Cuddalore | 29 | 10,344 | 20 0 0 | 202 | 195,912 | 32 0 0 | .. | .. | .. | 231 | 206,256 | 52 0 0 |
| | Porto Novo | 18 | $2,593\frac{7}{8}$ | 43 0 0 | 113 | $87,309\frac{3}{8}$ | 95 0 0 | .. | .. | .. | 131 | $89,903\frac{1}{4}$ | 138 0 0 |
| | Total | 47 | $12,937\frac{7}{8}$ | 63 0 0 | 315 | $283,221\frac{5}{8}$ | 127 0 0 | .. | .. | .. | 362 | $296,159\frac{1}{4}$ | 190 0 0 |
| Tanjore | Tirumalaivasal | 4 | 612 | .. | 45 | 39,061 | .. | 1 | 171 | .. | 50 | 39,844 | .. |
| | Tranquebar | 7 | 803 | .. | 15 | 2,289 | .. | 1 | 1,139 | .. | 23 | 4,231 | .. |
| | Nagore | 16 | 1,663 | 9 5 6 | 20 | 4,393 | 2 5 3 | 1 | 319 | .. | 37 | 6,375 | 11 10 9 |
| | Negapatam | 109 | 19,218 | .. | 505 | 258,084 | .. | 130 | 193,860 | .. | 744 | 471,162 | .. |
| | Velanganny | .. | .. | .. | 16 | 1,756 | .. | .. | .. | .. | 16 | 1,756 | .. |
| | Topeturai | 133 | 2,299 | 54 14 0 | 70 | 1,895 | 25 2 0 | 174 | 3,526 | 51 5 9 | 377 | 7,720 | 131 5 9 |
| | Mutupet | 14 | 561 | .. | 145 | 8,621 | .. | 18 | 2,119 | .. | 177 | 11,301 | .. |
| | Adirámpatnam | 46 | 5,527 | 126 5 4 | 89 | 7,351 | 31 15 0 | 47 | 3,474 | .. | 182 | 16,352 | 158 4 4 |
| | Ammápatam | 28 | 553 | .. | 30 | 2,799 | .. | 21 | 1,479 | .. | 79 | 4,831 | .. |
| | Kottapatam | 13 | 812 | .. | 52 | 3,327 | .. | 13 | 1,194 | .. | 78 | 5,333 | .. |
| | Total | 370 | 32,048 | 190 8 10 | 987 | 329,576 | 59 6 3 | 406 | 207,281 | 51 5 9 | 1,763 | 568,905 | 301 4 10 |



## APPENDIX B—*cont.*

| Districts. | Ports. | British Vessels. Coasting Steamers. 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. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | | | | Rs. A. P. | | | Rs. A. P. | | | Rs. A. P. | | | Rs. A. P. |
| Madura | Tondi | .. | .. | .. | 1 | 450 | .. | 2 | 900 | .. | 3 | 1,350 | .. |
| | Kilakarai | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Devipatam | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Pámban | .. | .. | .. | 1 | 430 | .. | 25 | 7,830 | 704 8 0 | 26 | 8,260 | 704 8 0 |
| | Total | .. | .. | .. | 2 | 880 | .. | 27 | 8,730 | 704 8 0 | 29 | 9,310 | 704 8 0 |
| Tinnevelly | Tuticorin | .. | .. | .. | 87 | $128,529\frac{3}{4}$ | 13,926 11 6 | 80 | $116,595\frac{1}{4}$ | 7,179 3 0 | 167 | 245,125 | 21,105 14 6 |
| | Kulasekharapatnam | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Káyalpatnam | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total | .. | .. | .. | 87 | $128,529\frac{3}{4}$ | 13,926 11 6 | 80 | $116,595\frac{1}{4}$ | 7,179 3 0 | 167 | 245,125 | 21,105 14 6 |
| Malabar | Cannanore | .. | .. | .. | 130 | 200,523 | 1,133 10 0 | .. | .. | .. | 130 | 200,523 | 1,133 10 0 |
| | Tellicherry | .. | .. | .. | 156 | 248,277 | 2,671 11 0 | .. | .. | .. | 156 | 248,277 | 2,671 11 0 |
| | Kallai | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Badagara | 3 | 6,275 | .. | 26 | 48,964 | 410 10 0 | .. | .. | .. | 29 | 55,239 | 410 10 0 |
| | Quilandi | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Calicut | .. | .. | .. | 151 | 229,092 | 5,677 5 0 | .. | .. | .. | 151 | 229,092 | 5,677 5 0 |
| | Beypore | .. | .. | .. | 1 | 2,254 | .. | .. | .. | .. | 1 | 2,254 | .. |
| | Tánúr | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Ponáni | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Chávakád | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Cochin | .. | .. | .. | 146 | 229,176 | 25,706 7 0 | .. | .. | .. | 146 | 229,176 | 25,706 7 0 |
| | Total | 3 | 6,275 | .. | 610 | 958,286 | 35,599 11 0 | .. | .. | .. | 613 | 964,561 | 35,599 11 0 |
| South Canara | Mangalore | .. | .. | .. | 132 | 130,327 | 2,046 15 0 | .. | .. | .. | 132 | 130,327 | 2,046 15 0 |
| | Mulki | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Manjeshwar | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Kumbla | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Kásaragód | .. | .. | .. | 109 | 46,052 | 380 2 11 | .. | .. | .. | 109 | 46,052 | 380 2 11 |
| | Malpe | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Bárkur | .. | .. | .. | 105 | 44,617 | 898 15 1 | .. | .. | .. | 105 | 44,617 | 898 15 1 |
| | Coondapoor | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Baindur | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total | .. | .. | .. | 346 | 220,996 | 3,326 1 0 | .. | .. | .. | 346 | 220,996 | 3,326 1 0 |
| Madras | Madras | 1 | 481 | 39 0 0 | 265 | 425,118 | 29,906 0 0 | .. | .. | .. | 266 | 425,599 | 29,945 0 0 |

## APPENDIX B—*cont.*

British Vessels—*cont.*

Coasting Steamers—*cont.*

Left.

| Districts. | Ports. | In Ballast. | | | With Cargo. | | | With Passengers. | | | Total. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Vessels. | Tonnage. | Port Dues. | Vessels. | Tonnage. | Port Dues. | Vessels. | Tonnage. | Port Dues. | Vessels. | Tonnage. | Port Dues. |
| | | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 |
| | | | | Rs. A. P. | | | Rs. A. P. | | | Rs. A. P. | | | Rs. A. P. |
| Madura | Tondi | .. | .. | .. | .. | .. | .. | 3 | 1,350 | .. | 3 | 1,350 | .. |
| | Kílakarai | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Devipatam | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Pámban | .. | .. | .. | 1 | 430 | .. | 26 | 8,146 | .. | 27 | 8,576 | .. |
| | Total | .. | .. | .. | 1 | 430 | .. | 29 | 9,496 | .. | 30 | 9,926 | .. |
| Tinnevelly | Tuticorin | .. | .. | .. | 87 | 128,529¾ | .. | 80 | 116,595¼ | .. | 167 | 245,125 | .. |
| | Kulasekharapatnam | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Káyalpatnam | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total | .. | .. | .. | 87 | 128,529¾ | .. | 80 | 116,595¼ | .. | 167 | 245,125 | .. |
| Malabar | Cannanore | .. | .. | .. | 130 | 200,523 | .. | .. | .. | .. | 130 | 200,523 | .. |
| | Tellicherry | .. | .. | .. | 156 | 248,277 | .. | .. | .. | .. | 156 | 248,277 | .. |
| | Kallai | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Badagara | 24 | 46,884 | .. | 5 | 9,355 | .. | .. | .. | .. | 29 | 55,239 | .. |
| | Quilandi | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Calicut | .. | .. | .. | 151 | 229,092 | .. | .. | .. | .. | 151 | 229,092 | .. |
| | Beypore | .. | .. | .. | 1 | 2,254 | .. | .. | .. | .. | 1 | 2,254 | .. |
| | Tánur | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Ponáni | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Chávakád | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Cochin | .. | .. | .. | 146 | 229,176 | .. | .. | .. | .. | 146 | 229,176 | .. |
| | Total | 24 | 45,884 | .. | 589 | 918,677 | .. | .. | .. | .. | 613 | 964,561 | .. |
| South Canara | Mangalore | .. | .. | .. | 132 | 130,327 | .. | .. | .. | .. | 132 | 130,327 | .. |
| | Mulki | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Manjeshwar | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Kumbla | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Kásarágód | .. | .. | .. | 109 | 46,053 | .. | .. | .. | .. | 109 | 46,053 | .. |
| | Malpe | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Bárkúr | .. | .. | .. | 105 | 44,618 | .. | .. | .. | .. | 105 | 44,618 | .. |
| | Coondapoor | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Baindur | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total | .. | .. | .. | 346 | 220,998 | .. | .. | .. | .. | 346 | 220,998 | .. |
| Madras | Madras | 58 | 105,088 | .. | 208 | 320,482 | .. | .. | .. | .. | 266 | 425,570 | .. |



## APPENDIX B—*cont.*

British Vessels—*cont.*

Other Vessels (excluding Coasting Steamers).

Arrived.

| Districts. | Ports. | In Ballast. | | | With Cargo. | | | With Passengers. | | | Total. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Vessels. | Tonnage. | Port Dues. | Vessels. | Tonnage. | Port Dues. | Vessels. | Tonnage. | Port Dues. | Vessels. | Tonnage. | Port Dues. |
| | | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 |
| | | | | Rs. A. P. | | | Rs. A. P. | | | Rs. A. P. | | | Rs. A. P. |
| Madura | Tondi | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Kílakarai | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Devipatam | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Pámban | 93 | 18,515½ | .. | 79 | 11,617 | .. | 174 | 39,939 | 843 8 0 | 346 | 70,071½ | 843 8 0 |
| | Total | 93 | 18,515½ | .. | 79 | 11,617 | .. | 174 | 39,939 | 843 8 0 | 346 | 70,071½ | 843 8 0 |
| Tinnevelly | Tuticorin | 4 | 5,224 | 562 15 0 | 9 | 13,335 | 1,921 9 0 | 2 | 2,999¼ | 214 6 0 | 15 | 21,558¼ | 2,698 14 0 |
| | Kulasekharapatnam | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Káyalpatnam | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total | 4 | 5,224 | 562 15 0 | 9 | 13,335 | 1,921 9 0 | 2 | 2,999¼ | 214 6 0 | 15 | 21,558¼ | 2,698 14 0 |
| Malabar | Cannanore | .. | .. | .. | 2 | 314 | 19 10 6 | .. | .. | .. | 2 | 314 | 19 10 6 |
| | Tellicherry | 2 | 207 | 5 7 9 | 23 | 16,288 | 1,023 7 0 | .. | .. | .. | 25 | 16,495 | 1,028 14 9 |
| | Kallai | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Badagara | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Quilandi | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Calicut | .. | .. | .. | 9 | 12,855 | 631 7 6 | .. | .. | .. | 9 | 12,855 | 631 7 6 |
| | Beypore | .. | .. | .. | 8 | 11,514 | 946 6 6 | .. | .. | .. | 8 | 11,514 | 946 6 6 |
| | Tánur | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Ponáni | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Chávakád | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Cochin | 3 | 1,744 | 159 3 6 | 58 | 48,301 | 5,880 3 0 | .. | .. | .. | 61 | 50,045 | 6,039 6 6 |
| | Total | 5 | 1,951 | 164 11 3 | 100 | 89,272 | 8,501 2 6 | .. | .. | .. | 105 | 91,223 | 8,665 13 9 |
| South Canara | Mangalore | .. | .. | .. | 4 | 5,077 | 237 15 0 | .. | .. | .. | 4 | 5,077 | 237 15 0 |
| | Mulki | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Manjeshwar | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Kumbla | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Kásaragód | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Malpe | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Bárkúr | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Coondapoor | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Baindur | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total | .. | .. | .. | 4 | 5,077 | 237 15 0 | .. | .. | .. | 4 | 5,077 | 237 15 0 |
| Madras | Madras | 7 | 10,225 | 1,984 0 0 | 234 | 464,269 | 67,824 0 0 | 10 | 17,328 | 3,906 0 0 | 251 | 491,822 | 73,714 0 0 |

## APPENDIX B—*cont.*

| Districts. | Ports. | 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. |
| | | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 |
| | | | | Rs. A. P. | | | Rs. A. P. | | | Rs. A. P. | | | Rs. A. P. |
| Madura .. | Tondi .. .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Kílakarai .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Devipatam .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Pámban .. .. .. | 118 | 20,159¼ | .. | 76 | 15,061 | .. | 152 | 34,569 | .. | 346 | 69,789¼ | .. |
| | Total .. | 118 | 20,159¼ | .. | 76 | 15,061 | .. | 152 | 34,569 | .. | 346 | 69,789¼ | .. |
| Tinnevelly .. | Tuticorin .. .. .. | 4 | 5,224 | .. | 9 | 13,335 | .. | 2 | 2,999½ | .. | 15 | 21,558½ | .. |
| | Kulasekharapatnam .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Káyalpatnam .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total .. | 4 | 5,224 | .. | 9 | 13,335 | .. | 2 | 2,999½ | .. | 15 | 21,558½ | .. |
| Malabar .. | Cannanore .. .. .. | 2 | 314 | .. | .. | .. | .. | .. | .. | .. | 2 | 314 | .. |
| | Tellicherry .. .. .. | 1 | 145 | .. | 22 | 14,654 | .. | .. | .. | .. | 23 | 14,799 | .. |
| | Kallai .. .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Badagara .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Quilandy .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Calicut .. .. .. .. | .. | .. | .. | 9 | 12,855 | .. | .. | .. | .. | 9 | 12,855 | .. |
| | Beypore .. .. .. | .. | .. | .. | 9 | 12,749 | .. | .. | .. | .. | 9 | 12,749 | .. |
| | Tánúr .. .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Ponáni .. .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Chavakád .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Cochin .. .. .. | 9 | 3,846 | .. | 57 | 45,781 | .. | .. | .. | .. | 66 | 49,627 | .. |
| | Total .. | 12 | 4,305 | .. | 97 | 86,039 | .. | .. | .. | .. | 109 | 90,344 | .. |
| South Canara .. | Mangalore .. .. .. | .. | .. | .. | 4 | 5,077 | .. | .. | .. | .. | 4 | 5,077 | .. |
| | Mulki .. .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Manjeshwar .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Kumbla .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Kásaragód .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Malpe .. .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Barkúr .. .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Coondapoor .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Baindur .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total .. | .. | .. | .. | 4 | 5,077 | .. | .. | .. | .. | 4 | 5,077 | .. |
| Madras .. | Madras .. .. .. .. | 44 | 66,949 | .. | 207 | 424,362 | .. | .. | .. | .. | 251 | 491,311 | .. |



## APPENDIX B—*cont.*

| Districts. | Ports. | 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. |
| | | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 |
| | | | | Rs A. P. | | | Rs. A. P. | | | Rs. A. P. | | | Rs. A. P. |
| Madura .. | Tondi .. .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Kílakarai .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Devipatam .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Pámban .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Tinnevelly .. | Tuticorin .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Kulasekharapatnam .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Káyalpatnam .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Malabar .. | Cannanore .. .. .. | 3 | 226 | 10 9 4 | 16 | 2,301 | 155 11 3 | .. | .. | .. | 19 | 2,527 | 166 4 7 |
| | Tellicherry .. .. .. | .. | .. | .. | 18 | 1,052 | 112 0 6 | .. | .. | .. | 18 | 1,052 | 112 0 6 |
| | Kallai .. .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Badagara .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Quilandy .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Calicut .. .. .. .. | 34 | 2,295 | 146 13 8 | 67 | 7,451 | 662 0 6 | .. | .. | .. | 101 | 9,746 | 808 14 2 |
| | Beypore .. .. .. | 4 | 407 | .. | .. | .. | .. | .. | .. | .. | 4 | 407 | .. |
| | Tánúr .. .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Ponáni .. .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Chávakád .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Cochin .. .. .. | .. | .. | .. | 6 | 4,591 | 578 0 0 | .. | .. | .. | 6 | 4,591 | 578 0 0 |
| | Total .. | 41 | 2,928 | 157 7 0 | 107 | 15,395 | 1,507 12 3 | .. | .. | .. | 148 | 18,323 | 1,665 3 3 |
| South Canara .. | Mangalore .. .. .. | 78 | 1,809 | 58 6 1 | 120 | 5,987 | 488 9 7 | 2 | 45 | 2 13 3 | 200 | 7,841 | 549 12 11 |
| | Mulki .. .. .. .. | .. | .. | .. | 3 | 49 | 2 2 0 | .. | .. | .. | 3 | 49 | 2 2 0 |
| | Manjeshwar .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Kumbla .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Kásaragód .. .. .. | .. | .. | .. | 1 | 28 | .. | .. | .. | .. | 1 | 28 | .. |
| | Malpe .. .. .. .. | 19 | 369 | 14 13 7 | 16 | 302 | 9 7 9 | .. | .. | .. | 35 | 671 | 24 5 4 |
| | Bárkur .. .. .. | 76 | 1,610 | 31 8 6 | 123 | 2,692 | 91 7 3 | 1 | 21 | 1 5 6 | 200 | 4,323 | 124 5 3 |
| | Coondapoor .. .. .. | 3 | 45 | 1 2 7 | 9 | 132 | 3 7 6 | .. | .. | .. | 12 | 177 | 4 10 1 |
| | Baindur .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total .. | 176 | 3,833 | 105 14 9 | 272 | 9,190 | 595 2 1 | 3 | 66 | 4 2 9 | 451 | 13,089 | 705 3 7 |
| Madras .. | Madras .. .. .. | 1 | 2,937 | 310 0 0 | 56 | 59,147 | 3,583 0 0 | .. | .. | .. | 57 | 62,084 | 3,893 0 0 |

## APPENDIX B—*cont.*

| Districts. | Ports. | Foreign Vessels—*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. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 |
| | | | | Rs. A. P. | | | Rs. A. P. | | | Rs. A. P. | | | Rs. A. P. |
| Madura .. | Tondi .. .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Kilakarai .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Devipatam .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Pámban .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Tinnevelly .. | Tuticorin .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Kulasekharapatnam .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Káyalpatnam .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Malabar .. | Cannanore .. .. .. | 3 | 151 | .. | 15 | 2,352 | .. | .. | .. | .. | 18 | 2,503 | .. |
| | Tellicherry .. .. .. | 10 | 226 | .. | 9 | 1,581 | .. | .. | .. | .. | 19 | 1,807 | .. |
| | Kallai .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Badagara .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Quilandy .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Calicut .. .. .. | 11 | 1,108 | .. | 84 | 8,281 | .. | .. | .. | .. | 95 | 9,389 | .. |
| | Beypore .. .. .. | 2 | 72 | .. | 2 | 335 | .. | .. | .. | .. | 4 | 407 | .. |
| | Tánúr .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Ponáni .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Chávakád .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Cochin .. .. .. | 1 | 1,138 | .. | 5 | 3,453 | .. | .. | .. | .. | 6 | 4,591 | .. |
| | Total .. | 27 | 2,695 | .. | 115 | 16,002 | .. | .. | .. | .. | 142 | 18,697 | .. |
| South Canara .. | Mangalore .. .. .. | 19 | 1,483 | .. | 183 | 6,508 | .. | .. | .. | .. | 202 | 7,991 | .. |
| | Mulki .. .. .. | .. | .. | .. | 3 | 50 | .. | .. | .. | .. | 3 | 50 | .. |
| | Manjeshwar .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Kumbla .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Kásaragód .. .. .. | .. | .. | .. | 1 | 28 | .. | .. | .. | .. | 1 | 28 | .. |
| | Malpe .. .. .. | 6 | 105 | .. | 29 | 550 | .. | .. | .. | .. | 35 | 655 | .. |
| | Barkúr .. .. .. | 5 | 86 | .. | 197 | 4,323 | .. | .. | .. | .. | 202 | 4,409 | .. |
| | Coondapoor .. .. .. | 5 | 52 | .. | 7 | 122 | .. | .. | .. | .. | 12 | 174 | .. |
| | Baindur .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total .. | 35 | 1,726 | .. | 420 | 11,581 | .. | .. | .. | .. | 455 | 13,307 | .. |
| Madras .. | Madras .. .. .. .. | 2 | 2,500 | .. | 55 | 59,584 | .. | .. | .. | .. | 57 | 62,084 | .. |



