(1) பக்கங்களின் எண்ணிக்கை 92-

(2) புதுக்கித் திருப்பிய நாள் 10-90.

(3) ஆதாரங்குறிப்பவர் சுருக்கொப்பம் 100

# தமிழ்நாடு ஆவணக் காப்பகம்.

(84)

தமிழ்நாடு அரசு

P. W. D துறை

அரசாணை எண். — 3421 W — அச்சகம்
மு. கோப்புத் தாள் எண். — பலவகை

நாள் : 18 - 12 - 1891 198 .

மடிக்கவோ கண்டபடி கையாளவோ கூடாது

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GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—the following papers:—

From Captain H. B. SIMPSON, H.M.'s I. M., Officiating Presidency Port Officer, to the Chief Secretary to Government, dated Madras, 15th October 1891, No. 1243—392-G.

I have the honour to forward, herewith, the administration report of the Madras Port Department for the official year 1890–91, with appendices, also the reports of the Deputy Conservator of the Port and of the Agent for Government Consignments, Madras, for the same period.

ADMINISTRATION REPORT OF THE MADRAS PORT DEPARTMENT FOR THE OFFICIAL YEAR 1890-91.

*Official Staff.*—Captain H. A. Street, Her Majesty's Indian Marine, Presidency Port Officer, was on deputation for 3 months and 19 days of the year as a member of the Native Passenger Ships' Commission appointed by the Government of India, and during this time Captain H. B. Simpson, Deputy Conservator of the Port, acted for him. Mr. H. D. Baddeley, Agent for Government Consignments and Personal Assistant to the Presidency Port Officer, was granted privilege leave for one month and seventeen days, during which time the Reserve Port Officer acted for him in addition to his own duties. Mr. C. S. Johnson was appointed Reserve Port Officer, *vice* Mr. J. M. Simpson appointed Port Officer at Masulipatam.

Further details and particulars of temporary changes in the gazetted official staff at the coast ports, by leave of absence, &c., are given in Appendix H.

*Marine Acts.*—The following new Acts were passed in the year, viz., Act V of 1891 (an Act to amend and supplement the Indian Ports Act X of 1889), Act VI of 1891 (an Act to amend the Indian Merchant Shipping Acts, I of 1859, VII of 1880, and V of 1883), and Act VII of 1891 (an Act to amend the Indian Registration Act X of 1841).

*Act X of* 1889.—Under section 5 (1), new limits were fixed for the port of Tellicherry in order to render the port boundary pillars more clearly visible from the anchorage and to bring the mouth of the Anjerakandi River within port limits. New limits were also fixed for the port of Vizagapatam.

Under sections 7 and 36, a Board of Port Conservancy for the Godávari district was constituted and appointed to be Conservators of the several ports in the said district and to keep the accounts of the District Port Fund. This Board consists of the Collector of the district as Chairman, the Chairman of the European Chamber of Commerce as Vice-Chairman, two members of that Chamber elected annually, the Chairman of the Native Chamber of Commerce, and one member of the Native Chamber elected annually. Under this arrangement, the Port Officer at Cocanada and the Conservators of the various ports in Godávari district are executive officers of the Board, and designated "Deputy Conservator of the Port." The powers and duties of the Board and of its executive officers were defined by Government, and the Board placed in administrative subordination to the Presidency Port Officer.

Under section 17 (1), the Civil Medical Subordinate at Pámban was appointed Health Officer of that port.

Under section 7, the Port Officer of Pámban was appointed Conservator of the ports of Mandapam and Rámesvaram, also in the district of Madura, instead of the Sea Customs Superintendent of Pámban, who hitherto exercised this control.

*Madras Act III of* 1885.—This Act was extended to the port of Cocanada, and rules and schedules of fees framed and brought into force there in the year. Its extension to the port of Vizagapatam from 1st April 1891 was also sanctioned in the year under review.

*Act X of* 1887.—The Presidency Port Officer was appointed to be the "intermediate authority," referred to in clause (3), section 15, of the Act.

On the line between Negapatam and the Straits Settlements an additional steamer was employed by a new Company, making in all three steamers working on that line.

The steam communication newly established by the British India Steam Navigation Company between Negapatam and Colombo viâ the Pámban Pass was largely patronized by native passengers.

Under sections 6 and 54, the following ports, viz., Gopálpur, Calingapatam, Bimlipatam, Vizagapatam, Cocanada, Masulipatam, Madras, Cuddalore, Negapatam, Pámban, Tuticorin, Cochin, Calicut, Tellicherry and Mangalore, were reappointed to be ports from which native passenger ships may depart or proceed on voyages, or at which they may discharge passengers, and the Deputy Conservator at Madras and the Port Officers and Conservators of the other ports were reappointed to be the officers who shall exercise at those ports the powers and duties conferred and imposed by sections 7, 8, 17, 19, 22 and 37 of the Act. The following ports, viz., Baruva, Porto Novo, Tranquebar, Toputurai, Mutupet, Adirampatnam, Tirumalaivasal. Kílakarai, Tondi, Devipatam, Koilpatam, Kulasekharapatnam, Cannanore, Baindur, Kundapur, Barkur, Malpé and Mulki, were also similarly reappointed, and the Customs Officers or Port Conservators of the respective ports reappointed to be the officers who shall exercise and perform at those ports the powers and duties conferred and imposed by sections 7, 17, 22 and 37, provided, however, that section 12 shall not apply to these officers, whose power to grant certificates under the Act was limited under section 15 (3) to the grant of supplementary certificates under section 19.

The provision of medical officers on board Native Passenger vessels, rules for the carriage of explosives on board such vessels, and sundry other matters in connection with the working of the Act, formed the subject of an exhaustive inquiry into, and report thereon, to the Government of India by a Special Commission appointed for the purpose, whereof the Presidency Port Officer was a member.

*Acts X of* 1841 *and XI of* 1850.—Ninety Native vessels were registered in the Presidency during the year, and 229 changes of Masters endorsed on registry certificates. The total fees realized for these services and credited to Government amounted to Rs. 1,581-1-0. Detailed particulars will be found in Appendices F and G.

*Act I of* 1859.—The Presidency Port Officer was appointed to be the "intermediate authority" referred to in section 3 of the Act.

Details of shipments and discharges of seamen under this and the other Merchant Shipping Acts will be found in Appendix K.

Rules for the preparation of Shipping Masters' accounts and for the periodical inspection thereof by an officer of the Accounts Department were framed in communication with the Accountant-General and issued to the Shipping Masters at Madras and Coast ports.

*Boat Rules and Boat-hire Rates.*—The schedules of boat-hire rates of the more important ports along the coast (Madras excepted) were revised in communication with the several Collectors of Maritime Districts, and the revised rates, having received the sanction of Government, were brought into force in the year. The rules of 30th September 1867, for the better management and control of licensed boats, catamarans, &c., were under revision at the close of the year.

Information respecting the number of licensed boats at the principal ports of the Presidency will be found in Appendix L. The supply was found equal to the demand at the several ports.



*Port Rules.*—Under section 6 (1) (*e*) of the Indian Ports Act, two rules, in addition to those applicable for all ports framed and issued in the previous year, were brought into force at the port of Cocanada in order to prevent (*a*) the use of naked or unprotected lights on board of vessels lying in the river within port limits, and (*b*) the firing of rocket or other firework from any vessel lying in the river within port limits or from any pier, wharf, or other place in such river or upon any bank thereof within port limits.

*Pilotage.*—Section 31 of the Ports Act was specially extended to the port of Mangalore, and rules relating to the licensing of pilots framed and rates of fees for pilotage fixed. These rules and rates were published for guidance immediately after the close of the year.

The rules relating to the licensing of pilots and to the duties of licensed pilots at the ports of Pámban and Kílakarai were revised, and the rates for services other than pilotage, such as hire of warps and canoes, &c, were amended.