## APPENDIX B—*cont.*

| Districts. | Ports. | Native Craft. — 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. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 75 | 76 | 77 | 78 | 79 | 80 | 81 | 82 | 83 | 84 | 85 | 86 |
| | | | | Rs. A. P. | | | Rs. A. P. | | | Rs. A. P. | | | Rs. A. P. |
| Madura .. | Tondi .. .. .. .. | 137 | 1,545¾ | .. | 71 | 2,353 | 106 2 3 | 29 | 431 | 16 3 0 | 237 | 4,329¾ | 122 5 0 |
| | Kilakarai .. .. .. | 197 | 3,713½ | 284 9 10 | 177 | 8,529¾ | 358 7 8 | 123 | 1,824¼ | 35 1 0 | 497 | 14,067¼ | 678 2 0 |
| | Devipatam .. .. .. | 153 | 3,841½ | 149 15 9 | 152 | 2,312½ | 1 1 0 | 511 | 6,595 | 12 4 6 | 816 | 12,749 | 163 6 0 |
| | Pámban .. .. .. | 400 | 19,588½ | .. | 551 | 20,038 | 698 8 0 | 665 | 52,839 | 459 13 0 | 1,616 | 92,465½ | 1,158 5 0 |
| | Total .. | 887 | 28,689 | 434 9 7 | 951 | 33,233¼ | 1,164 2 11 | 1,328 | 61,689¼ | 523 5 6 | 3,166 | 123,611½ | 2,122 2 0 |
| Tinnevelly .. | Tuticorin .. .. .. | 35 | 1,648¾ | 53 14 9 | 654 | 27,742¼ | 1,281 3 11 | 345 | 26,232½ | 272 15 7 | 1,034 | 55,623 | 1,608 2 3 |
| | Kulasekharapatnam .. | 160 | 3,737½ | .. | 156 | 9,298 | 469 14 0 | 69 | 3,144½ | .. | 385 | 16,180 | 469 14 0 |
| | Káyalpatnam .. .. | 76 | 1,513 | 25 1 9 | 112 | 3,059¾ | 122 14 0 | .. | .. | .. | 188 | 4,572¾ | 147 15 9 |
| | Total .. | 271 | 6,898¾ | 79 0 6 | 922 | 40,100 | 1,873 15 11 | 414 | 29,377 | 272 15 7 | 1,607 | 76,375¾ | 2,226 0 0 |
| Malabar .. | Cannanore .. .. .. | 390 | 8,676 | 253 10 7 | 907 | 22,559 | 785 15 8 | .. | .. | .. | 1,297 | 31,235 | 1,039 10 3 |
| | Tellicherry .. .. .. | 164 | 3,905 | 86 10 7 | 821 | 22,019 | 673 4 9 | .. | .. | .. | 985 | 25,924 | 759 15 4 |
| | Kallai .. .. .. | 99 | 4,334 | 235 0 0 | 241 | 5,110 | 158 13 0 | .. | .. | .. | 340 | 9,444 | 393 13 0 |
| | Badagara .. .. .. | 236 | 7,335 | 260 7 2 | 319 | 10,436 | 500 5 3 | .. | .. | .. | 555 | 17 771 | 760 12 5 |
| | Quilandi .. .. .. | 91 | 2,616 | 132 4 3 | 240 | 5,777 | 210 6 6 | .. | .. | .. | 331 | 8,393 | 342 10 9 |
| | Calicut .. .. .. | 618 | 31,528 | 1,124 3 3 | 1,443 | 63,627 | 2,784 13 3 | .. | .. | .. | 2,061 | 95,155 | 3,909 0 6 |
| | Beypore .. .. .. | 447 | 15,055 | 275 12 9 | 253 | 10,087 | 285 15 0 | 11 | 401 | 3 1 0 | 711 | 25,543 | 564 12 9 |
| | Tánúr .. .. .. | 41 | 1,065 | 53 8 3 | 14 | 413 | 22 7 6 | .. | .. | .. | 55 | 1,478 | 75 15 9 |
| | Ponáni .. .. .. | 174 | 8,110 | 342 15 9 | 233 | 15,062 | 711 9 9 | .. | .. | .. | 407 | 23,172 | 1,054 9 6 |
| | Chávakád .. .. .. | 12 | 746 | 31 6 6 | 9 | 583 | 34 9 0 | .. | .. | .. | 21 | 1,329 | 65 15 6 |
| | Cochin .. .. .. | 992 | 22,358 | 678 0 3 | 1,050 | 41,655 | 1,789 1 9 | .. | .. | .. | 2,042 | 64,013 | 2,467 2 0 |
| | Total .. | 3,264 | 105,728 | 3,473 15 4 | 5,530 | 1,97,328 | 7,957 5 5 | 11 | 401 | 3 1 0 | 8,805 | 303,457 | 11,434 5 9 |
| South Canara .. | Mangalore .. .. .. | 495 | 13,094 | 281 2 2 | 1,571 | 40,939 | 1,358 1 4 | 26 | 519 | 17 7 3 | 2,092 | 54,552 | 1,656 10 9 |
| | Mulki .. .. .. | 157 | 3,552 | 35 4 5 | 162 | 3,181 | 64 7 6 | .. | .. | .. | 319 | 6,733 | 99 11 11 |
| | Manjeshwar .. .. .. | 32 | 447 | 1 1 3 | 50 | 828 | 14 5 9 | .. | .. | .. | 82 | 1,275 | 15 7 0 |
| | Kumbla .. .. .. | 46 | 738 | 13 2 6 | 80 | 999 | 4 1 6 | .. | .. | .. | 126 | 1,737 | 17 4 0 |
| | Kásaragód .. .. .. | 173 | 1,335 | 3 4 5 | 224 | 3,430 | 36 4 10 | .. | .. | .. | 397 | 4,765 | 39 9 3 |
| | Malpe .. .. .. | 279 | 2,798 | 45 5 3 | 261 | 5,843 | 212 8 4 | 3 | 25 | .. | 543 | 8,666 | 257 13 7 |
| | Bárkúr .. .. .. | 137 | 2,040 | 24 8 4 | 277 | 5,205 | 176 9 11 | .. | .. | .. | 414 | 7,245 | 201 2 3 |
| | Coondapoor .. .. .. | 343 | 4,985 | 124 10 5 | 327 | 7,043 | 249 15 6 | .. | .. | .. | 670 | 12,028 | 374 9 11 |
| | Baindur .. .. .. | 119 | 1,493 | 15 9 8 | 66 | 831 | 20 15 5 | .. | .. | .. | 185 | 2,324 | 36 9 1 |
| | Total .. | 1,781 | 30,482 | 544 0 5 | 3,018 | 68,299 | 2,137 6 1 | 29 | 544 | 17 7 3 | 4,828 | 99,325 | 2,698 13 9 |
| Madras .. | Madras .. .. .. | 14 | 1,414¾ | 128 0 0 | 65 | 9,223¾ | 964 0 0 | .. | .. | .. | 79 | 10,638½ | 1,092 0 0 |

## APPENDIX B—*cont.*

| Districts. | Ports. | 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. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 87 | 88 | 89 | 90 | 91 | 92 | 93 | 94 | 95 | 96 | 97 | 98 |
| | | | | Rs. A. P. | | | Rs. A. P. | | | Rs. A. P. | | | Rs. A. P. |
| Madura .. | Tondi .. .. .. .. | 127 | 2,709¼ | .. | 113 | 1,583 | 22 12 6 | .. | .. | .. | 240 | 4,292¼ | 22 12 6 |
| | Kilakarai .. .. .. | 442 | 7,975½ | 22 9 3 | 89 | 6,222 | 158 8 9 | 33 | 718¼ | 14 1 0 | 564 | 14,915¾ | 195 3 0 |
| | Devipatam .. .. .. | 180 | 2,318¾ | 16 15 6 | 126 | 2,232¾ | 15 2 0 | 532 | 6,931½ | 7 0 3 | 838 | 11,483 | 39 1 9 |
| | Pámban .. .. .. | 338 | 5,438 | .. | 325 | 7,628 | .. | 1,094 | 81,339¾ | .. | 1,757 | 94,405¾ | .. |
| | Total .. | 1,087 | 18,441½ | 39 8 9 | 653 | 17,665¾ | 196 7 3 | 1,659 | 88,989½ | 21 1 3 | 3,399 | 125,096¾ | 257 1 3 |
| Tinnevelly .. | Tuticorin .. .. .. | 295 | 11,575¼ | .. | 454 | 28,743¾ | .. | 345 | 15,424½ | .. | 1,094 | 55,743½ | .. |
| | Kulasekharapatnam .. .. | 52 | 4,107 | .. | 250 | 8,538 | .. | 81 | 3,532 | .. | 383 | 16,177 | .. |
| | Káyalpatnam .. .. .. | .. | .. | .. | 188 | 4,649 | .. | .. | .. | .. | 188 | 4,649 | .. |
| | Total .. | 347 | 15,682¼ | .. | 892 | 41,930¾ | .. | 426 | 18,956½ | .. | 1,665 | 76,569½ | .. |
| Malabar .. | Cannanore .. .. .. | 479 | 10,125 | .. | 825 | 20,754 | .. | .. | .. | .. | 1,304 | 30,879 | .. |
| | Tellicherry .. .. .. | 393 | 15,737 | .. | 561 | 15,284 | .. | .. | .. | .. | 954 | 31,021 | .. |
| | Kallai .. .. .. .. | 156 | 3,248 | .. | 158 | 6,794 | .. | .. | .. | .. | 314 | 10,042 | .. |
| | Badagara .. .. .. | 140 | 3,516 | .. | 424 | 14,152 | .. | .. | .. | .. | 564 | 17,668 | .. |
| | Quilandy .. .. .. | 177 | 4,270 | .. | 156 | 4,387 | .. | .. | .. | .. | 333 | 8,657 | .. |
| | Calicut .. .. .. .. | 312 | 12,727 | .. | 1,744 | 82,358 | .. | .. | .. | .. | 2,056 | 95,085 | .. |
| | Beypore .. .. .. | 40 | 1,795 | .. | 673 | 20,508 | .. | 3 | 86 | .. | 716 | 22,389 | .. |
| | Tánúr .. .. .. .. | 8 | 224 | .. | 47 | 1,260 | .. | .. | .. | .. | 55 | 1,484 | .. |
| | Ponáni .. .. .. .. | 37 | 2,480 | .. | 366 | 19,574 | .. | .. | .. | .. | 403 | 22,054 | .. |
| | Chávakád .. .. .. | 3 | 30 | .. | 18 | 1,299 | .. | .. | .. | .. | 21 | 1,329 | .. |
| | Cochin .. .. .. .. | 225 | 7,103 | .. | 1,785 | 54,665 | .. | .. | .. | .. | 2,010 | 61,768 | .. |
| | Total .. | 1,970 | 61,255 | .. | 6,757 | 241,035 | .. | 3 | 86 | .. | 8,730 | 302,376 | .. |
| South Canara .. | Mangalore .. .. .. | 291 | 7,187 | .. | 1,804 | 47,488 | .. | .. | .. | .. | 2,095 | 54,675 | .. |
| | Mulki .. .. .. .. | 42 | 730 | .. | 278 | 6,024 | .. | .. | .. | .. | 320 | 6,754 | .. |
| | Manjeshwar .. .. .. | 18 | 306 | .. | 63 | 950 | .. | .. | .. | .. | 81 | 1,256 | .. |
| | Kumbla .. .. .. | 20 | 253 | .. | 99 | 1,401 | .. | .. | .. | .. | 119 | 1,654 | .. |
| | Kásaragód .. .. .. | 76 | 446 | .. | 329 | 4,352 | .. | .. | .. | .. | 405 | 4,798 | .. |
| | Malpe .. .. .. .. | 154 | 2,415 | .. | 393 | 6,483 | .. | 7 | 77 | .. | 554 | 8,975 | .. |
| | Barkúr .. .. .. .. | 83 | 1,286 | .. | 329 | 5,940 | .. | 2 | 22 | .. | 414 | 7,248 | .. |
| | Coondapoor .. .. .. | 150 | 1,985 | .. | 520 | 10,010 | .. | .. | .. | .. | 670 | 11,995 | .. |
| | Baindur .. .. .. | 61 | 787 | .. | 121 | 1,617 | .. | .. | .. | .. | 182 | 2,404 | .. |
| | Total .. | 895 | 15,395 | .. | 3,936 | 84,265 | .. | 9 | 99 | .. | 4,840 | 99,759 | .. |
| Madras .. | Madras .. .. .. .. | 41 | 6,367¼ | .. | 39 | 4,351⅓ | .. | .. | .. | .. | 80 | 10,718¾ | .. |



## APPENDIX B—*cont.*

| Districts. | Ports. | 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. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 99 | 100 | 101 | 102 | 103 | 104 | 105 | 106 | 107 | 108 | 109 | 110 |
| | | | | Rs. A. P. | | | Rs. A. P. | | | Rs. A. P. | | | Rs. A. P. |
| Madura .. | Tondi .. .. .. .. | 137 | 1,545¾ | .. | 72 | 2,803 | 106 2 3 | 31 | 1,331 | 16 3 0 | 240 | 5,679¾ | 122 5 3 |
| | Kilakarai .. .. .. | 197 | 3,713¼ | 284 9 10 | 177 | 8,529¾ | 358 7 8 | 123 | 1,824¼ | 35 1 0 | 497 | 14,067¼ | 678 2 6 |
| | Devipatam .. .. .. | 153 | 3,841½ | 149 15 9 | 152 | 2,312½ | 1 1 0 | 511 | 6,595 | 12 4 6 | 816 | 12,749 | 163 5 3 |
| | Pámban .. .. .. | 493 | 38,104 | .. | 631 | 32,085 | 698 8 0 | 864 | 100,608 | 2,007 13 0 | 1,988 | 170,797 | 2,706 5 0 |
| | Total .. | 980 | 47,204½ | 434 9 7 | 1,032 | 45,730¼ | 1,164 2 11 | 1,529 | 110,358¼ | 2,071 5 6 | 3,541 | 203,293 | 3,670 2 0 |
| Tinnevelly .. | Tuticorin .. .. .. | 39 | 6,872¼ | 616 13 9 | 750 | 169,607 | 17,129 8 5 | 427 | 145,827 | 7,666 8 7 | 1,216 | 322,306¼ | 25,412 14 9 |
| | Kulasekharapatnam .. .. | 160 | 3,737½ | .. | 156 | 9,298 | 469 14 0 | 69 | 3,144½ | .. | 385 | 16,180 | 469 14 0 |
| | Káyalpatnam .. .. | 76 | 1,513 | 25 1 9 | 112 | 3,059¾ | 122 14 0 | .. | .. | .. | 188 | 4,572¾ | 147 15 9 |
| | Total .. | 275 | 12,122¾ | 641 15 6 | 1,018 | 181,964¾ | 17,722 4 5 | 496 | 148,971½ | 7,666 8 7 | 1,789 | 343,059 | 26,030 12 6 |
| Malabar .. | Cannanore .. .. .. | 393 | 8,902 | 264 3 11 | 1,055 | 225,697 | 2,094 15 5 | .. | .. | .. | 1,448 | 234,599 | 2,359 3 4 |
| | Tellicherry .. .. .. | 166 | 4,112 | 62 2 4 | 1,018 | 287,636 | 4,480 7 3 | .. | .. | .. | 1,184 | 291,748 | 4,572 9 7 |
| | Kallai .. .. .. .. | 99 | 4,334 | 235 0 0 | 241 | 5,110 | 158 13 0 | .. | .. | .. | 340 | 9,444 | 393 13 0 |
| | Badagara .. .. .. | 239 | 13,610 | 260 7 2 | 345 | 59,400 | 910 15 3 | .. | .. | .. | 584 | 73,010 | 1,171 6 5 |
| | Quilandy .. .. .. | 91 | 2,616 | 132 4 3 | 240 | 5,777 | 210 6 6 | .. | .. | .. | 331 | 8,393 | 342 10 9 |
| | Calicut .. .. .. .. | 652 | 33,823 | 1,271 0 11 | 1,670 | 313,025 | 9,755 10 3 | .. | .. | .. | 2,322 | 346,848 | 11,026 11 2 |
| | Beypore .. .. .. | 451 | 15,462 | 275 12 9 | 262 | 23,855 | 1,232 5 6 | 11 | 401 | 3 1 0 | 724 | 39,718 | 1,511 3 3 |
| | Tanúr .. .. .. .. | 41 | 1,065 | 53 8 3 | 14 | 413 | 22 7 6 | .. | .. | .. | 55 | 1,478 | 75 15 9 |
| | Ponáni .. .. .. .. | 174 | 8,110 | 342 15 9 | 233 | 15,062 | 711 9 9 | .. | .. | .. | 407 | 23,172 | 1,054 9 6 |
| | Chávakád .. .. .. | 12 | 746 | 31 6 6 | 9 | 583 | 34 9 0 | .. | .. | .. | 21 | 1,329 | 65 15 6 |
| | Cochin .. .. .. .. | 995 | 24,102 | 837 3 9 | 1,260 | 323,723 | 33,953 11 9 | .. | .. | .. | 2,255 | 347,825 | 34,790 15 6 |
| | Total .. | 3,313 | 116,882 | 3,796 1 7 | 6,347 | 1,260,281 | 53,565 15 2 | 11 | 401 | 3 1 0 | 9,671 | 1,377,564 | 57,365 1 9 |
| South Canara .. | Mangalore .. .. .. | 573 | 14,903 | 339 8 3 | 1,827 | 182,330 | 4,131 8 11 | 28 | 564 | 20 4 6 | 2,428 | 197,797 | 4,491 5 8 |
| | Mulki .. .. .. .. | 157 | 3,552 | 35 4 5 | 165 | 3,230 | 66 9 6 | .. | .. | .. | 322 | 6,782 | 101 13 11 |
| | Manjeshwar .. .. .. | 32 | 447 | 1 1 3 | 50 | 828 | 14 5 9 | .. | .. | .. | 82 | 1,275 | 15 7 0 |
| | Kumbla .. .. .. | 46 | 738 | 13 2 6 | 80 | 999 | 4 1 6 | .. | .. | .. | 126 | 1,737 | 17 4 0 |
| | Kásaragód .. .. .. | 173 | 1,335 | 3 4 5 | 225 | 3,458 | 36 4 10 | .. | .. | .. | 398 | 4,793 | 39 9 3 |
| | Malpe .. .. .. .. | 298 | 3,167 | 60 2 10 | 386 | 52,197 | 602 3 0 | 3 | 25 | .. | 687 | 55,389 | 662 5 10 |
| | Barkúr .. .. .. .. | 213 | 3,650 | 56 0 10 | 400 | 7,897 | 268 1 2 | 1 | 21 | 1 5 6 | 614 | 11,568 | 325 7 6 |
| | Coondapoor .. .. .. | 346 | 5,030 | 125 13 0 | 441 | 51,792 | 1,152 6 1 | .. | .. | .. | 787 | 56,822 | 1,278 3 1 |
| | Baindur .. .. .. | 119 | 1,493 | 15 9 8 | 66 | 831 | 20 15 5 | .. | .. | .. | 185 | 2,324 | 36 9 1 |
| | Total .. | 1,957 | 34,315 | 649 15 2 | 3,640 | 303,562 | 6,296 8 2 | 32 | 610 | 21 10 0 | 5,629 | 338,487 | 6,968 1 4 |
| Madras .. | Madras .. .. .. .. | 23 | 15,057¾ | 2,461 0 0 | 620 | 957,757¾ | 1,02,277 0 0 | 10 | 17,328 | 3,906 0 0 | 653 | 990,143½ | 1,08,644 0 0 |