The rates of pilotage fees payable by vessels entering the artificial harbour at the port of Madras were reduced in the year. The financial effect of this arrangement, and details of receipts and charges on account of pilotage at Madras and other ports, are dealt with under the head of Accounts and in Appendix C.

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

*Wrecks and Casualties.*—Under this head there has been an appreciable decrease, the number amounting to Strandings 3 and Founderings 4, or a total of 7, as compared with Strandings 23, Miscellaneous 12, Collision 1, and Foundering 1, or a total of 37, in the previous year. The most important of the seven cases recorded this year was the loss of the Asiatic Steam Navigation Company's Steamer *Nurjahan*, of 1,936 tons burthen, on the Tinnevelly coast, in connection with which a formal investigation under Act V of 1883 was held at Tuticorin, and the 3rd officer of the vessel was found guilty of not keeping a proper look-out and his certificate suspended for three months. On the recommendation of the Court of Inquiry, a 2nd mate's certificate was issued to him for the period of suspension under orders of Government. Further details of the several casualties will be found in Appendix A. There was no loss of life in any instance.

*Life-saving Apparatus.*—Quarterly exercises with the rocket life-saving apparatus were held at Madras, Gopálpur, Vizagapatam and Bimlipatam to the end of the calendar year 1890, and at this period the several Volunteer Companies had proved so far efficient in the working of the apparatus that it was recommended to Government to reduce the number of exercises at each port to one every quarter, and the arrangement was sanctioned.

*Weather and Storm Warning System.*—These call for no special remarks, the weather having been normal throughout the year, thus enabling shipping and landing operations being carried out without interruption at all the ports.

*Meteorological.*—The Meteorological Observatory at the Presidency Port Office, which is under the direct supervision of the Personal Assistant to the Presidency Port Officer, worked satisfactorily. The Meteorological Reporter to the Government of Bengal, in his report for the year under review, has recorded, in connection with this observatory, that, as judged by the accuracy of the observations sent to him, the observer has worked very well throughout the year.

*Marine Manual.*—A complete Manual for the guidance of Port Officers was compiled in the year, but its issue was deferred pending final approval by Government.

*Tidal Observations.*—The Tidal Observatory at Madras was abolished, there being no necessity for further observations at this port so far as the Marine Department was concerned. The results of observations at Cocanada, Tuticorin and Cochin were satisfactory.

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

*Dredging Operations.*—The results of dredging operations at the ports of Cocanada and Cuddalore are contained in Appendices J and J (1). The silting of the Pámban channel in certain places having proved a source of no little inconvenience to vessels passing through the channel, the matter was brought to the notice of Government, and arrangements were completed for obtaining from England a suitable st[illegible] hopper dredger for the purpose of dredging the channel to a sufficient depth.

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

| — | Vessels. | Number. | Tonnage. | Dues. |
|---|---|---|---|---|
| | | | | Rs. |
| Madras .. .. | British { Coasting .. .. .. .. .. | 314 | 448,302 | 28,636 |
| | British { Other than coasting .. .. .. .. | 252 | 485,104 | 64,292 |
| | Foreign .. .. .. .. .. .. | 69 | 86,582 | 8,304 |
| | Native .. .. .. .. .. .. | 86 | 10,980 | 869 |
| | Total .. | 721 | 1,030,968 | 1,02,101 |
| Coast Ports .. | British { Coasting .. .. .. .. .. | 3,640 | 4,500,057 | 1,25,771 |
| | British { Other than coasting .. .. .. .. | 714 | 462,102 | 38,657 |
| | Foreign .. .. .. .. .. .. | 597 | 43,466 | 4,555 |
| | Native .. .. .. .. .. .. | 19,883 | 774,623 | 24,991 |
| | Total .. | 24,834 | 5,780,248 | 1,93,974 |

The total number of merchant vessels which visited the port of Madras was 721, whereof 314 were (*a*) British, coasting, of 448,302 tons burthern; 252 were (*b*) British, other than coasting, of 485,104 tons burthen; 69 were (*c*) Foreign, of 86,582 tons burthen; and 86 were (*d*) Native, of 10,980 tons burthen.