## APPENDIX B—*cont.*

| Districts | Ports. | Total—*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. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 111 | 112 | 113 | 114 | 115 | 116 | 117 | 118 | 119 | 120 | 121 | 122 |
| | | | | Rs. A. P. | | | Rs. A. P. | | | Rs. A. P. | | | Rs. A. P. |
| Madura .. | Tondi .. .. .. .. | 127 | 2,709¼ | .. | 113 | 1,583 | 22 12 6 | 3 | 1,350 | .. | 243 | 5,642¼ | 22 12 6 |
| | Kilakarai .. .. .. | 442 | 7,975½ | 22 9 3 | 89 | 6,222 | 158 8 9 | 33 | 718¼ | 14 1 0 | 564 | 14,915¾ | 195 3 0 |
| | Devipatam .. .. .. | 180 | 2,318¾ | 16 15 6 | 126 | 2,232¾ | 15 2 0 | 532 | 6,931½ | 7 0 3 | 838 | 11,483 | 39 1 9 |
| | Pámban .. .. .. | 456 | 25,597¼ | .. | 402 | 23,119 | .. | 1,272 | 124,054¾ | .. | 2,130 | 172,771 | .. |
| | Total .. | 1,205 | 38,600¾ | 39 8 9 | 730 | 33,156¾ | 196 7 3 | 1,840 | 133,054½ | 21 1 3 | 3,775 | 204,812 | 257 1 3 |
| Tinnevelly .. | Tuticorin .. .. .. | 299 | 16,799¼ | .. | 550 | 170,608½ | .. | 427 | 135,019¼ | .. | 1,276 | 322,427 | .. |
| | Kulasekharapatnam .. .. | 52 | 4,107 | .. | 250 | 8,538 | .. | 81 | 3,532 | .. | 383 | 16,177 | .. |
| | Káyalpatnam .. .. .. | .. | .. | .. | 188 | 4,649 | .. | .. | .. | .. | 188 | 4,649 | .. |
| | Total .. | 351 | 20,906¼ | .. | 988 | 183,795½ | .. | 508 | 138,551¼ | .. | 1,847 | 343,253 | .. |
| Malabar .. | Cannanore .. .. .. | 484 | 10,590 | .. | 970 | 223,629 | .. | .. | .. | .. | 1,454 | 234,219 | .. |
| | Tellicherry .. .. .. | 404 | 16,108 | .. | 748 | 279,796 | .. | .. | .. | .. | 1,152 | 295,904 | .. |
| | Kallai .. .. .. | 156 | 3,248 | .. | 158 | 6,794 | .. | .. | .. | .. | 314 | 10,042 | .. |
| | Badagara .. .. .. | 164 | 49,400 | .. | 429 | 23,507 | .. | .. | .. | .. | 593 | 72,907 | .. |
| | Quilandy .. .. .. | 177 | 4,270 | .. | 156 | 4,387 | .. | .. | .. | .. | 333 | 8,657 | .. |
| | Calicut .. .. .. .. | 323 | 13,835 | .. | 1,988 | 332,586 | .. | .. | .. | .. | 2,311 | 346,421 | .. |
| | Beypore .. .. .. | 42 | 1,867 | .. | 685 | 35,846 | .. | 3 | 86 | .. | 730 | 37,799 | .. |
| | Tánúr .. .. .. | 8 | 224 | .. | 47 | 1,260 | .. | .. | .. | .. | 55 | 1,484 | .. |
| | Ponáni .. .. .. | 37 | 2,480 | .. | 366 | 19,574 | .. | .. | .. | .. | 403 | 22,054 | .. |
| | Chávakád .. .. .. | 3 | 30 | .. | 18 | 1,299 | .. | .. | .. | .. | 21 | 1,329 | .. |
| | Cochin .. .. .. | 235 | 12,087 | .. | 1,993 | 333,075 | .. | .. | .. | .. | 2,228 | 345,162 | .. |
| | Total .. | 2,033 | 114,139 | .. | 7,558 | 1,261,753 | .. | 3 | 86 | .. | 9,594 | 1,375,978 | .. |
| South Canara .. | Mangalóre .. .. .. | 310 | 8,670 | .. | 2,123 | 189,400 | .. | .. | .. | .. | 2,433 | 198,070 | .. |
| | Mulki .. .. .. | 42 | 730 | .. | 281 | 6,074 | .. | .. | .. | .. | 323 | 6,804 | .. |
| | Manjeshwar .. .. .. | 18 | 306 | .. | 63 | 950 | .. | .. | .. | .. | 81 | 1,256 | .. |
| | Kumbla .. .. .. | 20 | 253 | .. | 99 | 1,401 | .. | .. | .. | .. | 119 | 1,654 | .. |
| | Kásaragód .. .. .. | 76 | 446 | .. | 330 | 4,380 | .. | .. | .. | .. | 406 | 4,826 | .. |
| | Malpe .. .. .. | 160 | 2,520 | .. | 531 | 53,086 | .. | 7 | 77 | .. | 698 | 55,683 | .. |
| | Barkúr .. .. .. | 88 | 1,372 | .. | 526 | 10,263 | .. | 2 | 22 | .. | 616 | 11,657 | .. |
| | Coondapoor .. .. .. | 155 | 2,037 | .. | 632 | 54,750 | .. | .. | .. | .. | 787 | 56,787 | .. |
| | Baindur .. .. .. | 61 | 787 | .. | 121 | 1,617 | .. | .. | .. | .. | 182 | 2,404 | .. |
| | Total .. | 930 | 17,121 | .. | 4,706 | 321,921 | .. | 9 | 99 | .. | 5,645 | 339,141 | .. |
| Madras .. | Madras .. .. .. .. | 145 | 180,904¼ | .. | 509 | 808,779½ | .. | .. | .. | .. | 654 | 989,683¾ | .. |

## Abstract of Appendix B.

| — | 1889-90. Madras Port. Number. | Madras Port. Tonnage. | Ports. Eastern Group. Number. | Eastern Group. Tonnage. | Ports. Western Group. Number. | Western Group. Tonnage. | Total. Number. | Total. Tonnage. | 1888-89. Number. | 1888-89. Tonnage. | 1887-88. Number. | 1887-88. Tonnage. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| *Class of Vessels.* | | | | | | | | | | | | |
| Coasting steamers and other British vessels .. .. .. .. .. | 517 | 917,421 | 2,265 | 3,021,927 | 1,068 | 1,281,857 | 3,850 | 5,221,205 | 3,674 | 5,036,888 | 3,592 | 5,031,641 |
| Foreign vessels .. .. .. .. | 57 | 62,084 | 7 | 6,886 | 599 | 31,412 | 663 | 100,382 | 745 | 104,594 | 686 | 122,380 |
| Native do. .. .. .. .. | 79 | 10,638 | 6,867 | 371,862 | 13,633 | 402,782 | 20,579 | 785,282 | 29,677 | 1,120,055 | 32,408 | 1,157,692 |
| Total .. | 653 | 990,143 | 9,139 | 3,400,675 | 15,300 | 1,716,051 | 25,092 | 6,106,869 | 34,096 | 6,261,537 | 36,686 | 6,311,713 |
| *Dues collected.* | | Rs. | | Rs. | | Rs. | | Rs. | | Rs. | | Rs. |
| British .. Coasting steamers .. | | 29,945 | | 63,866 | | 38,926 | | 1,32,737 | | 1,32,362 | | 1,39,985 |
| British .. Other British vessels .. | | 73,714 | | 22,474 | | 8,904 | | 1,05,092 | | 1,16,604 | | 1,54,083 |
| Foreign vessels .. .. .. .. | | 3,893 | | 828 | | 2,371 | | 7,092 | | 7,161 | | 11,054 |
| Native do. .. .. .. .. | | 1,092 | | 11,288 | | 14,133 | | 26,513 | | 27,746 | | 34,098 |
| Net outstandings .. .. .. | | .. | | .. | | .. | | .. | | .. | | 1,016 |
| Total .. | | 1,08,644 | | 98,456 | | 64,334 | | 2,71,434 | | 2,83,873 | | 3,40,236 |

## APPENDIX C.

Statement showing the Financial position of the District Port Funds (under Act X of 1889), as it stood on the 31st March 1890.

| Districts. | Balance on 31st March 1889. | | 1889-90. | | | | Balance on 31st March 1890. | |
|---|---|---|---|---|---|---|---|---|
| | Credit. | Debit. | Receipts as per Appendix (C-I). | Charges as per Appendix (C-II). | Surplus. | Deficit. | Credit. | Debit. |
| | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. |
| Ganjam | .. | 1,89,394 15 5 | 12,359 13 9 | 16,666 9 5 | .. | 4,306 11 8 | .. | 1,93,701 11 1 |
| Vizagapatam | 90,719 14 1 | .. | 20,027 15 8 | 22,582 4 7 | .. | 2,554 4 11 | 88,165 9 2 | .. |
| Godávari | .. | 69,201 12 8 | 85,208 8 9 | 25,174 7 3 | 60,094 1 6 | .. | .. | 20,027 15 8 |
| Kistna | .. | 3,833 7 11 | 10,695 10 7 | 11,883 0 11 | .. | 1,187 6 4 | .. | 9,107 11 2 |
| Nellore | 6,833 6 5 | .. | 1,075 14 4 | 865 10 7 | 210 3 9 | .. | 7,043 10 2 | 5,020 14 3 |
| Chingleput | 4,908 1 2 | .. | 553 5 2 | 20 13 9 | 532 7 5 | .. | 5,440 8 7 | .. |
| South Arcot | 26,075 5 4 | .. | 10,703 7 5 | 8,062 3 0 | 2,641 4 5 | .. | 28,716 9 9 | .. |
| Tanjore | .. | 31,285 6 5 | 34,241 12 8 | 36,517 15 7 | .. | 2,276 2 11 | .. | 33,561 9 4 |
| Madura | 19,657 5 10 | .. | 5,445 1 1 | 11,242 10 3 | .. | 5,797 9 2 | 13,859 12 8 | .. |
| Tinnevelly | 1,23,381 7 8 | .. | 22,446 0 3 | 16,220 9 4 | 6,225 6 11 | .. | 1,29,606 14 7 | .. |
| | 2,71,575 8 6 | 2,93,715 10 5 | 2,02,817 9 8 | 1,49,236 4 8 | 69,703 8 0 | 16,122 3 0 | 2,72,833 0 11 | 2,41,391 13 10 |
| | — 22,140 1 11 | | | | + 53,581 5 0 | | + 31,441 3 1 | |
| Malabar | 1,50,471 4 1 | .. | 62,169 10 6 | 45,725 15 3 | 16,443 11 3 | .. | 1,66,914 15 4 | .. |
| South Canara | 28,231 4 8 | .. | 13,009 11 9 | 10,207 6 10 | 2,802 4 11 | .. | 31,033 9 7 | .. |
| | 1,78,702 8 9 | .. | 75,179 6 3 | 55,933 6 1 | 19,246 0 2 | .. | 1,97,948 8 11 | .. |
| | + 1,78,702 8 9 | | | | + 19,246 0 2 | | + 1,97,948 8 11 | |
| Madras | 7,23,393 2 5 | .. | 1,17,883 11 10 | 3,45,648 11 10 | .. | 2,27,765 0 0 | 4,95,628 2 5 | .. |
| | + 7,23,393 2 5 | | | | — 2,27,765 0 0 | | + 4,95,628 2 5 | |
| Total | 11,73,671 3 8 | 2,93,715 10 5 | 3,95,880 11 9 | 5,50,818 6 7 | 88,949 8 2 | 2,43,887 3 0 | 9,66,409 12 3 | 2,41,391 13 10 |
| | + 8,79,955 9 3 | | | | — 1,54,937 10 10 | | + 7,25,017 14 5 | |



## APPENDIX C (i).

Statement showing the Receipts of the Maritime Districts in the Madras Presidency (under Act X of 1889) for the official year 1889-90, revised in accordance with the rules published in G.O., No. 24, Marine, dated 27th January 1890.

| Districts. | Share of Coasting Steamer dues. | Other Port dues. | Share of General Administrative receipts. | Miscellaneous receipts. | Public Works receipts. | Fees. | Interests. | Repayments of loans, advances and contribution. | Provincial contribution. | Total. |
|---|---|---|---|---|---|---|---|---|---|---|
| *Eastern Group.* | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. |
| Ganjam | 9,661 6 7 | 959 15 2 | 19 9 9 | 581 5 6 | .. | 1,137 8 9 | .. | .. | .. | 12,359 13 9 |
| Vizagapatam | 15,334 5 7 | 2,978 11 3 | 32 0 2 | 974 8 8 | .. | 708 6 0 | .. | .. | .. | 20,027 15 8 |
| Godávari | 9,427 5 9 | 7,440 7 6 | 22 3 4 | 2,818 4 1 | 86 14 10 | 2,397 5 3 | .. | .. | 63,076 0 0 | 85,268 8 9 |
| Kistna | 7,317 2 0 | 611 11 3 | 15 4 5 | 485 15 1 | .. | 1,547 9 10 | .. | .. | 718 0 0 | 10,695 10 7 |
| Nellore | 228 15 1 | 80 3 0 | 0 8 8 | 766 3 7 | .. | .. | .. | .. | .. | 1,075 14 4 |
| Chingleput | .. | .. | .. | 553 5 2 | .. | .. | .. | .. | .. | 553 5 2 |
| Madras | 4,042 14 8<br>(a) 11,170 0 0<br>(b) 15,520 0 0 | 78,699 7 0 | 44 9 5 | 6,887 6 11 | .. | 1,519 5 10 | .. | .. | .. | 1,17,883 11 10 |
| South Arcot | 5,104 9 4 | 3,045 0 0 | 13 6 2 | 2,257 7 11 | .. | 283 0 0 | .. | .. | .. | 10,703 7 5 |
| Tanjore | 8,675 1 10 | 11,326 10 8 | 25 8 1 | 2,131 13 11 | .. | 3,392 10 2 | .. | .. | 8,690 0 0 | 34,241 12 8 |
| Madura | 217 6 1 | 3,222 11 3 | 9 2 5 | 1,347 8 3 | 3 4 0 | 645 1 1 | .. | .. | .. | 5,445 1 1 |
| Tinnevelly | 5,544 13 1 | 4,924 14 0 | 15 7 2 | 8,941 3 9 | 30 8 6 | 2,989 1 9 | .. | .. | .. | 22,446 0 3 |
| Total | 92,244 0 0 | 1,13,289 11 1 | 197 11 7 | 27,745 2 10 | 120 11 4 | 14,620 0 8 | .. | .. | 72,484 0 0 | 3,20,701 5 6 |
| *Western Group.* | | | | | | | | | | |
| Malabar | 31,568 3 7 | 21,765 6 9 | 62 0 6 | 3,382 15 7 | 32 8 6 | 5,358 7 7 | .. | .. | .. | 62,169 10 6 |
| South Canara | 7,232 12 5 | 3,642 0 4 | 15 3 11 | 960 7 6 | 5 12 6 | 1,153 7 1 | .. | .. | .. | 13,009 11 9 |
| Total | 38,801 0 0 | 25,407 7 1 | 77 4 5 | 4,343 7 1 | 38 5 0 | 6,511 14 8 | .. | .. | .. | 75,179 6 3 |
| Grand Total | 1,31,045 0 0 | 1,38,697 2 2 | 275 0 0 | 32,088 9 11 | 159 0 4 | 21,131 15 4 | .. | .. | 72,484 0 0 | 3,95,880 11 9 |

(a) Special dues at one anna per ton credited to Madras Port in full.

(b) Coasting steamer dues levied from 1st September 1889, credited to Madras Port in full.

## APPENDIX C (i-*a*).

STATEMENT showing the *Actual* Receipts of the Maritime Districts in the Madras Presidency (under Act X of 1889) for the official year 1889-90.

| Districts. | Coasting Steamer dues. | Other Port dues. | General Administrative receipts. | Miscellaneous receipts. | Public Works receipts. | Fees. | Interests. | Repayment of loans, advances and contributions. | Provincial contributions. | Total. |
|---|---|---|---|---|---|---|---|---|---|---|
| *Eastern Group.* | RS. A. P. | RS. A. P. | RS. A. P. | RS. A. P. | RS. A. P. | RS. A. P. | RS. A. P. | RS. A. P. | RS. A. P. | RS. A. P. |
| Ganjam | 8,782 7 0 | 959 15 2 | .. | 581 5 6 | .. | 1,137 8 9 | .. | .. | .. | 11,461 4 5 |
| Vizagapatam | 6,100 0 3 | 2,978 11 3 | .. | 974 8 8 | .. | 708 6 0 | .. | .. | .. | 10,761 10 2 |
| Godávari | 9,275 13 0 | 7,440 7 6 | .. | 2,818 4 1 | 86 14 10 | 2,397 5 3 | .. | .. | 63,076 0 0 | 85,094 12 8 |
| Kistna | 5,882 13 0 | 611 11 3 | .. | 485 15 1 | .. | 1,547 9 10 | .. | .. | 718 0 0 | 9,246 1 2 |
| Nellore | 895 8 0 | 80 3 0 | .. | 766 3 7 | .. | .. | .. | .. | .. | 1,741 14 7 |
| Chingleput | .. | .. | .. | 553 5 2 | .. | .. | .. | .. | .. | 553 5 2 |
| Madras | (*a*) 2,891 15 3<br>(*b*) 11,170 0 0<br>(*c*) 15,520 0 0 | 78,699 7 0 | 275 0 0 | 6,887 6 11 | .. | 1,519 5 10 | .. | .. | .. | 1,16,963 3 0 |
| South Arcot | 2,982 7 0 | 3,045 0 0 | .. | 2,257 7 11 | .. | 283 0 0 | .. | .. | .. | 8,567 14 11 |
| Tanjore | 7,295 10 0 | 11,326 10 8 | .. | 2,131 13 11 | .. | 3,392 10 2 | .. | .. | 8,690 0 0 | 32,836 12 9 |
| Madura | 704 8 0 | 3,222 11 3 | .. | 1,347 8 3 | 3 4 0 | 645 1 1 | .. | .. | .. | 5,923 0 7 |
| Tinnevelly | 20,742 14 6 | 4,924 14 0 | .. | 8,941 3 9 | 30 8 6 | 2,989 1 9 | .. | .. | .. | 37,628 10 6 |
| Total | 92,244 0 0 | 1,13,289 11 1 | 275 0 0 | 27,745 2 10 | 120 11 4 | 14,620 0 8 | .. | .. | 72,484 0 0 | 3,20,778 9 11 |
| *Western Group.* | | | | | | | | | | |
| Malabar | 35,600 0 0 | 21,765 6 9 | .. | 3,382 15 7 | 32 8 6 | 5,358 7 7 | .. | .. | .. | 66,139 6 5 |
| South Canara | 3,201 0 0 | 3,642 0 4 | .. | 960 7 6 | 5 12 6 | 1,153 7 1 | .. | .. | .. | 8,962 11 5 |
| Total | 38,801 0 0 | 25,407 7 1 | .. | 4,343 7 1 | 38 5 0 | 6,511 14 8 | .. | .. | .. | 75,102 1 10 |
| Grand Total | *1,31,045 0 0 | 1,38,697 2 2 | 275 0 0 | 32,088 9 11 | 159 0 4 | 21,131 15 4 | .. | .. | 72,484 0 0 | 3,95,880 11 9 |

(*a*) Dues levied on coasting steamers up to 31st August 1889. This sum was taken into account in distributing the coasting steamer dues of the Eastern group.
(*b*) Special dues at one anna per ton levied at Madras up to 31st August 1889, credited to Madras Port in full.
(*c*) Coasting steamer dues at the reduced rates levied at Madras from 1st September 1889, credited to Madras Port in full.

| | | RS. |
|---|---|---|
| *Total of coasting steamer dues as per abstract statement in Appendix B | | 1,32,737 |
| Deduct— | | |
| Refund of coasting steamer dues, | Eastern group | RS. 1,567 |
| Do. do. | Western do. | 125 |
| | | 1,692 |
| | | 1,31,045 |

## APPENDIX C (ii).

STATEMENT showing the Charges of the Maritime Districts of the Madras Presidency (under Act X of 1889) for the official year 1889-90, revised in accordance with the rules published in G.O., No. 24, Marine, dated 27th January 1890.

| Districts. | Share of General Administrative charges. | Share of Lighthouse charges. | Establishments. | | Contingencies and Miscellaneous. | Public Works charges. | Fees. | Interests. | Repayment of loans, advances and contributions. | Total. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | Port Officers and Conservators. | Other establishments. | | | | | | |
| *Eastern Group.* | RS. A. P. | RS. A. P. | RS. A. P. | RS. A. P. | RS. A. P. | RS. A. P. | RS. A. P. | RS. A. P. | RS. A. P. | RS. A. P. |
| Ganjam | 4,055 2 10 | 3,761 4 8 | 2,442 6 7 | 1,948 3 7 | 3,613 14 11 | 12 15 9 | 832 9 1 | .. | .. | 16,666 9 5 |
| Vizagapatam | 6,619 0 1 | 6,139 5 0 | 5,413 0 0 | 2,182 0 0 | 2,071 14 9 | 19 0 0 | 138 0 9 | .. | .. | 22,582 4 7 |
| Godávari | 4,592 3 11 | 4,259 7 0 | 4,617 11 10 | 2,782 3 0 | 6,637 3 3 | 677 13 1 | 1,607 13 2 | .. | .. | 25,174 7 3 |
| Kistna | 3,159 3 0 | 2,930 3 9 | 2,910 0 0 | 804 7 6 | 896 3 8 | 66 8 3 | 1,116 6 9 | .. | .. | 11,883 0 11 |
| Nellore | 111 11 9 | 103 10 2 | .. | .. | 275 5 9 | 374 14 11 | .. | .. | .. | 865 10 7 |
| Chingleput | .. | .. | .. | .. | 20 13 9 | .. | .. | .. | .. | 20 13 9 |
| Madras | 9,220 3 0 | 8,551 15 8 | 8,640 0 0 | 25,161 1 8 | 2,91,398 1 10 | 695 0 8 | 1,982 5 0 | .. | .. | 3,45,648 11 10 |
| South Arcot | 2,768 5 10 | 2,567 11 9 | 705 0 0 | 567 0 0 | 1,162 15 5 | 102 2 0 | 189 0 0 | .. | .. | 8,062 3 0 |
| Tanjore | 5,273 10 7 | 4,891 7 6 | 4,611 11 1 | 1,936 15 9 | 4,031 11 0 | 13,052 10 3 | 2,719 13 5 | .. | .. | 36,517 15 7 |
| Madura | 1,893 0 11 | 1,755 13 10 | 3,172 15 9 | 913 5 11 | 1,701 6 1 | 1,508 11 0 | 297 4 9 | .. | .. | 11,242 10 3 |
| Tinnevelly | 3,194 8 11 | 2,963 0 8 | 3,434 10 3 | 1,542 0 0 | 2,657 7 7 | 105 12 10 | 2,323 0 1 | .. | .. | 16,220 9 4 |
| Total | 40,887 2 10 | 37,924 0 0 | 35,947 7 6 | 37,837 5 5 | 3,14,467 2 0 | 16,615 9 9 | 11,206 5 0 | .. | .. | 4,94,885 0 6 |
| *Western Group.* | | | | | | | | | | |
| Malabar | 12,827 13 5 | 2,534 4 8 | 10,560 0 0 | 5,065 1 5 | 2,678 7 4 | 8,335 8 9 | 3,724 11 8 | .. | .. | 45,725 15 3 |
| South Canara | 3,151 15 9 | 622 11 4 | 1,870 9 1 | 1,163 8 10 | 1,117 12 11 | 1,204 8 0 | 1,076 4 11 | .. | .. | 10,207 6 10 |
| Total | 15,979 13 2 | 3,157 0 0 | 12,430 9 1 | 6,228 10 3 | 3,796 4 3 | 9,540 0 9 | 4,801 0 7 | .. | .. | 55,933 6 1 |
| Grand Total | 56,867 0 0 | 41,081 0 0 | 48,378 0 7 | 44,065 15 8 | 3,18,263 6 3 | 26,155 10 6 | 16,007 5 7 | .. | .. | 5,50,818 6 7 |