Class (*a*) paid Rs. 28,636 in port dues, or 12 pies per ton.
" (*b*) " 64,292 " 26 "
" (*c*) " 8,304 " 18 "
" (*d*) " 869 " 15 "

The actual rate of port dues paid at Madras averaged thus from 12 to 26 pies per ton. Compared with the figures of the preceding year, there has been an increase in both the number and tonnage of British vessels, but a decrease in the amount of port dues collected therefrom. In the previous year, the reduced rate of port dues operated over a period of 7 months, and resulted in a decrease of port dues, while there was an increase in the number and tonnage of this class of vessels. That rate has now operated over the full 12 months under notice, and, considering the small increase in tonnage, the further decrease in port dues is a result which might have been expected. In Foreign vessels, there has been an increase in number and tonnage and a corresponding increase in dues. In Native coasting craft, there has been an increase in the number and tonnage but a falling off in dues, which shows that this class of vessels in common with British coasting steamers has benefited by the reduced rate of port dues brought into force from 1st September 1889.

Of the vessels that entered the coast ports, 3,640 were (*a*) British, coasting, of 4,500,057 tons burthen; 714 were (*b*) British, other than coasting, of 462,102 tons burthen; 597 were (*c*) Foreign, of 43,466 tons burthen; and 19,883 were (*d*) Native, of 774,623 tons burthen.

Class (*a*) paid Rs. 1,25,771 in port dues, or 5 pies per ton.
" (*b*) " 38,657 " 16 "
" (*c*) " 4,555 " 20 "
" (*d*) " 24,991 " 6 "

The principal ports visited by British vessels, and the number of such vessels that called, were as follows, viz., Pámban 519, Negapatam 380, Cocanada 334, Gopálpur 325,



Tuticorin 271, Bimlipatam 261, Cochin 261, Masulipatam 241, Vizagapatam 225, Calicut 213, Tellicherry 212, Cannanore 167, Mangalore 153, Cuddalore 131 and Calingapatam 130. Of Foreign vessels, 6 called at Cocanada, 1 at Cuddalore, 1 at Porto Novo, 4 at Negapatam, 205 at the principal ports in the Malabar district, and 380 at the principal ports in South Canara district. The Foreign vessels that visited the ports in the eastern group were chiefly French, Swedish, Norwegian and American steamers. Of those that visited the Malabar and South Canara ports, some were under American, German and French colors, the remainder being principally large Arab vessels, and small country craft belonging to the coast of Cutch, Goa, &c.

Compared with the figures of the preceding year, there was an increase in the number and tonnage of British vessels, and a corresponding increase in the amount of port dues collected therefrom. In Foreign vessels, while the decrease in number was small, the increase in tonnage was comparatively large, pointing to the fact that vessels of larger dimensions called this year, and, as a matter of consequence, there has been also an increase in the amount of port dues collected from this class of vessels. In the case of Native craft, there has been a falling off in number and a slight decrease in tonnage. These vessels being mostly employed in the coasting trade, the decrease in port dues shows that they have benefited by the reduced rate of port dues enforced from 1st September 1889 and by the exemption of 60 days for payment of dues a second time at the same port.

The actual port dues paid at the coast ports amounted on an average from 5 to 20 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 1889–90 and 1890–91, as also the value of the import and export trade, &c., of each of the coast ports for the year under notice, 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 1890–91.