## APPENDIX C (ii-*a*).

STATEMENT showing the *Actual* Charges of the Maritime Districts of the Madras Presidency (under Act X of 1889) for the official year 1889-90.

| Districts. | General Administrative charges. | Lighthouse charges. | Establishments. | | Fees. | Interests. | Repayment of loans, advances and contributions. | Total. |
|---|---|---|---|---|---|---|---|---|
| | | | Port Officers and Conservators. | Other establishments. | | | | |
| | 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.* | | | | | | | | |
| Ganjam .. .. | 510 0 0 | 3,104 8 3 | 2,442 6 7 | 1,948 3 7 | 832 9 1 | .. | .. | 12,464 10 2 |
| Vizagapatam .. .. | 495 12 0 | 2,277 4 11 | 5,413 0 0 | 2,182 0 0 | 138 0 9 | .. | .. | 12,597 0 5 |
| Godávari .. .. | 492 0 0 | 4,384 10 7 | 4,617 11 10 | 2,782 3 0 | 1,607 13 2 | .. | .. | 21,199 6 11 |
| Kistna .. .. | 48 0 0 | 3,044 10 10 | 2,910 0 0 | 804 7 6 | 1,116 6 9 | .. | .. | 8,886 5 0 |
| Nellore .. .. | .. | 1,998 14 11 | .. | .. | 374 14 11 | .. | .. | 2,649 3 7 |
| Chingleput .. .. | .. | 5,810 0 4 | .. | .. | .. | .. | .. | 5,830 14 1 |
| Madras .. .. | 53,013 7 5 | 3,525 13 1 | 8,640 0 0 | 25,161 1 8 | 695 0 8 | 1,982 5 0 | .. | 3,84,415 13 8 |
| South Arcot .. .. | .. | 286 2 6 | 705 0 0 | 567 0 0 | 102 2 0 | 189 0 0 | .. | 3,012 3 11 |
| Tanjore .. .. | 112 0 0 | 3,617 10 9 | 4,611 11 1 | 1,936 15 9 | 13,052 10 3 | 2,719 13 5 | .. | 30,082 8 3 |
| Madura .. .. | .. | 765 12 1 | 3,172 15 9 | 913 5 11 | 1,501 11 0 | 297 4 9 | .. | 8,359 7 7 |
| Tinnevelly .. .. | 712 6 5 | 9,108 7 9 | 3,434 10 3 | 1,542 0 0 | 105 13 10 | 2,323 0 1 | .. | 19,883 13 11 |
| Total .. | 55,383 9 10 | 37,924 0 0 | 35,947 7 6 | 37,837 5 5 | 16,615 9 9 | 11,206 5 0 | .. | 5,09,381 7 6 |
| *Western Group.* | | | | | | | | |
| Malabar .. .. | 862 6 8 | 2,373 9 2 | 10,560 0 0 | 5,065 1 5 | 8,335 8 9 | 3,724 11 8 | .. | 33,599 13 0 |
| South Canara .. .. | 620 15 6 | 783 6 10 | 1,870 9 1 | 1,163 8 10 | 1,204 8 0 | 1,076 4 11 | .. | 7,837 2 1 |
| Total .. | 1,483 6 2 | 3,157 0 0 | 12,430 9 1 | 6,228 10 3 | 9,540 0 9 | 4,801 0 7 | .. | 41,436 15 1 |
| Grand Total .. | 56,867 0 0 | 41,081 0 0 | 48,378 0 7 | 44,065 15 8 | 26,155 10 6 | 16,007 5 7 | .. | 5,50,818 6 7 |



## APPENDIX C (iii-*a*).

STATEMENT showing Increase and Decrease in Port Fund Receipts of 1889-90 as compared with those of the year 1888-89.

| Districts. | | Coasting steamers' dues. | Other dues. | General receipts. | Sundries. | Total. |
|---|---|---|---|---|---|---|
| | | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. |
| Ganjam .. | 1888-89 | 7,944 12 0 | 956 0 5 | 971 5 0 | 2,688 3 2 | 12,560 4 7 |
| | 1889-90 | 9,661 6 7 | 959 15 2 | 19 9 9 | 1,718 14 3 | 12,359 13 9 |
| | | + 1,716 10 7 | + 3 14 9 | — 951 11 3 | — 969 4 11 | — 200 6 10 |
| Vizagapatam .. | 1888-89 | 12,022 5 1 | 4,754 11 0 | 1,532 8 1 | 272 15 1 | 18,582 7 3 |
| | 1889-90 | 15,334 5 7 | 2,978 11 3 | 32 0 2 | 1,682 14 8 | 20,027 15 8 |
| | | + 3,312 0 6 | — 1,775 15 9 | — 1,500 7 11 | + 1,409 15 7 | + 1,445 8 5 |
| Godávari .. | 1888-89 | 7,141 8 9 | 9,855 0 2 | 1,040 3 5 | 5,071 5 6 | 23,108 1 10 |
| | 1889-90 | 9,427 5 9 | 7,440 7 6 | 22 3 4 | 68,378 8 2 | 85,268 8 9 |
| | | + 2,285 13 0 | — 2,414 8 8 | — 1,018 0 1 | + 63,307 2 8 | + 62,160 6 11 |
| Kistna .. | 1888-89 | 5,829 7 6 | 956 13 3 | 739 0 0 | 2,023 6 10 | 9,548 11 7 |
| | 1889-90 | 7,317 2 0 | 611 11 3 | 15 4 5 | 2,751 8 11 | 10,695 10 7 |
| | | + 1,487 10 6 | — 345 2 0 | — 723 11 7 | + 728 2 1 | + 1,146 15 0 |
| Nellore .. | 1888-89 | 356 13 5 | 307 3 8 | 50 15 6 | 487 9 4 | 1,202 9 11 |
| | 1889-90 | 228 15 1 | 80 3 0 | 0 8 8 | 766 3 7 | 1,075 14 4 |
| | | — 127 14 4 | — 227 0 8 | — 50 6 10 | + 278 10 3 | — 126 11 7 |
| Chingleput .. | 1888-89 | .. | 33 5 8 | 0 12 3 | 601 14 0 | 635 15 11 |
| | 1889-90 | .. | .. | .. | 553 5 2 | 553 5 2 |
| | | .. | — 33 5 8 | — 0 12 3 | — 48 8 10 | — 82 10 9 |
| South Arcot .. | 1888-89 | 3,305 13 11 | 5,010 7 10 | 547 3 9 | 1,636 10 4 | 10,500 3 10 |
| | 1889-90 | 5,104 9 4 | 3,045 0 0 | 13 6 2 | 2,540 7 11 | 10,703 7 5 |
| | | + 1,798 11 5 | — 1,965 7 10 | — 533 13 7 | + 903 13 7 | + 203 3 7 |
| Tanjore .. | 1888-89 | 6,541 2 3 | 12,562 7 10 | 1,204 3 8 | 4,982 4 4 | 25,290 2 1 |
| | 1889-90 | 8,675 1 10 | 11,326 10 8 | 25 8 1 | 14,214 8 1 | 34,241 12 8 |
| | | + 2,133 15 7 | — 1,235 13 2 | — 1,178 11 7 | + 9,232 3 9 | + 8,951 10 7 |
| Madura .. | 1888-89 | .. | 3,138 12 8 | 450 14 3 | 2,519 15 11 | 6,109 10 10 |
| | 1889-90 | 217 6 1 | 3,222 11 3 | 9 2 5 | 1,995 13 4 | 5,445 1 1 |
| | | + 217 6 1 | + 83 14 7 | — 441 11 10 | — 524 2 7 | — 664 9 9 |
| Tinnevelly .. | 1888-89 | 4,199 7 5 | 4,363 10 5 | 771 11 3 | 10,708 11 7 | 20,043 8 8 |
| | 1889-90 | 5,544 13 1 | 4,924 14 0 | 15 7 2 | 11,960 14 0 | 22,446 0 3 |
| | | + 1,345 5 8 | + 561 3 7 | — 756 4 1 | + 1,252 2 5 | + 2,402 7 7 |
| Madras .. | 1888-89 | 44,751 9 8 | 80,127 5 6 | 1,911 0 1 | 20,111 2 0 | 1,46,901 1 3 |
| | 1889-90 | 4,042 14 8<br>11,170 0 0<br>15,520 0 0 | 78,699 7 0 | 44 9 5 | 8,406 12 9 | 1,17,883 11 10 |
| | | — 14,018 11 0 | — 1,427 14 6 | — 1,866 6 8 | — 11,704 5 3 | — 29,017 5 5 |
| Malabar .. | 1888-89 | 35,617 2 7 | 25,787 11 6 | 3,681 10 2 | 4,717 12 5 | 69,804 4 8 |
| | 1889-90 | 31,568 3 7 | 21,765 6 9 | 62 0 6 | 8,773 15 8 | 62,169 10 6 |
| | | — 4,048 15 0 | — 4,022 4 9 | — 3,619 9 8 | + 4,056 3 3 | — 7,634 10 2 |
| South Canara .. | 1888-89 | 4,260 13 5 | 4,972 13 2 | 528 8 7 | 2,375 6 0 | 12,137 9 2 |
| | 1889-90 | 7,232 12 5 | 3,642 0 4 | 15 3 11 | 2,119 11 1 | 13,009 11 9 |
| | | + 2,971 15 0 | — 1,330 12 10 | — 513 4 8 | — 255 10 11 | + 872 2 7 |
| Grand Total .. | 1888-89 | *1,31,971 0 0 | 1,52,826 7 1 | 13,430 0 0 | 58,197 4 6 | 3,56,424 11 7 |
| | 1889-90 | *1,31,045 0 0 | 1,38,697 2 2 | 275 0 0 | 1,25,863 9 7 | 3,95,880 11 9 |
| | | — 926 0 0 | — 14,129 4 11 | — 13,155 0 0 | + 67,666 5 1 | + 39,456 0 2 |

* Less refunds.

## APPENDIX C (iii-*b*).

Statement showing Increase and Decrease in Port Fund charges of 1889-90 as compared with those of the year 1888-89.

| Districts. | | General charges. | Lighthouse charges. | Other charges. | Total. |
|---|---|---|---|---|---|
| | | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. |
| Ganjam .. .. .. .. | 1888-89 .. | 3,864 11 4 | 4,163 0 2 | 19,186 6 0 | 27,214 1 6 |
| | 1889-90 .. | 4,055 2 10 | 3,761 4 8 | 8,850 1 11 | 16,666 9 5 |
| | | + 190 7 6 | — 401 11 6 | —10,336 4 1 | — 10,547 8 1 |
| Vizagapatam .. .. .. | 1888-89 .. | 6,097 9 11 | 6,568 4 8 | 9,612 5 5 | 22,278 4 0 |
| | 1889-90 .. | 6,619 0 1 | 6,139 5 0 | 9,823 15 6 | 22,582 4 7 |
| | | + 521 6 2 | — 428 15 8 | + 211 10 1 | + 304 0 7 |
| Godávari .. .. .. .. | 1888-89 .. | 4,138 14 0 | 4,458 5 8 | 20,635 14 2 | 29,233 1 10 |
| | 1889-90 .. | 4,592 3 11 | 4,259 7 0 | 16,322 12 4 | 25,174 7 3 |
| | | + 453 5 11 | — 198 14 8 | — 4,313 1 10 | — 4,058 10 7 |
| Kistna .. .. .. .. | 1888-89 .. | 2,940 6 0 | 3,167 5 5 | 6,556 5 9 | 12,664 1 2 |
| | 1889-90 .. | 2,159 3 0 | 2,930 3 9 | 5,793 10 2 | 11,883 0 11 |
| | | + 218 13 0 | — 237 1 8 | — 762 11 7 | — 781 0 3 |
| Nellore .. .. .. .. | 1888-89 .. | 202 12 4 | 218 7 0 | 104 9 4 | 525 12 8 |
| | 1889-90 .. | 111 11 9 | 103 10 2 | 650 4 8 | 865 10 7 |
| | | — 91 0 7 | — 114 12 10 | + 545 11 4 | + 339 13 11 |
| Chingleput .. .. .. .. | 1888-89 .. | 3 0 8 | 3 4 5 | 60 13 3 | 67 2 4 |
| | 1889-90 .. | .. | .. | 20 13 9 | 20 13 9 |
| | | — 3 0 8 | — 3 4 5 | — 39 15 6 | — 46 4 7 |
| South Arcot .. .. .. | 1888-89 .. | 2,177 6 1 | 2,345 7 2 | 2,830 2 6 | 7,352 15 9 |
| | 1889-90 .. | 2,768 5 10 | 2,567 11 9 | 2,726 1 5 | 8,062 3 0 |
| | | + 590 15 9 | + 222 4 7 | — 104 1 1 | + 709 3 3 |
| Tanjore .. .. .. .. | 1888-89 .. | 4,791 7 0 | 5,161 4 6 | 37,932 1 4 | 47,884 12 10 |
| | 1889-90 .. | 5,273 10 7 | 4,891 7 6 | 26,352 13 6 | 36,517 15 7 |
| | | + 482 3 7 | — 269 13 0 | — 11,579 3 10 | —11,366 13 3 |
| Madura .. .. .. .. | 1888-89 .. | 1,794 0 4 | 1,932 8 0 | 5,579 8 4 | 9,306 0 8 |
| | 1889-90 .. | 1,893 0 11 | 1,755 13 10 | 7,593 11 6 | 11,242 10 3 |
| | | + 99 0 7 | — 176 10 2 | + 2,014 3 2 | + 1,936 9 7 |
| Tinnevelly .. .. .. .. | 1888-89 .. | 3,070 8 2 | 3,307 8 5 | 16,933 7 2 | 23,311 7 9 |
| | 1889-90 .. | 3,194 8 11 | 2,963 0 8 | 10,062 15 9 | 16,220 9 4 |
| | | + 124 0 9 | — 344 7 9 | — 6,870 7 5 | — 7,090 14 5 |
| Madras .. .. .. .. | 1888-89 .. | 7,603 9 10 | 8,190 8 7 | 75,892 5 5 | 91,686 7 10 |
| | 1889-90 .. | 9,220 3 0 | 8,551 15 8 | 3,27,876 9 2 | 3,45,648 11 10 |
| | | + 1,616 9 2 | + 361 7 1 | +2,51,984 3 9 | +2,53,962 4 0 |
| Malabar .. .. .. .. | 1888-89 .. | 14,648 10 10 | 3,495 3 8 | 26,069 12 10 | 44,213 11 4 |
| | 1889-90 .. | 12,827 13 5 | 2,534 4 8 | 30,363 13 2 | 45,725 15 3 |
| | | — 1,820 13 5 | — 960 15 0 | + 4,294 0 4 | + 1,512 3 11 |
| South Canara .. .. .. | 1888-89 .. | 2,192 15 6 | 501 12 4 | 7,095 6 0 | ,700 1 10 |
| | 1889-90 .. | 3,151 15 9 | 622 11 4 | 6,432 11 9 | 10,207 6 10 |
| | | + 1,049 0 3 | + 120 15 0 | — 662 10 3 | + 507 5 0 |
| Grand Total .. | 1888-89 .. | 53,436 0 0 | 43,513 0 0 | 2,28,489 1 6 | 3,25,438 1 6 |
| | 1889-90 .. | 56,867 0 0 | 41,081 0 0 | 4,52,870 6 7 | 5,50,818 6 7 |
| | | + 3,431 0 0 | — 2,432 0 0 | +2,24,381 5 1 | +2,25,380 5 1 |



## APPENDIX C (iv).

Statement showing Tonnage of Vessels that entered the Eastern and Western Group Districts during the official year 1889-90.

*Eastern Group.*

| Districts. | Tonnage of Coasting steamers. | Tonnage of all Vessels including Coasting steamers. |
|---|---|---|
| Ganjam .. .. .. .. .. .. | 427,111 | 435,480 |
| Vizagapatam .. .. .. .. .. | 677,900 | 710,806 |
| Godávari .. .. .. .. .. .. | 416,764 | 493,155 |
| Kistna .. .. .. .. .. .. | 323,475 | 339,261 |
| Nellore .. .. .. .. .. .. | 10,121 | 11,999 |
| Chingleput .. .. .. .. .. | .. | .. |
| Madras .. .. .. .. .. .. | 178,729 * 246,870 | 990,143 |
| South Arcot .. .. .. .. .. | 225,663 | 297,291 |
| Tanjore .. .. .. .. .. .. | 383,509 | 566,331 |
| Madura .. .. .. .. .. .. | 9,610 | 203,293 |
| Tinnevelly .. .. .. .. .. | 245,125 | 343,059 |
| Total .. | 3,141,877 | 4,390,818 |

*Western Group.*

| | | |
|---|---|---|
| Malabar .. .. .. .. .. .. | 964,561 | 1,377,564 |
| South Canara .. .. .. .. .. | 220,996 | 338,487 |
| Total .. | 1,185,557 | 1,716,051 |
| Grand Total .. | 4,330,434 | 6,106,869 |

* Not taken into account in distributing the coasting steamer dues of the Eastern Group as this is the tonnage of coasting steamers that entered the Madras Port from 1st September 1889, the dues levied on such vessels having been entirely credited to Madras Port Funds.

## APPENDIX C (v).

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 1889-90.

| Districts. | Receipts. | | | Charges. | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Survey and Registration of vessels. | Sale of surplus stores. | Total. | Officers of the Administrative Department. | Presidency Port office establishment. | Presidency Port office contingencies. | Travelling allowance of Office of the Administrative Department. | Leave allowance of Port officer. | Pension and gratuities. | Tide Gauge. | | Total. | | | | | | | | |
| | | | | | | | | | | Establishment. | Contingencies. | | | | | | | | | |
| | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | | | | | | | | |
| Ganjam .. .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | 510 0 0 | .. | .. | 510 0 0 | | | | | | | | |
| Vizagapatam .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | 495 12 0 | .. | .. | 495 12 0 | | | | | | | | |
| Godávari .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | 48 0 0 | 444 0 0 | .. | 492 0 0 | | | | | | | | |
| Kistna .. .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | 48 0 0 | .. | .. | 48 0 0 | | | | | | | | |
| Nellore .. .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | | | | | | | | |
| Chingleput .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | | | | | | | | |
| Madras .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | 14,714 15 3 | 564 0 0 | 190 10 3 | 15,469 9 6 | | | | | | | | |
| Madras (Presidency Port office | 137 10 0 | 137 6 0 | 275 0 0 | 20,319 6 6 | 10,015 4 10 | 5,529 3 8 | 1,679 14 11 | 620 15 6 | 16,680 11 3 | 1,819 13 11 | 201 9 5 | 36,867 0 0 | | | | | | | | |
| South Arcot .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | 340 0 0 | 367 13 11 | 4 8 6 | 712 6 5 | | | | | | | | |
| Tanjore .. .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | 412 0 0 | 444 0 0 | 6 6 8 | *862 6 8 | | | | | | | | |
| Madura .. .. .. .. | .. | .. | .. | .. | .. | .. | 620 15 6 | .. | .. | .. | .. | 620 15 6 | | | | | | | | |
| Tinnevelly .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | | | | | | | | |
| Malabar .. .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | | | | | | | | |
| South Canara .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | | | | | | | | |
| Total .. | 137 10 0 | 137 6 0 | 275 0 0 | 20,319 6 6 | 10,015 4 10 | 5,529 3 8 | 1,679 14 11 | 620 15 6 | 16,680 11 3 | 1,819 13 11 | 201 9 5 | 36,867 0 0 | | | | | | | | |

| | Rs. A. P. |
|---|---|
| * Ordinary contingencies of the Presidency Port office .. .. .. .. .. .. | 2,133 1 6 |
| Books and periodicals supplied from England during 1888-89 and 1889-90 for use in the Presidency Port office .. .. .. .. .. .. | 840 10 8 |
| Cost of stationery and printing charges .. .. .. .. .. .. | 1,191 0 0 |
| Share of Public Works charges on Port office buildings .. .. .. .. .. | 959 13 1 |
| Contribution to telephone .. .. .. .. .. .. | 267 3 1 |
| Share of Municipal assessment on Port building .. .. .. .. .. | 137 7 4 |
| Total .. | 5,529 3 8 |



## APPENDIX C (vi-*a*).

STATEMENT of Fees received during 1889-90.

| Districts. | Ports. | Fees levied under Acts. | Overtime fees for Port officers and Conservators. | Overtime fees for establishment. | Total of each port. | Total of districts. |
|---|---|---|---|---|---|---|
| | | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. |
| Ganjam .. | Gopálpur .. | 189 0 0 | 981 3 7 | 93 13 0 | 1,264 0 7 | 1,870 7 11 |
| | Calingapatam .. | 145 0 0 | 461 7 4 | .. | 606 7 4 | |
| Vizagapatam .. | Vizagapatam .. | 293 14 0 | 1,017 9 5 | 251 6 6 | 1,562 13 11 | 2,624 5 2 |
| | Bimlipatam .. | 200 0 0 | 663 3 1 | 198 4 2 | 1,061 7 3 | |
| Godávari .. .. | Cocanada .. | 1,037 0 0 | 956 10 8 | 178 2 6 | 2,171 13 2 | 2,171 13 2 |
| Kistna .. .. | Masulipatam .. | 109 0 0 | 1,184 3 2 | 164 10 1 | 1,457 13 3 | 1,457 13 3 |
| South Arcot .. | Port Novo .. | 284 4 0 | 83 7 4 | .. | 367 11 4 | 725 8 2 |
| | Cuddalore .. | 200 1 0 | 157 11 10 | .. | 357 12 10 | |
| Tanjore .. .. | Negapatam .. | 1,651 2 0 | 2,225 0 0 | 233 3 2 | 4,109 5 2 | 4,109 5 2 |
| Madura .. .. | Pámban .. .. | 503 11 0 | 373 7 2 | 66 12 10 | 943 15 0 | 943 15 0 |
| Tinnevelly .. | Tuticorin .. .. | 383 0 0 | 2,155 9 5 | 530 4 8 | 3,068 14 1 | 3,068 14 1 |
| Madras .. .. | Madras .. .. | 1,512 5 7 | 1,149 7 4 | 1,798 3 5 | 4,460 0 4 | 4,460 0 4 |
| Malabar .. | Calicut .. .. | 819 11 4 | 1,209 11 8 | 207 0 8 | 2,236 7 8 | 4,426 4 2 |
| | Cochin .. .. | 223 6 0 | 1,178 0 0 | 127 0 4 | 1,528 6 4 | |
| | Tellicherry .. | 66 0 0 | 311 10 5 | .. | 377 10 5 | |
| | Cannanore .. | 58 0 0 | 225 11 9 | .. | 283 11 9 | |
| South Canara .. | Mangalore .. | 432 8 0 | 841 15 1 | 113 11 10 | 1,388 2 11 | 1,388 2 11 |
| | Total .. | 8,107 14 11 | 15,176 1 3 | 3,962 9 2 | 27,246 9 4 | 27,246 9 4 |

## APPENDIX C (vi-*b*).

Statement of Fees paid during 1889-90.

| Districts. | Ports. | Fees levied under Acts prior to 1st September 1889 retained by Port officers and Conservators. | Overtime fees retained in full by Port officers and Conservators prior to 1st September 1889. | Half overtime fees to Port officers and Conservators subsequent to 1st September 1889. | Fees to establishment. | Total of each port. | Total of districts. |
|---|---|---|---|---|---|---|---|
| | | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. |
| Ganjam .. .. .. .. | Gopálpur .. .. .. .. | 1 0 0 | 387 12 1 | 296 11 9 | 93 13 0 | 779 4 10 | 1,332 13 4 |
| | Calingapatam .. .. .. .. | 145 0 0 | 355 9 8 | 52 14 10 | .. | 553 8 6 | |
| Vizagapatam .. .. .. | Vizagapatam .. .. .. .. | 15 0 0 | 390 7 7 | 313 8 11 | 251 6 6 | 970 7 0 | 1,721 8 3 |
| | Bimlipatam .. .. .. .. | 100 0 0 | 242 7 1 | 210 6 0 | 198 4 2 | 751 1 3 | |
| Godávari .. .. .. | Cocanada .. .. .. .. | 398 8 0 | 246 0 0 | 355 13 4 | 178 2 6 | 1,177 7 10 | 1,177 7 10 |
| Kistna .. .. .. | Masulipatam .. .. .. .. | .. | 522 8 6 | 330 13 4 | 164 10 1 | 1,017 15 11 | 1,017 15 11 |
| South Arcot .. .. | Porto Novo .. .. .. .. | 159 0 0 | 47 8 10 | 17 15 3 | .. | 224 8 1 | 358 8 7 |
| | Cuddalore .. .. .. .. | .. | 110 5 2 | 23 11 4 | .. | 134 0 6 | |
| Tanjore .. .. .. | Negapatam .. .. .. .. | 556 8 0 | 555 0 0 | 635 0 0 | 233 3 2 | 2,379 11 2 | 2,379 11 2 |
| Madura .. .. .. | Pámban .. .. .. .. | 180 0 0 | 107 4 9 | .. | 66 12 10 | 354 1 7 | 354 1 7 |
| Tinnevelly .. .. .. | Tuticorin .. .. .. .. | 34 0 0 | 572 4 5 | 791 10 6 | 530 4 8 | 1,928 3 7 | 1,928 3 7 |
| Madras .. .. .. | Madras .. .. .. .. | 92 4 5 | .. | 388 7 0 | 1,798 3 5 | 2,278 14 10 | 2,278 14 10 |
| Malabar .. .. .. | Calicut .. .. .. .. | 71 0 0 | 465 1 4 | 372 5 2 | 207 0 8 | 1,115 7 2 | 2,625 1 10 |
| | Cochin .. .. .. .. | 25 0 0 | 344 2 8 | 416 14 8 | 127 0 4 | 913 1 8 | |
| | Tellicherry .. .. .. .. | 45 0 0 | 261 9 3 | 25 0 7 | .. | 331 9 10 | |
| South Canara .. .. | Cannanore .. .. .. .. | 54 0 0 | 196 2 7 | 14 12 7 | .. | 264 15 2 | 702 5 8 |
| | Mangalore .. .. .. .. | 45 8 0 | 244 4 7 | 298 13 3 | 113 11 10 | 702 5 8 | |
| | Total .. | 1,921 12 5 | 5,447 8 6 | 4,544 14 6 | 3,962 9 2 | 15,876 12 7 | 15,876 12 7 |



## APPENDIX C (vii).

Statement showing the Receipts and Charges of the Shipping and Landing dues at Cocanada (under Act III of 1883) for the official year 1889-90.

| — | Balance on 31st March 1889. | | 1889-80. | | Balance on 31st March 1890. | |
|---|---|---|---|---|---|---|
| | At credit. | At debit. | Receipts. | Charges. | At credit. | At debit. |
| | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. |
| Shipping and landing dues at Cocanada, under Act III of 1883 .. .. .. .. | 12,611 6 5 | .. | 14,870 0 9 | 22,209 11 4 | 5,271 11 10 | .. |

## APPENDIX C (viii).

Statement showing the Receipts and Charges of the Shipping and Landing dues at Negapatam (under Act III of 1885) for the official year 1889-90.

| — | Balance on 31st March 1889. | | 1889-90. | | Balance on 31st March 1890. | |
|---|---|---|---|---|---|---|
| | At credit. | At debit. | Receipts. | Charges. | At credit. | At debit. |
| | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. |
| Shipping and landing dues at Negapatam, under Act III of 1885 .. | .. | .. | 10,207 8 9 | 1,172 0 8 | 9,035 8 1 | .. |

## APPENDIX C (ix).

Statement showing the Receipts and Charges of the Pilotage Funds at Madras, Pámban and Cochin and for the Official year 1889-90, and the balance that remained to their credit on the 31st March 1890.

| — | Balance for the year 1888-89. | | 1889-90. | | Balance on 31st March 1890. | |
|---|---|---|---|---|---|---|
| | At credit. | At debit. | Receipts. | Charges. | At credit. | At debit. |
| | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. |
| Madras .. .. .. .. | 11,587 4 4 | .. | 30,670 4 0 | 20,714 8 8 | 21,542 15 8 | .. |
| Pámban .. .. .. .. | 10,311 12 2 | .. | 13,498 10 4 | 1,117 5 11 | 22,693 0 7 | .. |
| Cochin .. .. .. .. | 1,702 14 0 | .. | 2,521 11 0 | 2,460 9 6 | 1,763 15 6 | .. |

## 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 1889-90.

| Description of establishments. | Number of officers. | Number of men. | Total annual cost. | Total annual earnings. | Remarks. |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| *Madras.* | | | Rs. | Rs. | |
| Port establishment .. .. | | 102 | 51,534 | .. | Increase of Rs. 2,825 over last year's figures is due to creation of an appointment of Reserve Port Officer on a salary of Rs. 250, per mensem, and also to revision of establishment in the Deputy Conservator's office, Madras. |
| Lighthouse do. .. .. | | 5 | 2,077 | .. | |
| Divers' do. .. .. | 4 | 2 | 1,800 | .. | Senior Diver on Rs. 100 (increased pay), and Junior on Rs. 50 per mensem. |
| Tide Gauge do. .. | | | | | |
| Marine Police establishment .. | | 2 | 564 | .. | Moiety of cost of Marine Police establishment and contingencies. |
| Marine dispensary .. .. | | .. | 5,464 | .. | |
| Pilotage (Madras) .. .. .. | .. | 2 | 5,232 | .. | Increase over last official year is due to promotion in pay of the Senior Apothecary attached to the dispensary. |
| *Coast Ports.* | | .. | 15,626 | 30,670 | |
| Port Officers and Conservators .. | 17 | 153 | 61,136 | .. | |
| Lighthouses .. .. .. | .. | 83 | 16,112 | .. | |
| Pilotage (Pámban and Cochin) .. | .. | .. | (a) 3,578 | 16,020 | (a) Cost of establishment only. The charge in the Statement of 1888-89 included Rs. 1,336, cost of repairing hand-dredge and punts. |

## APPENDIX E.

Statement showing the various Government Vessels, &c., under the Madras Government in the year 1889-90.

| Detail of vessels. | Tonnage of each vessel and horse-power and engines of 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. | |
| S.S. "Margaret Northcote." | .. | .. | .. | .. | .. | Revenue Department Vessel. |
| *River-going vessels.* | | | | | | |
| Steam Dredge (Priestman's). | Ten horse-power. | 1 | 9 | 2,615 | .. | At Cocanada. |
| Steam Dredge "Connemara." | .. | .. | 11 | 307 | .. | At Cocanada, charge debitable to Landing and Shipping dues. |
| Steam Dredge "Bruce" .. | Ten horse-power. | 1 | 3 | 437 | .. | At Negapatam, expenses incurred up to 31st August 1889. Dredge work ceased from September 1889. |



## APPENDIX 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 1889 to 31st March 1890, in the various Districts of the Madras Presidency.

| Districts. | Number of vessels on the registers of which changes of Masters have been endorsed. | Amount of fees. | Remarks. |
|---|---|---|---|
| | | Rs. | |
| Madras .. .. .. | 7 | 14 | |
| Ganjam .. .. .. | .. | .. | |
| Vizagapatam .. .. | 1 | 2 | |
| Godávari .. .. .. | 6 | 12 | |
| Kistna .. .. .. | 8 | 16 | |
| Nellore .. .. .. | .. | .. | |
| Chingleput .. .. | .. | .. | |
| South Arcot .. .. | 13 | 26 | |
| Tanjore .. .. .. | 27 | 54 | |
| Madura .. .. .. | 34 | 68 | |
| Tinnevelly .. .. | 18 | 36 | |
| Malabar .. .. .. | 15 | 30 | |
| South Canara .. .. | 57 | 114 | |
| Total .. | 186 | 372 | |

## APPENDIX G.

Statement showing the number of Vessels registered (under Act X of 1841) from 1st April 1889 to 31st March 1890, in the various Districts of the Madras Presidency.

| Districts. | Total number of vessels. | Total tonnage. | Total amount of fees. |
|---|---|---|---|
| | | | Rs. A. P. |
| Madras .. .. .. | 5 | $988\frac{34}{95}$ | 123 10 0 |
| Ganjam .. .. .. | .. | .. | .. |
| Vizagapatam .. .. | 4 | $795\frac{14}{95}$ | 94 6 0 |
| Godávari .. .. .. | 13 | $2,009\frac{71}{190}$ | 248 0 0 |
| Kistna .. .. .. | 4 | $146\frac{31}{95}$ | 28 0 0 |
| Nellore .. .. .. | .. | .. | .. |
| Chingleput .. .. | .. | .. | .. |
| South Arcot .. .. | 5 | $834\frac{1}{2}$ | 104 5 0 |
| Tanjore .. .. .. | 19 | $3,000\frac{1}{2}$ | 398 10 0 |
| Madura .. .. .. | 11 | $808\frac{90}{190}$ | 118 11 0 |
| Tinnevelly .. .. | 8 | $777\frac{77}{760}$ | 100 0 0 |
| Malabar .. .. .. | 24 | $1,099\frac{19}{190}$ | 187 2 0 |
| South Canara .. .. | 20 | $523\frac{38}{190}$ | 124 0 0 |
| Total .. | 113 | $10,983\frac{497}{1520}$ | 1,526 12 0 |

## APPENDIX H.

Particulars of changes in the Official Staff of the Port Department by absence on leave, on other duty, &c., during 1889-90.

| Names of Officers. | Designation. | Cause and period of absence. | | Name of acting incumbents. |
|---|---|---|---|---|
| Captain H. B. Simpson, Her Majesty's Indian Marine. | Deputy Port Conservator. | Privilege leave .. | 1 month .. .. | Mr. H. D. Baddeley. |
| | | Do. .. | 2 months and 15 days. | Mr. J. M. Simpson. |
| Mr. J. P. James .. | Port Officer, Mangalore. | Do. .. | 13 days .. .. | Deputy Collector in charge. |
| Mr. J. H. Fletcher .. | Port Officer, Masulipatam. | Acting Deputy Port Conservator. | 1 month .. .. | Mr. J. M. Simpson. |
| Mr. H. D. Baddeley .. | Agent for Government Consignments. | | | |

# APPENDIX I.

## I.—Statement of Passengers sailed from the undermentioned ports in the Presidency of Madras during the official year 1889-90.

| Name of Ports. | Adults. Male. | Adults. Female. | Children under 12. | Total. |
|---|---|---|---|---|
| **I.—From Gopalpur.** | | | | |
| (a) Ports within the Presidency | 1,303 | 223 | 268 | 1,794 |
| (b) Ports beyond the Presidency, but within British India. | 340 | 118 | 189 | 647 |
| (c) Ports in Burma | 2,561 | 43 | 74 | 2,678 |
| (d) Ports in Ceylon | .. | .. | .. | .. |
| (e) Ports in Straits Settlements | .. | .. | .. | .. |
| (f) Other ports | .. | .. | .. | .. |
| Total | 4,204 | 384 | 531 | 5,119 |
| **I.—From Calingapatam.** | | | | |
| (a) Ports within the Presidency | 157 | 30 | 40 | 227 |
| (b) Ports beyond the Presidency, but within British India. | 36 | 7 | 6 | 49 |
| (c) Ports in Burma | 3,835 | 74 | 363 | 4,272 |
| (d) Ports in Ceylon | .. | .. | .. | .. |
| (e) Ports in Straits Settlements | .. | .. | .. | .. |
| (f) Other ports | .. | .. | .. | .. |
| Total | 4,028 | 111 | 409 | 4,548 |
| **I.—From Bimlipatam.** | | | | |
| (a) Ports within the Presidency | 512 | 100 | 12 | 624 |
| (b) Ports beyond the Presidency, but within British India. | 53 | 16 | 3 | 72 |
| (c) Ports in Burma | 1,929 | 72 | 79 | 2,080 |
| (d) Ports in Ceylon | 2 | 1 | .. | 3 |
| (e) Ports in Straits Settlements | .. | .. | .. | .. |
| (f) Other ports | .. | .. | .. | .. |
| Total | 2,496 | 189 | 94 | 2,779 |
| **I.—From Vizagapatam.** | | | | |
| (a) Ports within the Presidency | 683 | 79 | 62 | 824 |
| (b) Ports beyond the Presidency, but within British India. | 73 | 8 | 5 | 86 |
| (c) Ports in Burma | 4,429 | 200 | 130 | 4,759 |
| (d) Ports in Ceylon | .. | .. | .. | .. |
| (e) Ports in Straits Settlements | .. | .. | .. | .. |
| (f) Other ports | 831 | 269 | 268 | 1,368 |
| Total | 6,016 | 556 | 465 | 7,037 |

## II.—Statement of Passengers arrived at the undermentioned ports in the Presidency of Madras during the official year 1889-90.

| Name of Ports. | Adults. Male. | Adults. Female. | Children under 12. | Total. |
|---|---|---|---|---|
| **II.—At Gopalpur.** | | | | |
| (a) Ports within the Presidency | 775 | 86 | 60 | 921 |
| (b) Ports beyond the Presidency, but within British India. | 188 | 18 | 14 | 220 |
| (c) Ports in Burma | 90 | .. | .. | 90 |
| (d) Ports in Ceylon | .. | .. | .. | .. |
| (e) Ports in Straits Settlements | .. | .. | .. | .. |
| (f) Other ports | .. | .. | .. | .. |
| Total | 1,053 | 104 | 74 | 1,231 |
| **II.—At Calingapatam.** | | | | |
| (a) Ports within the Presidency | 72 | 5 | 5 | 82 |
| (b) Ports beyond the Presidency, but within British India. | 130 | 9 | 16 | 155 |
| (c) Ports in Burma | 4,474 | 8 | 81 | 4,563 |
| (d) Ports in Ceylon | .. | .. | .. | .. |
| (e) Ports in Straits Settlements | .. | .. | .. | .. |
| (f) Other ports | .. | .. | .. | .. |
| Total | 4,676 | 22 | 102 | 4,800 |
| **II.—At Bimlipatam.** | | | | |
| (a) Ports within the Presidency | 397 | 69 | 16 | 482 |
| (b) Ports beyond the Presidency, but within British India. | 108 | 24 | 5 | 137 |
| (c) Ports in Burma | 7,066 | 113 | 135 | 7,314 |
| (d) Ports in Ceylon | 1 | 2 | .. | 3 |
| (e) Ports in Straits Settlements | .. | .. | .. | .. |
| (f) Other ports | .. | .. | .. | .. |
| Total | 7,572 | 208 | 156 | 7,936 |
| **II.—At Vizagapatam.** | | | | |
| (a) Ports within the Presidency | 748 | 17 | 24 | 789 |
| (b) Ports beyond the Presidency, but within British India. | 66 | .. | .. | 66 |
| (c) Ports in Burma | 4,647 | 14 | 53 | 4,714 |
| (d) Ports in Ceylon | .. | .. | .. | .. |
| (e) Ports in Straits Settlements | .. | .. | .. | .. |
| (f) Other ports | .. | .. | .. | .. |
| Total | 5,461 | 31 | 77 | 5,569 |



## I.—Statement of Passengers sailed from the undermentioned ports in the Presidency of Madras during the official year 1889-90—*cont.*

| Name of Ports. | Adults. Male. | Adults. Female. | Children under 12. | Total. |
|---|---|---|---|---|
| **I.—From Cocanada.** | | | | |
| (a) Ports within the Presidency | 897 | 37 | 63 | 997 |
| (b) Ports beyond the Presidency, but within British India. | .. | .. | .. | .. |
| (c) Ports in Burma | 7,908 | 115 | 293 | 8,316 |
| (d) Ports in Ceylon | .. | .. | .. | .. |
| (e) Ports in Straits Settlements | .. | .. | .. | .. |
| (f) Other ports | .. | .. | .. | .. |
| Total | 8,805 | 152 | 356 | 9,313 |
| **I.—From Masulipatam.** | | | | |
| (a) Ports within the Presidency | 381 | 46 | 34 | 461 |
| (b) Ports beyond the Presidency, but within British India. | 3 | .. | .. | 3 |
| (c) Ports in Burma | 438 | 22 | 18 | 478 |
| (d) Ports in Ceylon | .. | .. | .. | .. |
| (e) Ports in Straits Settlements | .. | .. | .. | .. |
| (f) Other ports | .. | .. | .. | .. |
| Total | 822 | 68 | 52 | 942 |
| **I.—From Cuddalore.** | | | | |
| (a) Ports within the Presidency | .. | .. | .. | .. |
| (b) Ports beyond the Presidency, but within British India. | .. | .. | .. | .. |
| (c) Ports in Burma | 85 | .. | .. | 85 |
| (d) Ports in Ceylon | .. | .. | .. | .. |
| (e) Ports in Straits Settlements | 14 | .. | .. | 14 |
| (f) Other ports | .. | .. | .. | .. |
| Total | 99 | .. | .. | 99 |
| **I.—From Porto Novo.** | | | | |
| (a) Ports within the Presidency | .. | .. | .. | .. |
| (b) Ports beyond the Presidency, but within British India. | .. | .. | .. | .. |
| (c) Ports in Burma | .. | .. | .. | .. |
| (d) Ports in Ceylon | .. | .. | .. | .. |
| (e) Ports in the Straits Settlements | 276 | 10 | 19 | 305 |
| (f) Other ports | .. | .. | .. | .. |
| Total | 276 | 10 | 19 | 305 |