| Ports. | Tons. | Value of | | | Duty on | | |
|---|---|---|---|---|---|---|---|
| | | Imports. | Exports. | Total. | Imports. | Exports. | Total. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| | | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. |
| Total of Madras .. 1889–90 .. .. .. | 990,143 | 6,65,85,549 0 0 | 5,40,63,184 0 0 | 12,06,48,733 0 0 | 10,95,357 5 10 | 30,654 11 5 | 11,26,012 1 3 |
| 1890–91 .. .. .. | 1,030,968 | 6,64,84,068 0 0 | 5,10,80,871 0 0 | 11,75,64,939 0 0 | 11,77,440 13 8 | 2,834 12 11 | 11,80,275 10 7 |
| Total of all other ports. 1889–90 .. .. .. | 5,116,726 | 4,38,71,873 0 0 | 10,71,29,724 0 0 | 15,10,01,597 0 0 | 56,715 14 4 | 4,55,402 15 0 | 5,12,118 13 4 |
| 1890–91 .. .. .. | 5,780,248 | 5,32,28,167 0 0 | 10,54,15,433 0 0 | 15,86,43,600 0 0 | 60,498 1 6 | 4,05,953 8 8 | 4,66,451 10 2 |
| Tuticorin .. .. .. .. .. .. .. | 366,785 | 55,01,746 0 0 | 1,85,96,565 0 0 | 2,40,98,311 0 0 | 3,885 2 1 | 4,286 14 7 | 8,172 0 8 |
| Cocanada .. .. .. .. .. .. .. | 526,569 | 32,59,850 0 0 | 1,38,72,044 0 0 | 1,71,31,894 0 0 | 3,061 11 8 | 49,775 10 2 | 52,837 5 10 |
| Tellicherry .. .. .. .. .. .. | 370,425 | 59,23,863 0 0 | 1,05,62,320 0 0 | 1,64,86,183 0 0 | 5,822 3 6 | .. | 5,822 3 6 |
| Cochin .. .. .. .. .. .. .. | 433,692 | 71,85,576 0 0 | 91,86,192 0 0 | 1,63,71,768 0 0 | 2',256 11 10 | 316 2 0 | 25,572 13 10 |
| Calicut .. .. .. .. .. .. .. | 432,331 | 62,04,760 0 0 | 84,29,659 0 0 | 1,46,34,419 0 0 | 13,477 4 0 | 616 7 3 | 14,093 11 3 |
| Mangalore .. .. .. .. .. .. | 196,525 | 35,32,462 0 0 | 86,04,071 0 0 | 1,21,36,533 0 0 | 4,554 1 10 | 1,272 12 9 | 5,826 14 7 |
| Negapatam .. .. .. .. .. .. | 504,490 | 40,96,027 0 0 | 64,18,020 0 0 | 1,05,14,047 0 0 | 1,861 11 9 | 1,38,009 4 3 | 1,39,871 0 0 |
| Bimlipatam .. .. .. .. .. .. | 385,470 | 23,46,170 0 0 | 44,87,212 0 0 | 68,33,382 0 0 | 905 14 5 | .. | 905 14 5 |
| Cuddalore .. .. .. .. .. .. | 180,171 | 6,70,263 0 0 | 51,85,232 0 0 | 58,55,495 0 0 | .. | 3,257 14 6 | 3,257 14 6 |
| Masulipatam .. .. .. .. .. .. | 377,009 | 15,33,690 0 0 | 35,52,033 0 0 | 50,85,723 0 0 | 186 0 0 | 62,912 2 1 | 63,098 2 1 |
| Cannanore .. .. .. .. .. .. | 284,072 | 26,72,686 0 0 | 10,72,292 0 0 | 37,44,978 0 0 | 6 0 0 | .. | 6 0 0 |
| Gopálpur .. .. .. .. .. .. .. | 212,362 | 13,86,453 0 0 | 23,30,885 0 0 | 37,17,338 0 0 | 639 4 5 | 6,294 0 0 | 6,933 4 5 |
| Beypore .. .. .. .. .. .. .. | 52,475 | 5,94,768 0 0 | 23,20,409 0 0 | 29,15,177 0 0 | 307 6 0 | 2 4 0 | 309 10 0 |
| Badagara .. .. .. .. .. .. .. | 128,812 | 11,40,310 0 0 | 10,46,298 0 0 | 21,86,608 0 0 | 4 7 0 | .. | 4 7 0 |
| Vizagapatam .. .. .. .. .. .. | 326,018 | 6,30,125 0 0 | 14,47,470 0 0 | 20,77,595 0 0 | 388 1 0 | .. | 388 1 0 |
| Ponáni .. .. .. .. .. .. .. | 39,254 | 11,00,076 0 0 | 9,23,777 0 0 | 20,23,853 0 0 | .. | .. | .. |
| Malpé .. .. .. .. .. .. .. | 47,178 | 5,71,578 0 0 | 6,78,238 0 0 | 12,49,816 0 0 | 8 3 9 | .. | 8 3 9 |
| Porto Novo .. .. .. .. .. .. | 72,926 | 2,59,814 0 0 | 8,10,406 0 0 | 11,00,220 0 0 | .. | 10,344 11 3 | 10,344 11 3 |