## II.—Statement of Passengers arrived at the undermenticned ports in the Presidency of Madras during the official year 1889-90—*cont.*

| Name of Ports. | Adults. Male. | Adults. Female. | Children under 12. | Total. |
|---|---|---|---|---|
| **II.—At Cocanada.** | | | | |
| (a) Ports within the Presidency | 771 | 46 | 32 | 849 |
| (b) Ports beyond the Presidency, but within British India. | 1 | .. | .. | 1 |
| (c) Ports in Burma | 9,016 | 202 | 121 | 9,339 |
| (d) Ports in Ceylon | .. | .. | .. | .. |
| (e) Ports in Straits Settlements | .. | .. | .. | .. |
| (f) Other ports | .. | .. | .. | .. |
| Total | 9,788 | 248 | 153 | 10,189 |
| **II.—At Masulipatam.** | | | | |
| (a) Ports within the Presidency | 593 | 67 | 28 | 688 |
| (b) Ports beyond the Presidency, but within British India. | 6 | .. | .. | 6 |
| (c) Ports in Burma | 264 | 36 | 11 | 311 |
| (d) Ports in Ceylon | .. | .. | .. | .. |
| (e) Ports in Straits Settlements | .. | .. | .. | .. |
| (f) Other ports | .. | .. | .. | .. |
| Total | 863 | 103 | 39 | 1,005 |
| **II.—At Cuddalore.** | | | | |
| (a) Ports within the Presidency | .. | .. | .. | .. |
| (b) Ports beyond the Presidency, but within British India. | .. | .. | .. | .. |
| (c) Ports in Burma | .. | .. | .. | .. |
| (d) Ports in Ceylon | .. | .. | .. | .. |
| (e) Ports in Straits Settlements | .. | .. | .. | .. |
| (f) Other ports | .. | .. | .. | .. |
| Total | .. | .. | .. | .. |
| **II.—At Porto Novo.** | | | | |
| (a) Ports within the Presidency | .. | .. | .. | .. |
| (b) Ports beyond the Presidency, but within British India. | .. | .. | .. | .. |
| (c) Ports in Burma | .. | .. | .. | .. |
| (d) Ports in Ceylon | 29 | .. | .. | 29 |
| (e) Ports in Straits Settlements | 93 | 4 | 13 | 110 |
| (f) Other ports | 1 | .. | .. | 1 |
| Total | 123 | 4 | 13 | 140 |

## I.—Statement of Passengers sailed from the undermentioned ports in the Presidency of Madras during the official year 1889-90—*cont.*

| Name of Ports. | Adults. Male. | Adults. Female. | Children under 12. | Total. |
|---|---|---|---|---|
| **I.—From Negapatam.** | | | | |
| (*a*) Ports within the Presidency | 38 | .. | .. | 38 |
| (*b*) Ports beyond the Presidency, but within British India. | .. | .. | .. | .. |
| (*c*) Ports in Burma | 13,454 | 1,121 | 1,113 | 15,688 |
| (*d*) Ports in Ceylon | 757 | 103 | 42 | 902 |
| (*e*) Ports in Straits Settlements | 14,538 | 1,616 | 1,540 | * 17,694 |
| (*f*) Other ports | 85 | 17 | 16 | 118 |
| Total | 28,872 | 2,857 | 2,711 | 34,440 |
| **I.—From Pamban.** | | | | |
| (*a*) Ports within the Presidency | .. | .. | .. | † 15,010 |
| (*b*) Ports beyond the Presidency, but within British India. | .. | .. | .. | .. |
| (*c*) Ports in Burma | .. | .. | .. | .. |
| (*d*) Ports in Ceylon | .. | .. | .. | 1,062 |
| (*e*) Ports in Straits Settlements | .. | .. | .. | .. |
| (*f*) Other ports | .. | .. | .. | .. |
| Total | .. | .. | .. | 16,072 |
| **I.—From Tuticorin.** | | | | |
| (*a*) Ports within the Presidency | .. | .. | .. | .. |
| (*b*) Ports beyond the Presidency, but within British India. | .. | .. | .. | .. |
| (*c*) Ports in Burma | .. | .. | .. | .. |
| (*d*) Ports in Ceylon | 28,387 | 2,472 | 1,896 | 32,755 |
| (*e*) Ports in Straits Settlements | .. | .. | .. | .. |
| (*f*) Other ports | .. | .. | .. | .. |
| Total | 28,387 | 2,472 | 1,896 | 32,755 |
| **I.—From Cochin.** | | | | |
| (*a*) Ports within the Presidency | 70 | 4 | 2 | 76 |
| (*b*) Ports beyond the Presidency, but within British India. | 55 | 15 | 2 | 72 |
| (*c*) Ports in Burma | 2 | .. | .. | 2 |
| (*d*) Ports in Ceylon | 14 | .. | .. | 14 |
| (*e*) Ports in Straits Settlements | .. | .. | .. | .. |
| (*f*) Other ports | 7 | .. | .. | 7 |
| Total | 148 | 19 | 4 | 171 |

## II.—Statement of Passengers arrived at the undermentioned ports in the Presidency of Madras during the official year 1889-90—*cont.*

| Name of Ports. | Adults. Male. | Adults. Female. | Children under 12. | Total. |
|---|---|---|---|---|
| **II.—At Negapatam.** | | | | |
| (*a*) Ports within the Presidency | 223 | 47 | 23 | 293 |
| (*b*) Ports beyond the Presidency, but within British India. | .. | .. | .. | .. |
| (*c*) Ports in Burma | 6,592 | 500 | 322 | 7,414 |
| (*d*) Ports in Ceylon | 1,001 | 110 | 64 | 1,175 |
| (*e*) Ports in the Straits Settlements | 10,766 | 670 | 732 | 12,168 |
| (*f*) Other ports | 66 | 12 | 12 | 90 |
| Total | 18,648 | 1,339 | 1,153 | 21,140 |
| **II.—At Pamban.** | | | | |
| (*a*) Ports within the Presidency | .. | .. | .. | † 12,952 |
| (*b*) Ports beyond the Presidency, but within British India. | .. | .. | .. | .. |
| (*c*) Ports in Burma | .. | .. | .. | .. |
| (*d*) Ports in Ceylon | .. | .. | .. | 1,830 |
| (*e*) Ports in Straits Settlements | .. | .. | .. | .. |
| (*f*) Other ports | .. | .. | .. | .. |
| Total | .. | .. | .. | 14,782 |
| **II.—At Tuticorin.** | | | | |
| (*a*) Ports within the Presidency | .. | .. | .. | .. |
| (*b*) Ports beyond the Presidency, but within British India. | .. | .. | .. | .. |
| (*c*) Ports in Burma | .. | .. | .. | .. |
| (*d*) Ports in Ceylon | 20,715 | 2,095 | 1,669 | 24,479 |
| (*e*) Ports in Straits Settlements | .. | .. | .. | .. |
| (*f*) Other ports | .. | .. | .. | .. |
| Total | 20,715 | 2,095 | 1,669 | 24,479 |
| **II.—At Cochin.** | | | | |
| (*a*) Ports within the Presidency | 144 | 5 | 1 | 150 |
| (*b*) Ports beyond the Presidency, but within British India. | 116 | 24 | 8 | 148 |
| (*c*) Ports in Burma | 15 | .. | .. | 15 |
| (*d*) Ports in Ceylon | 16 | 6 | 1 | 23 |
| (*e*) Ports in Straits Settlements | .. | .. | .. | .. |
| (*f*) Other ports | .. | .. | .. | .. |
| Total | 291 | 35 | 10 | 336 |

* Including emigrants (2,697½) adults. † See remarks at foot.



## I.—Statement of Passengers sailed from the undermentioned Ports in the Presidency of Madras during the official year 1889-90—*cont.*

| Name of Ports. | Adults. Male. | Adults. Female. | Children under 12. | Total. |
|---|---|---|---|---|
| **I.—From Calicut.** | | | | |
| (*a*) Ports within the Presidency | 687 | 72 | 36 | 795 |
| (*b*) Ports beyond the Presidency, but within British India. | 327 | 18 | 22 | 367 |
| (*c*) Ports in Burma | .. | .. | .. | .. |
| (*d*) Ports in Ceylon | 8 | 2 | .. | 10 |
| (*e*) Ports in Straits Settlements | .. | .. | .. | .. |
| (*f*) Other ports | 11 | .. | .. | 11 |
| Total | 1,033 | 92 | 58 | 1,183 |
| **I.—From Tellicherry.** | | | | |
| (*a*) Ports within the Presidency | 60 | 14 | 11 | 85 |
| (*b*) Ports beyond the Presidency, but within British India. | 12 | 2 | .. | 14 |
| (*c*) Ports in Burma | .. | .. | .. | .. |
| (*d*) Ports in Ceylon | .. | .. | .. | .. |
| (*e*) Ports in Straits Settlements | .. | .. | .. | .. |
| (*f*) Other ports | .. | .. | .. | .. |
| Total | 72 | 16 | 11 | 99 |
| **I.—From Cannanore.** | | | | |
| (*a*) Ports within the Presidency | 247 | 590 | 187 | 1,024 |
| (*b*) Ports beyond the Presidency, but within British India. | 108 | 20 | 8 | 136 |
| (*c*) Ports in Burma | .. | .. | .. | .. |
| (*d*) Ports in Ceylon | 3 | .. | .. | 3 |
| (*e*) Ports in Straits Settlements | .. | .. | .. | .. |
| (*f*) Other ports | 36 | .. | .. | 36 |
| Total | 394 | 610 | 195 | 1,199 |
| **I.—From Mangalore.** | | | | |
| (*a*) Ports within the Presidency | 3,814 | 777 | 366 | 4,957 |
| (*b*) Ports beyond the Presidency, but within British India. | 3,783 | 445 | 240 | 4,468 |
| (*c*) Ports in Burma | 1,055 | 10 | 3 | 1,068 |
| (*d*) Ports in Ceylon | 3 | .. | .. | 3 |
| (*e*) Ports in Straits Settlements | .. | .. | .. | .. |
| (*f*) Other ports | 476 | 23 | 7 | 506 |
| Total | 9,131 | 1,255 | 616 | 11,002 |

## II.—Statement of Passengers arrived at the undermentioned Ports in the Presidency of Madras during the official year 1889-90—*cont.*

| Name of Ports. | Adults. Male. | Adults. Female. | Children under 12. | Total. |
|---|---|---|---|---|
| **II.—At Calicut.** | | | | |
| (*a*) Ports within the Presidency | 1,108 | 1,159 | 611 | 2,878 |
| (*b*) Ports beyond the Presidency, but within British India. | 420 | 18 | 18 | 456 |
| (*c*) Ports in Burma | .. | .. | .. | .. |
| (*d*) Ports in Ceylon | 24 | 1 | .. | 25 |
| (*e*) Port in Straits Settlements | .. | .. | .. | .. |
| (*f*) Other ports | .. | .. | .. | .. |
| Total | 1,552 | 1,178 | 629 | 3,359 |
| **II.—At Tellicherry.** | | | | |
| (*a*) Ports within the Presidency | 90 | 26 | 16 | 132 |
| (*b*) Ports beyond the Presidency, but within British India. | 74 | 3 | 2 | 79 |
| (*c*) Ports in Burma | .. | .. | .. | .. |
| (*d*) Ports in Ceylon | 3 | .. | .. | 3 |
| (*e*) Ports in Straits Settlements | .. | .. | .. | .. |
| (*f*) Other ports | .. | .. | .. | .. |
| Total | 167 | 29 | 18 | 214 |
| **II.—At Cannanore.** | | | | |
| (*a*) Ports within the Presidency | 154 | 26 | 4 | 184 |
| (*b*) Ports beyond the Presidency, but within British India. | 120 | 13 | .. | 133 |
| (*c*) Ports in Burma | .. | .. | .. | .. |
| (*d*) Ports in Ceylon | .. | .. | .. | .. |
| (*e*) Ports in Straits Settlements | .. | .. | .. | .. |
| (*f*) Other ports | 10 | .. | .. | 10 |
| Total | 284 | 39 | 4 | 327 |
| **II.—At Mangalore.** | | | | |
| (*a*) Ports within the Presidency | 4,591 | 681 | 277 | 5,549 |
| (*b*) Ports beyond the Presidency, but within British India. | 1,403 | 354 | 117 | 1,874 |
| (*c*) Ports in Burma | 753 | 6 | 4 | 763 |
| (*d*) Ports in Ceylon | 1 | .. | .. | 1 |
| (*e*) Ports in Straits Settlements | .. | .. | .. | .. |
| (*f*) Other ports | 280 | 30 | 11 | 321 |
| Total | 7,028 | 1,071 | 409 | 8,508 |

I.—Statement of Passengers arrived at the undermentioned ports in the Presidency of Madras during the official year 1889-90—*cont.*

| Name of Ports. | Adults. | | Children under 12. | Total. |
|---|---|---|---|---|
| | Male. | Female. | | |
| II.—At Madras. | | | | |
| (*a*) Ports within the Presidency .. .. .. | 939 | 126 | 96 | 1,161 |
| (*b*) Ports beyond the Presidency, but within British India. | 274 | 44 | 20 | 338 |
| (*c*) Ports in Burma .. .. .. .. | 2,748 | 117 | 234 | 3,099 |
| (*d*) Ports in Ceylon .. .. .. .. | 94 | 9 | 4 | 107 |
| (*e*) Ports in Straits Settlements .. .. .. | 126 | 6 | 9 | 141 |
| (*f*) Other ports .. .. .. .. | 825 | 99 | 63 | 987 |
| Total .. | 5,006 | 401 | 426 | 5,833 |

The following extract of a report from Port Officer, Pámban, explains the difficulty in obtaining statistics correctly and in detail:—

2. "None of the vessels and boats which carried the passengers, enumerated in my return already sent, bring any list of such passengers, but land their freight at any time of day or night that they arrive from distant ports. A great many passengers are landed at Kundugalle, which is about four miles from here by water, and is an authorized place of landing."

3. "Nearly all the passengers accounted for in the abovementioned return are pilgrims to Rámeswaram, who return by the same, or any other route, a few days after, and instead of going back to Tondi or Devipatam, they can land at Tonitorai, which is within the limits of this port, and walk from there.

4. "Since January 1890 I have endeavoured to obtain the requisite particulars from all boats which enter and clear at and from this port, and have stationed a peon on the beach to check the number and description of those leaving, while for those arriving, the tindal of the boat is questioned as to age and sex. Nearly all these people, however, are pilgrims, and although a similar number of persons may be shown as having left here again, they may be quite a different lot, which have crossed to this side by way of Tonitorai, or Muntapam, so that the return which I shall be able to submit for the future, will be complete so far as it goes, but will not represent a tenth part of the passenger and pilgrim traffic at this port."

5. "Taking into consideration the amount of beach on which passengers can land and embark, and the fact that hundreds of boats leave daily at times, it will be very difficult to obtain correct statistics, and will probably necessitate some interference with pilgrims, which would be most undesirable."

| Name of Ports. | Adults. | | Children under 12. | Total. |
|---|---|---|---|---|
| | Male. | Female. | | |
| I.—From Madras. | | | | |
| (*a*) Ports within the Presidency .. .. .. | 3,838 | 432 | 644 | 4,914 |
| (*b*) Ports beyond the Presidency, but within British India. | 906 | 152 | 56 | 1,113 |
| (*c*) Ports in Burma .. .. .. .. | 2,259 | 123 | 108 | 2,490 |
| (*d*) Ports in Ceylon .. .. .. .. | 143 | 102 | 19 | 264 |
| (*e*) Ports in Straits Settlements .. .. .. | 221 | 32 | 12 | 265 |
| (*f*) Other ports .. .. .. .. | 929 | 442 | 204 | 1,575 |
| Total .. | 8,295 | 1,283 | 1,043 | 10,621 |



## APPENDIX J.

Statement showing the Particulars of Dredging operations at the Port of Cocanada.

| Particulars. | 1887-88. | 1888-89. | 1889-90. | Remarks. |
|---|---|---|---|---|
| *Priestman Dredger.* | | | | |
| (*a*) Days working .. .. | 120 | 184 | 182 | During the time the dredger works inside of the river, she dredges, on an average, 9 hours per day; but during the period she works on the bar, she dredges, on an average, 6 hours per day, as it takes longer to move the punts in and out. |
| (*b*) Hours dredging .. .. | * 848 | *1,380 | *1,392 | |
| (*c*) Barges loaded, giving number of tons each barge will hold. | 470 of 29 7/8 tons each. | 1,232 of 29 1/16 tons each. | 290 of 59 3/4 tons each and 877 of 29 7/16 tons each. | |
| (*d*) Tons dredged .. .. | 14,107½ | 36,590⅔ | 43,269 | |
| (*e*) Cubic yards dredged .. | 10,450 | 27,104 | 32,051 | |
| (*f*) Working expenses per ton .. | Rs. 0-4-9 | Rs. 0-2-3 | Rs. 0-1-11 | |
| *Dredger "Connemara."* | | | | |
| (*a*) Days working .. .. | .. | .. | 29 | |
| (*b*) Hours dredging .. .. | .. | .. | 192 | |
| (*c*) Barges loaded, giving number of tons each barge will hold. | .. | .. | 7 of 59½ tons each and 111 of 29 7/16 tons each. | |
| (*d*) Tons dredged .. .. | .. | .. | 3,712½ | |
| (*e*) Cubic yards dredged .. | .. | .. | 2,750 | |
| (*f*) Working expenses per ton .. | .. | .. | Rs. 0-2-0 | |

* Approximately.

Administration Report of the Deputy Conservator of the Port of Madras.

During the year under notice the number of vessels entering the port was as follow, and compared with the previous year shows a considerable increase:—

| | 1888-89. | | 1889-90. | |
|---|---|---|---|---|
| | No. | Tonnage. | No. | Tonnage. |
| Steam ships, mercantile .. .. | 518 | 879,860 | † 570 | 978,251 |
| Sailing do. do. .. .. | 15 | 14,495 | ‡ 11 | 13,764 |
| Do. native craft .. .. | 85 | 9,860 | 84 | 10,597 |
| Men of war, Government ships and hired transports .. .. .. | 12 | 17,599 | 16 | 18,925 |
| | 630 | 921,814 | 681 | 1,021,537 |

† Including 27 French.
Do. 5 German.
Do. 24 Austrian.
‡ 6 Sailing vessels amounting to 7,806 tons called for orders only.

Increase, number of vessels 51, and of tonnage, 99,723 tons.

The whole of the steam vessels with the exception of 12 entered the artificial harbour.

2. The number of vessels which left the port during the year was—

| | No. | Tonnage. |
|---|---|---|
| Steam ships .. .. .. .. .. .. | 583 | 990,901 |
| Sailing do. .. .. .. .. .. .. | 11 | 13,764 |
| Do. native craft .. .. .. .. .. | 80 | 10,105 |

3. The revenue from the various sources during the year amounted to Rs. 1,47,007 against Rs. 1,48,024 for the year 1888-89, and was as stated below:—

| | Rs. |
|---|---|
| Port dues .. .. .. .. .. .. .. .. | 1,08,644 |
| Salvage .. .. .. .. .. .. .. .. | 373 |
| Divers' services .. .. .. .. .. .. .. | 983 |
| Hire of port raft and port boat .. .. .. .. .. .. | 1,219 |
| Boat licenses from 1st September .. .. .. .. .. .. | 345 |
| Shipping office fees .. .. .. .. .. .. .. | 618 |
| Office fees for overtime from 1st September .. .. .. | 588 |
| Sale of old masulah boat .. .. .. .. .. .. | 150 |
| | 1,12,920 |
| Pilotage and boat charges connected .. .. .. .. | 34,087 |
| Total .. | 1,47,007 |

4. *Artificial Harbour.*—The improvement in the smoothness of the water inside the harbour by the extension of the walls and the absence of cyclones during the year has permitted shipping operations to be carried on during the whole of the year with the exception of one day, and work could have been carried on on that day had the vessels which left the harbour the night before returned the following morning as they intended.

No gale or cyclone having been experienced during the year, there has been no opportunity of judging the effect of the extension of the walls during bad weather.

5. Outside the harbour to the north, a good deal of erosion has taken place, and to the south the sand has extended about 120 feet close to the breakwater.

6. *Weather.*—The warning signals have been hoisted on four occasions, 17th November, 20th December and 23rd and 24th December 1889, when a good deal of sea was felt inside the harbour but no gale or cyclone.

7. *Accidents and Casualties.*—The S.S. *Malda* parted the port cable on 3rd May and proceeded out of the harbour to get another anchor ready for use and returned inside, the anchor and cable were recovered by the port diver on the 4th.

The S.S. *Inchula* on 22nd May, while mooring during a squall, parted the stern hauling line before the vessel's stern had been hauled close up to the buoy and swung round to the wind, clear of the vessel lying in the next berth.

The French S.S. *Tibre* on the 13th June parted the port cable while mooring, but a buoy being available the vessel was brought to it and moored; the anchor and cable were recovered next day by the port diver.

The French S.S. *Bleville* arrived in the Roads on 26th June disabled, in tow of S.S. *Chindwara*, having been on shore at Covelong and lost rudder and damaged propellor; this vessel was brought inside by means of warps and the assistance of her engines, and moored and then discharged cargo and was fitted with temporary rudder to enable her to proceed to Calcutta to dock, escorted by the steam tug *Retriever* which had arrived for the purpose. No inquiry was held into the cause of the stranding.

The S.S. *Clan Matheson* on the 16th of March 1890 lost part of an anchor to which she had been riding outside the harbour.

Two other cases of vessels parting their stern lines happened, in one case through the bad condition of the lines; in neither case was any damage done.

Two lighters and two masulah boats were sunk while receiving cargo alongside vessels, and were recovered with their cargoes by the port diver.

One lighter was sunk alongside the iron pier and was recovered with its cargo by the port diver.

One lighter and one masulah boat were capsized alongside vessels, twenty-eight masulah boats were damaged and rendered for the time unserviceable by the surf at the beach and pier chiefly while discharging cargoes of iron, five were damaged and rendered unserviceable while alongside vessels.

Loss of life occurred on one occasion through the capsizing of a masulah boat (No. 86) on the 6th August 1889 at the beach outside harbour on the south side while engaged landing kerosene oil from S.S. *Cyphreenes* when two of the crew were lost.