| Ports. | Tons. | Value of | | | Duty on | | |
|---|---|---|---|---|---|---|---|
| | | Imports. | Exports. | Total. | Imports. | Exports. | Total. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| | | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. |
| Calingapatam .. .. .. .. .. .. | 187,268 | 3,02,687 0 0 | 6,34,315 0 0 | 9,37,002 0 0 | 36 0 0 | 37 14 0 | 73 14 0 |
| Barkur .. .. .. .. .. .. | 11,460 | 2,46,156 0 0 | 5,41,295 0 0 | 7,87,451 0 0 | 20 13 2 | .. | 20 13 2 |
| Kundapur .. .. .. .. .. .. | 43,626 | 3,18,104 0 0 | 4,36,963 0 0 | 7,85,067 0 0 | 8 13 7 | 1,379 5 7 | 1,388 3 2 |
| Kulasekharapatnam .. .. .. .. .. | 41,141 | 4,98,710 0 0 | 2,80,181 0 0 | 7,78,891 0 0 | 9 11 2 | .. | 9 11 2 |
| Pámban .. .. .. .. .. .. | 237,449 | 4,15,630 0 0 | 3,04,221 0 0 | 7,19,851 0 0 | 33 4 0 | 989 12 2 | 1,023 0 2 |
| Adirampatnam .. .. .. .. .. .. | 16,024 | 1,22,013 0 0 | 4,54,588 0 0 | 5,76,601 0 0 | 1 12 0 | 22,174 15 9 | 22,176 11 9 |
| Mutupet .. .. .. .. .. .. | 11,706 | 12,322 0 0 | 5,22,194 0 0 | 5,34,516 0 0 | .. | 39,669 6 1 | 39,669 6 1 |
| Quilandi .. .. .. .. .. .. | 10,355 | 2,70,544 0 0 | 2,49,033 0 0 | 5,19,577 0 0 | .. | .. | .. |
| Devipatam .. .. .. .. .. .. | 24,364 | 3,80,123 0 0 | 57,082 0 0 | 4,37,205 0 0 | 1 12 0 | 213 5 3 | 215 1 3 |
| Tirumalaivasal .. .. .. .. .. .. | 39,269 | 14,574 0 0 | 4,18,547 0 0 | 4,33,121 0 0 | .. | 26,390 1 0 | 26,390 1 0 |
| Tondi .. .. .. .. .. .. .. | 62,541 | 3,97,095 0 0 | 16,787 0 0 | 4,13,882 0 0 | 16 4 0 | 208 14 0 | 225 2 0 |
| Kilakarai .. .. .. .. .. .. | 19,578 | 2,96,024 0 0 | 63,756 0 0 | 3,59,780 0 0 | 3 0 0 | 251 7 0 | 254 7 0 |
| Mulki .. .. .. .. .. .. .. | 6,016 | 1,19,253 0 0 | 2,36,410 0 0 | 3,55,663 0 0 | .. | .. | .. |
| Kallai .. .. .. .. .. .. .. | 6,055 | 2,15,596 0 0 | 58,237 0 0 | 2,73,833 0 0 | .. | .. | .. |
| Kásaragód .. .. .. .. .. .. .. | 4,955 | 1,48,523 0 0 | 1,13,418 0 0 | 2,61,941 0 0 | .. | .. | .. |
| Topetorai .. .. .. .. .. .. .. | 6,972 | 38,451 0 0 | 2,16,656 0 0 | 2,55,107 0 0 | 1 8 0 | 13,497 5 3 | 13,498 13 3 |
| Káyalpatnam .. .. .. .. .. .. | 10,579 | 1,26,864 0 0 | 99,933 0 0 | 2,26,797 0 0 | .. | .. | .. |
| Tranquebar .. .. .. .. .. .. | 14,949 | 542 0 0 | 1,68,188 0 0 | 1,68,730 0 0 | 1 0 0 | 13,156 3 0 | 13,157 3 0 |
| Kottaipatnam .. .. .. .. .. .. | 6,447 | 8,456 0 0 | 84,922 0 0 | 93,378 0 0 | .. | .. | .. |
| Ammapatam .. .. .. .. .. .. | 2,550 | 964 0 0 | 33,968 0 0 | 34,932 0 0 | .. | 2,426 15 3 | 2,426 15 3 |
| Kottapatnam .. .. .. .. .. .. | 3,031 | 6,502 0 0 | 26,417 0 0 | 32,919 0 0 | .. | 1,582 14 0 | 1,582 14 0 |
| Nagore .. .. .. .. .. .. .. | 4,026 | 9,325 0 0 | 6,503 0 0 | 15,828 0 0 | .. | 130 10 0 | 130 10 0 |
| Other ports with an aggregate trade of less than two lakhs each .. .. .. .. .. .. | 73,323 | 6,09,492 0 0 | 8,68,696 0 0 | 14,78,188 0 0 | .. | 6,756 5 6 | 6,756 5 6 |