A boatman was drowned on 12th September 1889 alongside S.S. *New Guinea* having fallen from that vessel's upper deck and struck against the gunwale of a boat lying alongside the vessel.

One of the harbour masters on the 23rd April 1889 was injured by falling on the gangway when boarding the French S.S. *Tibre* inside the harbour, and was unable to carry on his duties for one month and three days.

A batta lascar was injured on board the S.S. *Malda* on the 3rd August and died in hospital two days afterwards.

8. *Mooring.*—Additions and alterations have been made in the positions of the moorings in the harbour, four of the five buoys of the inshore moorings have been brought nearer to the shore which the smoother water of the harbour permitted, and this arrangement gave space for two berths along the breakwaters on either side, and buoys and moorings were laid down, the anchors ranging from 43 cwt. to 73 cwt. were procured from the Indian Marine dockyard, Bombay, at a cost of Rs. 7,620, and the chains and buoys from the Harbour Works stores.

The work of laying the additional moorings was carried out by the permanent establishment assisted by hired labor and was completed on the 6th March 1890.

The usual six monthly overhauling and painting was carried out, and there was found to be very little wear on the chains as compared with former years consequent on the smoother water in which the moorings now lie.

One anchor of 15 cwt. and 30 fms. of $1\frac{1}{4}$ ins. chain was lost from the northern buoy off Cassimode in September 1889, and the port diver has been unable to recover after several searches.

Several of the anchors of the moorings are too light and invariably drag when a large vessel is moored to them during strong winds.

9. *Boats.*—The harbour master's port and preventive service boats and catamarans have carried out the duties assigned to them; the reserve boat on the harbour master's establishment will require to be replaced next year, being worn out, the complement of men for the harbour master's boats is scarcely sufficient, and when any of the men are sick or absent from other causes, the boats are short-handed.

A second-hand gig was procured for the port from Calcutta in October 1889, but was unfortunately lost on the morning of the 23rd December by being driven under the iron pier by the surf.

A new catamaran was also purchased for the use of the harbour masters.

A second-hand lighter was purchased for the use of the port diver, also a second-hand jolly boat, the former from the Superintendent of Pearl Fisheries, Tuticorin, at cost of Rs. 450, the latter from the Harbour Works at a cost of Rs. 200.

One masulah boat was sold, there being no further use for it.

10. *Port Rafts.* — The port rafts have been in use 15 times and earned Rs. 914-7-7 in addition to the work of laying and overhauling the moorings and buoys. Thirty-nine old logs were condemned, and 25 new logs were purchased to replace them at a cost of Rs. 1,000.

11. *Cargo Boats.*—The daily average number of cargo boats employed was 50 masulah boats and 20 lighters out of a total of 97 masulah boats and 75 lighters on the register. Masulah boats averaged $2\frac{1}{4}$ trips and lighters $\frac{1}{2}$ a trip per diem. Seven new lighters have been added to the register and 10 old ones removed.

12. *Time Signal.*—The time signal has failed 36 times during the year, which cannot be considered a satisfactory state of things, the Government Astronomer is advised of every failure when it occurs. An additional temporary signalman was appointed on the 10th August 1889, bringing the establishment up to three.

13. *Leading and Buoy Lights.*—The leading and buoy lights have been maintained at a cost of Rs. 380 including the fitting up of store-room and have answered the purpose for which they were erected, the buoy lights are only used when vessels leave the harbour at night; the leading lights are lit every night.

14. *Life Saving Apparatus.*—In accordance with G.O., Marine, No. 135, of 4th April 1887, the life saving rocket apparatus was got into working order, and has

been exercised monthly by the boatmen of the harbour master's boats under Harbour Master Taylor to whom credit is due for the trouble he has taken to bring it into a state of efficiency.

15. *Harbour Masters.*—On the 23rd of April 1889 Harbour Master Taylor met with a serious accident while boarding the French S.S. *Tibre* which kept him in hospital for 33 days, during which time the services of another harbour master had to be obtained, the senior harbour master being then on leave in England, only one consequently remained available for duty; it however fortunately happened that Mr. J. J. Morris, Port officer of Gopálpur, had just arrived from England and was permitted by the Presidency Port officer to carry on the duties of harbour master until Mr. Taylor recovered and resumed his duties on the 27th of May.

Senior Harbour Master N. Corfield returned to duty from privilege leave granted him in March on 3rd July.

One thousand one hundred and seventy-seven vessels have been boarded, berthed and taken to sea to and from the artificial harbour, a considerable number of them being taken to sea at night by the harbour masters.

No accident has occurred to any vessel while under charge of the harbour masters, and reflects much credit on those officers considering the small and frequently crowded area in which they have to handle vessels of a large size.

16. *Port Diver.*—The services of the port diver have been constantly applied for to recover cargo lost overboard alongside of vessels and from boats sunk and capsized. He has been successful in recovering nearly the whole of the lost cargo in addition to other salved property, of which no notice of its loss had been received, and which included an anchor and 60 fathoms of cable which from its make, which is not usual now, must have lain many years at the bottom. The approximate value of the property recovered is Rs. 5,000.

The second-hand lighter purchased for the use of the diver has been found a much more convenient boat to work from than the masulah boat formerly used.

17. The Deputy Conservator Captain H. B. Simpson proceeded on 30 days' privilege leave on the 8th of April 1889, Mr. H. D. Baddeley, Agent for Government Consignments, acted in his absence.

### Shipping Office.

18. The number of seamen shipped and discharged has shown a slight increase compared with the preceding year, and stands as follows:—

| | No. |
|---|---|
| European seamen shipped | 23 |
| Do. discharged | 31 |
| Do. sent to hospital | 10 |
| Do. do. jail | 4 |
| Do. do. home distressed | 8 |
| Native seamen shipped | 286 |
| Do. discharged | 313 |
| Do. sent to hospital | 3 |
| Do. do. jail | 1 |

The fees collected amounted to Rs. 618. The usual periodical returns to the Board of Trade and Government have been furnished as they fell due.

Madras,
1*st July* 1890.

(Signed) H. B. SIMPSON, Captain, I.M.,
*Deputy Port Conservator.*

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Administration Report of the Agent for Government Consignments, Madras, for the official year 1889-90.

The details of stores shipped and landed are shown in the enclosed statements.

2. The following changes in the establishment occurred during the year.

In G.O., No. 343, dated 5th August 1889, sanction was accorded to the entertainment of an Office Manager on Rs. 75 per mensem.



On the 19th February T. Cundasawmy Mudaliar, 1st clerk, died, and T. Cundasawmy Mudaliar, a clerk in the office of the Commissioner of Salt, Abkári and Separate Revenue, was appointed in his place, there being no passed candidate in this office.

3. The system of landing and removing stores by contract has been continued and proves satisfactory, notwithstanding that a higher rate for landing general cargo had to be accepted in consequence of the necessity for arranging for the landing of stores by night as well as by day.

4. During the year 14,398 tons of stores were landed, made up of 93,246 packages at a cost of Rs. 15,590, which amount also includes cost of bags and extra labor in landing 500 tons of coal.

5. To land these stores, boats equivalent to 7,824 lighter trips at Rs. 1-4-0 per trip and 1,916 masulah boat trips at Rs. 1-8-0 per trip were employed, and under the old system of landing stores the cost would have been—

| | Rs. |
|---|---|
| 7,824 trips at Rs. 1-4-0 | 9,780 |
| 1,916 „ „ 1-8-0 | 2,874 |
| Cost of establishment specially entertained for landing work | 5,004 |
| Total | 17,658 |
| or Rs. 1-3-2 per ton. | |

The average tonnage of a lighter is nearly 12 tons equal to $5\frac{3}{4}$ trips by masulah boat.

6. The rate under the contract system is—

| | Rs. |
|---|---|
| Landing charges | 15,590 |
| Deduct special charges for coal bags, &c. | 250 |
| | 15,340 |
| Add salary of Manager for six months at Rs. 75 | 450 |
| Total | 15,790 |
| or Rs. 1-1-5. | |

7. The saving under the new system amounts to Rs. 1,864.

8. Had the rates for landing general cargo been as favorable as under the former contract an additional Rs. 650 would have been saved, making the total saving Rs. 2,514.

9. Two thousand five hundred and nine tons of stores were shipped, made up of 56,681 packages at an average cost of As. 13-3 per ton exclusive of cost of establishment. The majority of these packages were shipped from the beach, and in many cases boats were engaged for only a few packages; in some instances a boat had to be engaged for one package only; hence the boat-hire for shipping cannot be kept to the exact proportion which appears to be required by the tonnage.

10. With the addition of the salaries of that portion of the establishment whose duties are almost exclusively connected with shipping operations, the average cost of shipment is about Rs. 1-1-0 per ton.

11. To ship by contract would cost more, and there are disadvantages connected with such an arrangement which would only be compensated for by effecting an appreciable saving.

12. The total value of stores short-delivered and lost during the year was Rs. 2,889, of which amount Rs. 1,971 were recovered from the landing contractor and agents of vessels, the balance Rs. 918 was debited to Government. Of this amount, Rs. 799 were on account of coal short-landed, the remaining Rs. 119 being on account of stores lost by accident of the sea and found damaged. A further sum of Rs. 434 recovered from the agents of a vessel still remains in dispute as they plead "an accident of the sea." The amount recovered from the contractor was under Rs. 20, which shows that the performance of his contract has been satisfactory.

## APPENDIX I.

Statement showing the quantities of stores shipped during past three official years.

| General description. | 1889-90. Packages. | 1889-90. Tons. | 1888-89. Tons. | 1887-88. Tons. | Remarks. |
|---|---|---|---|---|---|
| Civil Stores— | | | | | |
| Stamps | 174 | 57 | 18 | 19 | |
| Stationery | 543 | 86½ | 155 | 184 | |
| Forest | 49 | 4¼ | 1 | 2 | |
| Police | 853 | 73 | 46 | 46 | |
| Printing | 610 | 53 | 42 | 27 | |
| Jails | 84 | 7 | 8 | 4 | |
| Salt | 488 | 60 | 49 | 17 | |
| Telegraph | 1,187 | 86 | 18 | 218 | |
| Post office | *Nil.* | *Nil.* | *Nil.* | *Nil.* | |
| Treasury— | | | | | |
| Boxes, copper | 256 | 16 | No. 136 | No. 216 | |
| ,, silver | 181 | .. | ,, 119 | ,, 303 | |
| Paper currency | 4 | .. | ,, 5 | ,, 4 | |
| Military— | | | | | |
| Clothing | 1,017 | 152 | 114 | 155 | |
| Ordnance | 25,041 | 888 | 471 | 584 | Increase due to large quantity of old shot and shells sent to Calcutta. |
| Commissariat | 5,248 | 486 | 655 | 787 | Increase due to Ganjam famine. |
| Medical | 1,900 | 285 | 153 | 286 | |
| Marine— | | | | | |
| Port Stores | 299 | 21 | 79 | 44 | |
| Harbour Works | *Nil.* | *Nil.* | *Nil.* | *Nil.* | |
| Public Works Department | 18,434 | 195 | 53 | 148 | Do. do. |
| State Railways | *Nil.* | *Nil.* | 132 | 18 | |
| Miscellaneous | 312 | 39½ | 64 | 54 | |
| Secretariat | 1 | ¼ | *Nil.* | *Nil.* | |
| Government Gardens | *Nil.* | *Nil.* | *Nil.* | *Nil.* | |
| Total .. | 56,681 | 2,509½ | 2,058 | 2,593 | |

## APPENDIX II.

Statement showing the quantities of stores landed during past three official years.

| General description. | 1889-90. Packages. | 1889-90. Tons. | 1888-89. Tons. | 1887-88. Tons. | Remarks. |
|---|---|---|---|---|---|
| Civil Stores— | | | | | |
| Stamps | 1,499 | 193½ | 182 | 158 | |
| Stationery | 742 | 200½ | 316 | 430 | |
| Forest | 193 | 8 | 428 | 27 | |
| Police | 135 | 17 | 16 | 13 | |
| Printing | 32 | 8½ | 12 | 24 | |
| Jails | 9 | 2½ | 1 | *Nil.* | |
| Salt | 115 | 15½ | 13 | 15 | |
| Telegraph | 16,415 | 533 | 306 | 1,250 | |
| Post office | 1,858 | 166 | 109 | 99 | |
| Treasury— | Boxes. | | Boxes. | Boxes. | |
| Boxes, copper | 1,112 | .. | 355 | 352 | |
| ,, silver | 1,379 | .. | 1,270 | 2,495 | |
| Paper Currency | 22 | .. | No. 4. | No. 1. | |
| Military— | | 3½ | | | |
| Clothing | 2,747 | 569½ | 404 | 375 | Amalgamation of Bombay and Madras Departments. |
| Ordnance | 14,272 | 2,502 | 731 | 847 | Increase due to large imports of coal. |
| Commissariat | 1,778 | 270 | 261 | 348 | |
| Medical | 1,765 | 484 | 387 | 560 | |
| Marine— | | | | | |
| Port Stores | 183 | 31 | 11 | 29 | |
| Harbour Works | 41,230 | 8,364 | 6,882 | 2,236 | Larger quantities of cement imported. |
| Public Works Department | 7,435 | 985 | 434 | 330 | Increase due to new High Court buildings. |
| State Railways | *Nil.* | *Nil.* | 164 | 7,816 | |
| Miscellaneous | 214 | 34 | 337 | 71 | |
| Secretariat | 84 | 7 | 10 | 9 | |
| Government Gardens | 27 | 3¾ | 20 | 2 | |
| Total .. | 93,246 | 14,398¼ | 11,024 | 14,639 | |



Extract from the Administration Report of the Port Department for 1889-90.

"Under the heading "Interest" no charge has appeared as Ganjam and Godávari had no interest to pay inasmuch as the Madras balance has not been diverted to these districts as a loan to cover their deficits as arranged by Government in their Order, No. 85, Marine, dated 5th March 1890."

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No. 179.

Copy of the foregoing extract is forwarded to the Accountant-General for very early remarks with reference to paragraph 18 of the order quoted. It will be seen that the Government was under the impression that the required diversion of funds from Madras to Ganjam had already been made. A very early reply is requested.

(Signed) J. F. PRICE,
*Chief Secretary.*

Fort St. George,
29*th October* 1890.

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From T. W. RAWLINS, Esq., Accountant-General, to the Chief Secretary to Government, dated Fort St. George, 11th November 1890, No. 3620.

With reference to your memorandum, No. 179, dated the 29th October 1890, I have the honor to inform you that, as already explained by Government in paragraph 18 of G.O., Marine, No. 85, of 5th March 1890, the debit balance represents a loan already raised and the interest thereon should be added to the liabilities of the district. There is no necessity for any diversion of funds to cover the deficit, and if the Presidency Port Officer means by the term an actual debit to one district and credit to another of surplus and deficit balances, such a diversion would simply exaggerate both sides of the Port Fund account. So far as this office is concerned, such transfer should be advised to it only as *plus* and *minus* entries such as those alluded to in G.O., Marine, No. 28, dated 30th January 1890.

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Order—dated 31st December 1890, No. 471, Marine.

With his letter No. 1005—497-G, dated 14th October 1890, the Presidency Port Officer submits the administration report of the Madras Port Department for the year 1889-90, in which are embodied the reports of the Deputy Conservator* of the Port of Madras and the Agent for Government Consignments for the same period.

* In accordance with G.O., No. 250, dated 5th July 1890.

2. Several changes were made in the official staff during the year and the department sustained a loss by the death of Mr. Morris, the Port officer at Mangalore.

3. During the year under report the rates of port dues at Madras and the coast ports were reduced from the 1st September 1889, a complete set of rules made under the Native Passenger Ships Act, 1887, was issued for guidance and the Port Rules of Madras and some of the outports were revised.

4. There were 37 shipping casualties against 27 in 1888-89 and 39 in 1887-88. There were none of a very serious nature and only one life was lost. In no case was a formal investigation under section 7 of Act V of 1883 considered necessary.

5. The statement at page 53 of the report, which has been compiled in accordance with the instructions given in paragraph 4 of G.O., No. 85, dated 5th March 1890, shows the number and gross tonnage of the several classes of vessels entering the

ports of the Presidency during the year and the dues paid by them as compared with the two preceding years. The following figures have been abstracted from it:—

| | Number of vessels of all descriptions. | Tonnage. | Dues paid. |
|---|---|---|---|
| | | | Rs. |
| 1887-88 .. .. .. .. | 36,686 | 6,311,713 | 3,40,236 |
| 1888-89 .. .. .. .. | 34,096 | 6,261,537 | 2,83,873 |
| 1889-90 .. .. .. .. | 25,092 | 6,106,869 | 2,71,434 |

The falling off here apparent under the heads of number and tonnage is almost entirely due to the continued decline in the number of native vessels entering the ports of the Presidency which was only 20,579 as against 29,677 in the previous year and 32,408 in 1887-88. This decrease was brought specially to the notice of the Presidency Port Officer in paragraph 6 of G.O., No. 85, dated 5th March 1890, and in his letter, recorded in G.O., No. 249, dated 5th July 1890, he explained that the falling off in the number of native craft was mainly attributable to the facilities afforded by the frequent visits to the more important ports of coasting steamers. This explanation is borne out by the increase in the number * of "coasting steamers and other British vessels." The decrease in dues paid was chiefly owing to the rates having been reduced with effect from the 1st September 1889 as remarked in paragraph 3 *supra*.

| | |
|---|---|
| * 1887-88 .. .. .. .. | 3,592 |
| 1888-89 .. .. .. .. | 3,674 |
| 1889-90 .. .. .. .. | 3,850 |

6. The statement at page 5 of the report shows the value of, and duty on, imports and exports at all ports during the year. The following are the figures for all ports with the exception of Madras for the past two years:—

| Ports. | Tons. | Value of | | | Duty on | | |
|---|---|---|---|---|---|---|---|
| | | Imports. | Exports. | Total. | Imports. | Exports. | Total. |
| | | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. |
| 1888-89 .. .. .. .. | 5,370,553 | 3,99,15,857 | 10,21,17,039 | 14,20,32,896 | 64,299 | 4,60,760 | 5,25,059 |
| 1889-90 .. .. .. .. | 5,116,726 | 4,38,71,873 | 10,71,29,724 | 15,10,01,597 | 56,716 | 4,55,403 | 5,12,119 |

These show that, although in the year under review there was a considerable increase in the value of imports and exports, the duty paid on them was less by Rs. 12,940 than that paid in 1888-89. In that year, however, an advance of Rs. 36,060 over the amount paid in 1887-88 was recorded.

7. The value of the trade of the port of Madras and the duty paid on it during 1889-90 is exhibited below and compared with the figures of the previous year:—

| Port of Madras. | Tons. | Value of | | | Duty on | | |
|---|---|---|---|---|---|---|---|
| | | Imports. | Exports. | Total. | Imports. | Exports. | Total. |
| | | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. |
| 1888-89 .. .. .. | 890,978 | 6,13,58,111 | 4,80,84,853 | 10,94,42,964 | 10,77,889 | 16,056 | 10,87,945 |
| 1889-90 .. .. .. | 990,143 | 6,65,85,549 | 5,40,63,184 | 12,06,48,733 | 10,95,357 | 30,655 | 11,26,012 |

The statement shows that there was an increase under all heads, and, despite the reduction in rates, the amount paid as duty exceeded that for the preceding year by Rs. 38,067.



8. Of the coast ports Tuticorin continued to enjoy the largest trade, the total value of its imports and exports amounting to Rs. 2,58,40,314. The value of the trade during the year of the ports of Cocanada and Tellicherry exceeded 150 lakhs of rupees each and that of Cochin, Calicut, Mangalore and Negapatam was in each case more than 100 lakhs. Taking, however, the amount of duty paid on goods as a standard, the order of the ports named would be considerably altered as shown in the margin, and the port of Mutupet would come second on the list with Rs. 46,736. The fact is explained by the incidence of the export duty on rice.

| | Duty. Rs. |
|---|---|
| Negapatam .. .. .. .. | 1,91,294 |
| Cocanada .. .. .. .. | 33,743 |
| Tuticorin .. .. .. .. | 22,549 |
| Cochin .. .. .. .. | 17,984 |
| Calicut .. .. .. .. | 11,282 |
| Mangalore .. .. .. .. | 8,570 |
| Tellicherry .. .. .. .. | 6,632 |

9. Full details of the passenger traffic at the various ports during the year are given in appendix I to the report. It will be seen from the marginal statement that a large traffic was carried on at Negapatam, Tuticorin, Mangalore and Cocanada.

| | Passengers sailed. | Passengers arrived. |
|---|---|---|
| Negapatam .. .. | 34,440 | 21,140 |
| Tuticorin .. .. | 32,755 | 24,479 |
| Mangalore .. .. | 11,002 | 8,508 |
| Cocanada .. .. | 9,213 | 10,189 |

10. The following statement shows the number of vessels that have been registered under Act X of 1841 during the past three years:—

| Years. | Number of vessels. | Tons. | Fees. |
|---|---|---|---|
| | | | Rs. |
| 1887-88 .. .. .. .. .. .. | 70 | 6,209 | 871 |
| 1888-89 .. .. .. .. .. .. | 111 | 6,554 | 1,027 |
| 1889-90 .. .. .. .. .. .. | 113 | 10,983 | 1,527 |

There was a satisfactory increase under all heads during 1889-90.

11. Turning to a consideration of the portion of the report relating to accounts, it is observed that the instructions as to the form in which the annual statements of Port Fund accounts should be prepared, given in paragraph 17 of G.O., No. 85, dated 5th March 1890, appear to have received careful attention, and that the statements now before Government contain full and accurate information under all the necessary heads and form a useful and simple record of the financial operations of the various Port Funds.

12. The Presidency Port Officer remarks at pages 7 and 8 of the report on the receipts and charges of the different Port Funds taken as a whole. He points out that there was an increase in coasting steamers' dues in all districts, except Madras, Nellore and Malabar. Under "Other Port Dues" there was a decrease of Rs. 12,814, distributed among all the districts, except in Ganjam, Madura, and Tinnevelly, and due chiefly to the reduction in port dues from the 1st September 1889. Under "General Receipts" there was a great falling off,* but under "Other Receipts" a large increase,† due principally to a contribution from Provincial Funds of Rs. 72,484.

* Rs. 275 against Rs. 13,430 in 1888-89.
† Rs. 1,25,884 against Rs. 58,197 in 1888-89.

With reference to his observations regarding "interest," the attention of the Presidency Port Officer will be drawn to letter No. 3620, dated 11th November 1890, from the Accountant-General (recorded above). The necessary corrections in the balances reported have been carried out in the subsequent paragraphs dealing with the various District Port Funds.

13. The general administrative charges of the year against Port Funds amounted to Rs. 56,867 against Rs. 53,436 in 1888-89. The cause of excess is explained in the report. The lighthouse charges were less ‡ than those of the previous year

| | Rs. |
|---|---|
| ‡ 1888-89 .. .. .. .. | 43,513 |
| 1889-90 .. .. .. .. | 41,081 |

by Rs. 2,432. A sum of Rs. 2,75,000 transferred from the balance at credit of Madras to the Harbour Trust has been included in the other charges. Excluding it, the figures for 1888-89 and 1889-90 are Rs. 2,28,489 and Rs. 1,77,870, respectively.

14. The Government now proceeds to pass orders on the various Port Funds district by district:—

*Ganjam.*—According to the accounts submitted, this fund started the year with a debit balance of Rs. 1,89,395; it had receipts amounting to Rs. 12,360 and it met charges aggregating Rs. 16,667. It therefore closed the year with a debit of Rs. 1,93,702. But, treating the accounts in the manner suggested in the Accountant-General's letter referred to in paragraph 12 *supra*, they would be as under:—

| | | |
|---|---|---|
| | Rs. | 1,89,395 |
| | „ | 16,667 |
| | „ | 2,06,062 |
| | „ | 12,360 |
| | „ | 1,93,702 |

| | Rs. |
|---|---|
| Ordinary charges in 1889-90 .. .. .. .. .. .. | 16,667 |
| Interest on the debt to the Madras Fund, 4 per cent. on Rs. 1,89,395 .. .. .. .. .. .. .. .. | 7,576 |
| | 24,243 |
| Receipts in 1889-90 .. .. .. .. .. .. .. | 12,360 |
| Debit balance .. | 11,883 |

It will be seen from paragraph 18—*Ganjam*—of G.O., No. 85, dated 5th March 1890, that it was anticipated by Government that the Ganjam Fund would have a debit balance of Rs. 1,225 although the Presidency Port Officer estimated that there would be a small surplus. Instead of this, the deficit in 1889-90 rose to Rs. 4,307.* The charges, however, included an extraordinary item of Rs. 1,746 on account of the purchase of a crane. In paragraph 18 of the Order quoted above, the Government decided that, in order to keep the Ganjam Fund from deficit, a provincial contribution, to be treated as an advance, should be assigned to it each year. Accordingly His Excellency the Governor in Council is pleased to direct that the debit balanee on the 31st March 1890, as shown above, viz., Rs. 11,883, be met by a contribution of that amount from Provincial Funds.

| | Rs. |
|---|---|
| * Charges .. .. .. .. | 16,667 |
| Receipts .. .. .. .. | 12,360 |
| | 4,307 |

The Presidency Port Officer will, in communication with the Accountant-General, amend the accounts in accordance with the instructions given above.

*Vizagapatam.*—The estimates formed in G.O., No. 85, dated 5th March 1890, of the annual credit or debit balances of certain of the Port Funds cannot be compared with the actual results of the year under review in consequence of the absence of a credit on account of interest on the amounts ordered to be invested in G.O., No. 171, Marine, dated 24th April 1889 (paragraph 12). The Government at the time remarked that the investments could not be made until the next official year, but the Accountant-General will be asked to state the circumstances under which they were delayed until July 1890. The Vizagapatam Fund had a debit balance on the year's transactions of Rs. 2,554, a sum well within the interest on its savings of Rs. 90,000. The accounts for the year consequently closed with a credit balance of Rs. 88,166. The Government trusts that—with the addition of the interest the fund will receive in 1890-91—it will at the end of the year be in a position to obviate the necessity for selling out any part of its investment. It may be here remarked that the subject of the introduction of Act III of 1885 at the port of Vizagapatam is at present engaging the attention of Government.



*Godávari.*—The ordinary receipts and charges during the year were Rs. 22,193 and Rs. 25,174, respectively. The debit of Rs. 63,076 on the 31st March 1888 has been met by a Provincial grant credited in 1889-90. The debit of Rs. 6,125 of the year 1888-89 still appears, but this should be rectified in accordance with the Accountant-General's letter of the 11th November 1890. The accounts of the fund for 1889-90 will then be as under, and the figures shown should be adopted:—

| | Rs. |
|---|---|
| *Charges*— | |
| Debit on 31st March 1888 .. .. .. .. .. .. | 63,076 |
| Ordinary charges in 1889-90 .. .. .. .. .. .. | 25,174 |
| Interest on Rs. 6,125 payable to Madras Fund .. .. .. | 245 |
| Total .. | 88,495 |

| | Rs. | Rs. |
|---|---|---|
| *Receipts*— | | |
| Provincial grant .. .. .. .. .. .. | 63,076 | |
| Ordinary receipts in 1889-90 .. .. .. .. .. | 22,193 | |
| | | 85,269 |
| Debit balance on 31st March 1890 .. .. .. .. .. | | 3,226 |

In G.O., dated 5th March 1890, No. 85, it was anticipated that the Godávari Fund would have a credit balance of a little more than the sum which, as shown above, represents the fund's deficit on 31st March 1890. The charges of the year, however, include the large item of Rs. 4,649 on account of dredge expenses. Charges of this nature will, however, not find a place in the Port Fund accounts in future, as they will be met from receipts under Act III of 1885, which is now in active operation at Cocanada under the superintendence of a Conservancy Board recently constituted by Government for the ports of the Godávari district. If there is any balance to credit of the Groynes fund this amount, Rs. 4,649, should be written back for 1889-90.

*Kistna.*—This fund had a deficit of Rs. 1,187 on the year's transactions, which added to the debit balance at the end of 1888-89, left the fund in debt to the extent of Rs. 5,021. The deficit of 1887-88 was cleared off by a Provincial contribution of Rs. 718 made under the orders marginally noted, which was brought to credit in 1889-90. It is not advisable to permit the debit balance to increase year by year, and as the Madras Port Fund has an unnecessarily large credit balance, the principle enunciated in paragraph 5 of G.O., dated 24th April 1889, No. 171, will be followed and a sum of Rs. 5,000 will be credited to the Kistna, and debited to the Madras Port funds respectively. The latter will receive from the former interest at 4 per cent. per annum on the amount until repaid, and the necessary adjustment should—in due course—be made in the accounts for 1890-91.

G.O., No. 171, Marine, dated 24th April 1889, paragraph 9.
G.O., No. 292, Financial, dated 15th May 1889.

*Nellore*, *Chingleput* and *South Arcot* had each a surplus at the end of the year, and their accounts closed with credit balances of Rs. 7,044, 5,441, and 28,717, respectively.

*Tanjore.*—At the close of 1887-88 this fund had a debit of Rs. 8,690, and a Provincial contribution* of a similar amount was made and brought to credit during the year under review. In 1888-89 the fund again got on the wrong side of the account to the extent of Rs. 22,595, chiefly in consequence of unusual, but necessary, public works expenditure.

* G.O., No. 171, Marine, dated 24th April 1889, paragraph 9.
G.O., No. 292, Financial, dated 15th May 1889.

It therefore started the new year with a debit balance of Rs. 31,285, and although the Provincial contribution of Rs. 8,690 was treated as a receipt of the year, there was a deficit on the year's transactions of Rs. 2,276. * So that on the 31st March 1890 the total liabilities amounted to Rs. 33,561. This amount is largely due to the expenditure incurred during the last two years on public works at the ports of the district:—

| | Rs. |
|---|---|
| * Charges | 36,518 |
| Receipts | 34,242 |
| | 2,276 |

| | Rs. |
|---|---|
| In 1888-89 | 14,624 |
| In 1889-90 | 13,053 |
| Total | 27,677 |

A sum of Rs. 30,000 will be lent from the Madras fund, and interest at 4 per cent. per annum must be paid by the Tanjore fund until it is in a position to liquidate its debt. The necessary adjustments should be made in the accounts for 1890-91.

*Madura.*—This fund had a deficit on the year's working of Rs. 5,798, but as it started the year with Rs. 19,657 at credit, it was still Rs. 13,860 to the good on the 31st March 1890. In accordance with paragraph 18—*Madura*—of G.O., No. 85, dated 5th March 1890, a sum of Rs. 5,798 will be transferred to the District fund from the surplus at credit of the Pámban Pilotage fund to bring the receipts and charges of the year into equilibrium. The necessary deduction from the latter has been made in paragraph 17 *infra*.

*Tinnevelly* added to its already large surplus under Port funds a sum of Rs. 6,225, its receipts and charges having been Rs. 22,446 and Rs. 16,221, respectively. On the 31st March 1890 the fund had at credit a sum of Rs. 1,29,607.

*Malabar* had less receipts and larger charges than in the previous year, but still had in hand at the end of the year a sum of Rs. 16,444, which brought its credit balance up to the large sum of Rs. 1,66,915. It appears, however, that this fund has not yet been debited with the amount—Rs. 12,516—ordered to be transferred from it to the Cochin Pilotage fund in paragraph 18—*Malabar*—of G.O., dated 5th March 1890, No. 85. This will now be done and the credit balance on the 31st March 1890 reduced to Rs. 1,54,399.

*South Canara.*—The receipts and charges were both larger than in 1888-89, but the fund had a surplus at the end of the year of Rs. 2,802, which increased its balance at credit to Rs. 31,034.

*Madras.*—The receipts (Rs. 1,17,884) were less and the charges (Rs. 3,45,649) higher than 1888-89. The latter figure, however, includes a sum of Rs. 2,75,000, which was placed at the disposal of the Harbour Trust Board in accordance with paragraph 12 of G.O., No. 171, dated 24th April 1889. The ordinary charges were therefore Rs. 70,649 or Rs. 47,235 less than the receipts. The Madras fund commenced the year with a sum of Rs. 7,23,393, and as its total charges during the year exceeded its receipts by Rs. 2,27,765, it finished the year with a credit balance of Rs. 4,95,628. But the advances † made to the Ganjam and Godávari Port funds, amounting to Rs. 1,95,520, must be deducted from this and credit taken for interest on it. The accounts would then stand as under:—

| | Rs. |
|---|---|
| † Ganjam | 1,89,395 |
| Godávari | 6,125 |
| Total | 1,95,520 |



| *Receipts*— | Rs. | Rs. |
|---|---|---|
| In hand on 31st March 1889 | | 7,23,393 |
| Receipts during 1889-90 | | 1,17,884 |
| Interest at 4 per cent. on Rs. 1,89,395 lent to the Ganjam fund | | 7,576 |
| Do. do. „ 6,125 lent to the Godávari fund | | 245 |
| | | 8,49,098 |
| *Charges*— | | |
| Transferred to Harbour Trust Board | 2,75,000 | |
| Lent to Ganjam | 1,89,395 | |
| Transferred to Madras Pilotage Fund in accordance with paragraph 12 of G.O., No. 171, dated 24th April 1889 (*vide* paragraph 17 *infra*) | 71,708 | |
| Ordinary charges in 1889-90 | 70,649 | |
| Lent to Godávari | 6,125 | |
| | | 6,12,877 |
| | | 2,36,221 |

The actual balance at the credit of the Madras Port fund on the 31st March 1890 was therefore Rs. 2,36,221, which will suffer further reduction by the sum of Rs. 35,000 to be lent to the Kistna and Tanjore funds under the orders passed above.

15. In accordance with the figures given in the foregoing paragraph, the following is a correct statement of the sums standing at the credit or debit of the various Port funds on the 31st March 1890:—

| | | Rs. | Rs. |
|---|---|---|---|
| Ganjam | — | 11,883 | |
| Vizagapatam | + | 88,166 | |
| Godávari | — | 3,226 | |
| Kistna | — | 5,021 | |
| Nellore | + | 7,014 | |
| Chingleput | + | 5,441 | |
| South Arcot | + | 28,717 | |
| Tanjore | — | 33,561 | |
| Madura | + | 19,657 | |
| Tinnevelly | + | 1,29,607 | |
| Total for Eastern Group | | | + 2,24,941 |
| Malabar | + | 1,54,399 | |
| South Canara | + | 31,034 | |
| Total for Western Group | | | + 1,85,433 |
| Madras | | | + 2,36,221 |
| Grand Total | | | 6,46,595 |

16. Act III of 1883 was in force throughout the year at Cocanada, and the dues levied under it amounted to Rs. 14,870, which, added to the balance in hand at the end of 1888-89, gave a total of Rs. 27,481. The charges aggregated Rs. 22,210, including Rs. 13,896 on account of the new dredger, so that the year under review closed with a credit balance of Rs. 5,272. The receipts under Act III of 1885 at the port of Negapatam were Rs. 10,208 and the charges only Rs. 1,172, leaving in hand Rs. 9,036.

17. Three Pilotage Funds were in existence during the year.

*Madras.*—The balance at the credit of the fund at the end of the year as reported by the Presidency Port Officer should be increased by the sum of Rs. 71,708 ordered to be placed at the disposal of the Harbour Trust Board in paragraph 12 of G.O., No. 171, dated 24th April 1889. The accounts will then stand as under. The necessary deduction from the amount at credit of the Madras Port Fund has been made in paragraph 14 *supra*:—

| | | Rs. |
|---|---|---|
| *Receipts*— | | |
| Amount received from the Madras Port Fund in accordance with para. 12 of G.O., No. 171, dated 24th April 1889 | .. .. | 71,708 |
| Surplus in 1888-89 | .. .. | 11,587 |
| Receipts in 1889-90 | .. .. | 30,670 |
| | Total .. | 1,13,965 |
| *Charges*— | | |
| Charges in 1889-90 | .. .. | 20,715 |
| Balance in hand on 31st March 1890 | .. | 93,250 |

*Pámban.*—This fund started the year with Rs. 10,312 in hand; its receipts were Rs. 13,499 and its charges Rs. 1,117; so that it closed the year with a credit balance of Rs. 22,693. From this must be deducted * Rs. 5,798 ordered to be transferred to the Madura Port Fund in paragraph 14 *supra*.

| Rs. |
|---|
| * 22,693 |
| 5,798 |
| 16,895 |

*Cochin.*—This is a new fund ordered to be formed in paragraph 18—*Malabar*—of G.O., dated 5th March 1890, No. 85. It was directed that the receipts and charges on account of pilotage at Cochin should be separated from the Malabar accounts and credited to the new fund. No actual transfer of funds was necessary, but merely an adjustment of accounts. The required deduction from the Malabar Port Fund has been made in paragraph 15 *supra*, and the accounts of the Cochin Pilotage Fund for 1889-90 will, therefore, be as under :—

| | | Rs. |
|---|---|---|
| *Receipts*— | | |
| Amount received from the Malabar Port Fund in accordance with para. 18 of G.O., dated 5th March 1890, No. 85 | .. .. | 12,516 |
| Surplus in 1888-89 | .. .. | 1,703 |
| Receipts in 1889-90 | .. .. | 2,522 |
| | Total .. | 16,741 |
| *Charges*— | | |
| Charges in 1889-90 | .. .. | 2,461 |
| Balance in hand on 31st March 1890 | .. | 14,280 |

18. Dredging was carried on at Cocanada throughout the year with the Priestman dredger, and for a portion of the year with the dredger "Connemara." The increase† in the number of tons and cubic yards dredged by the former, and the decrease in the cost per ton, are satisfactory. With respect to Captain Street's report as to the necessity for a dredger at Pámban, it is observed that one has been purchased in England for the work and may be expected in May next.

| | 1887-88. | 1888-89. | 1889-90. |
|---|---|---|---|
| † Tons .. | .. 14,107 | 36,590 | 43,269 |
| Cubic yards | .. 10,450 | 27,104 | 32,051 |
| Cost per ton | .. As. 4-9 | As. 2-3 | As. 1-11 |

G.O. No. 375, dated 30th October 1890.

19. It appears from the report of the Deputy Conservator that 681 vessels, with an aggregate tonnage of 1,021,537, called at the port of Madras during 1889-90. As compared with the figures for 1888-89, there was an increase of 51 vessels and 99,723 tons. The revenue of the port from all sources was Rs. 1,47,007 against Rs. 1,48,024 in the preceding year.

20. The Deputy Conservator's remark in paragraph 8 regarding several of the anchors of the moorings in the artificial harbour being too light will be brought to the notice of the Presidency Port Officer. With reference to paragraph 9, it is observed that an addition of four lascars to the Harbour Masters' establishment was sanctioned in G.O., No. 411, dated 25th November 1890. The remarks in paragraph 12 regarding the failure of the time signal have already been communicated to the Government



Astronomer, in accordance with paragraph 12 of G.O., No. 322, dated 29th August 1890.

21. The Government agrees with Captain Simpson that the fact that no accident occurred during the year to any vessel while under charge of the Harbour Masters reflects much credit on those officers. The Deputy Conservator will report how the property discovered and salved by the Port Diver was disposed of.

22. The report of the Agent for Government Consignments shows that a saving has been effected by the introduction of the contract system for landing and removing Government stores. Stores were, however, shipped departmentally as it was found to be more economical to do so. During the year, 14,398 tons of stores were landed at a cost of Rs. 15,590, and 2,509 tons of stores were shipped at a cost of Rs. 2,666.

23. The Presidency Port Officer will in accordance with G.O., No. 112, Marine, dated 25th March 1890, submit a statement similar to C (at page 54 of these proceedings) but revised in accordance with the orders passed in the foregoing paragraphs, for publication in the Fort St. George and Maritime District Gazettes.

(True Extract.)

J. F. PRICE,
*Chief Secretary.*

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

Exd. P. L. Pereira.

GOVERNMENT OF MADRAS.

# MARINE DEPARTMENT.

Read—the following papers :—

From Captain H. A. STREET, Her Majesty's Indian Marine, Presidency Port Officer, Madras, to the Chief Secretary to Government, dated Madras, 14th October 1890, No. 1005—497-G.

I have the honor to forward herewith the Administration Report of the Madras Port Department for the official year 1889-90 with appendices, also the reports of the Deputy Conservator of the Port and of the Agent for Government Consignments, for the same year.

Enclosures.

Administration Report of the Madras Port Department for the official year 1889-90.

*Official Staff.*—Mr. H. D. Baddeley was confirmed in his appointment as Agent for Government Consignments, *vice* Mr. C. H. Rowland, retired.

Mr. J. J. Morris, Port officer, Vizagapatam, on returning from furlough granted him in the previous year, was transferred to Gopálpur, relieving Mr. M. Woodhouse, who was then appointed Port officer at Vizagapatam.

Mr. G. A. Phipps, Port officer, Tuticorin, having been permitted to retire, the following transfers, &c., were effected among the Coast Port officers, viz., Mr. T. H. Baker, from Cocanada to Tuticorin; Mr. G. W. Wicks, from Negapatam to Cocanada; Mr. J. P. James, from Mangalore to Negapatam; Mr. J. J. Morris, from Gopálpur to Mangalore; Mr. N. A. W. Hamilton, from Pámban to Gopálpur; and Mr. W. S. Carlyon, Reserve Port officer, appointed to Pámban. The appointment of Reserve Port officer was conferred on Mr. J. M. Simpson.

The Port service was deprived this year of the services of an energetic officer, the late Mr. J. J. Morris, Port officer, Mangalore, who died at that port on the 25th January 1890. Mr. J. H. Fletcher, Port officer, Masulipatam, was consequently transferred to Mangalore, and Mr. J. M. Simpson, Reserve Port officer, appointed to Masulipatam.

Mr. H. F. Greatorex, Port Conservator, Calingapatam, having resigned, the appointment was conferred on Mr. L. F. Lisely.

For further details and for particulars of temporary changes in the staff at the coast ports by leave of absence, &c., see Appendix H.

*Act X of* 1889.—Under the provisions of section 37 (1) of the Indian Ports Act X of 1889, the ports situated within the limits of each district were declared as constituting a single port, in view to all monies hitherto credited to the Port Fund accounts of individual ports being treated as a common Port Fund for the whole district, so as to be available for the payment of all expenses incurred for the sake of any of the ports within the district.

Port rules in force at the port of Madras and at the several coast ports were revised, and new rules issued under section 6 and brought into force. An additional rule prohibiting the use of sound signals from vessels within the port of Madras was also issued and brought into force. Another additional rule in respect to the action