Comparison with the figures of the preceding year shows that in the year under review there was at Madras a small decrease in both imports and exports, while at the coast ports there was an increase in imports and a slight decrease in exports. Rice shipments to Ceylon were very much less than in the previous year owing to scarcity, and the large decrease in Customs duty on exports from the port of Madras is due to this cause. 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 again heads the list, while Cocanada, Tellicherry, Cochin, Calicut, Mangalore and Negapatam come next in the order named.

## ACCOUNTS.

The Port Fund Accounts (Act X of 1889) for the year under review having been revised in accordance with the rules of Government laid down in G.O., No. 24, Marine, dated 27th January 1890, a statement showing the financial position of the District Port Funds on the 31st March 1891, and furnishing information of the receipts and charges of the districts, together with particulars of other adjustments and the opening and closing balances, is herewith submitted as Appendix C.

In Appendices C (i) and C (ii), the revised receipts and charges of the maritime districts for the year are classified under the several detailed heads prescribed 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*) represent the *actual* receipts and charges realised and incurred in those districts. The variations under the chief heads of receipts and charges of the year compared with those of the previous year are shown in Appendices C (iii-*a*) and C (iii-*b*), and explained as under.

### Receipts.

*Coasting Steamer Dues.*—The actual collections under this head of receipt, excluding refunds Rs. 929-7-3, amounted to Rs. 1,53,477-13-6. Of this sum, Rs. 28,578-13-6 forms the collection at Madras. The remainder, Rs. 1,24,899—the collections at other districts—has been distributed to those districts in proportion to the tonnage of coasting steamers that entered them during the year, the Eastern and Western group districts being treated separately in respect thereto. The Madras district account has been held distinct in accordance with section 37, Act X of 1889, and the dues of that district not interfered with in the distribution. The total collections, including amounts subsequently refunded, amounted to Rs. 1,54,407—*vide* abstract of Appendix B—and is Rs. 21,670 in excess of the collections of the previous year. The distribution of the coasting steamer dues—less refunds—having been made, the result disclosed an increase of Rs. 22,433 over the dues distributed for the previous year, the excess arising chiefly in all the districts, except in Nellore, South Arcot, Madras and South Canara. In Nellore, South Arcot and South Canara, the tonnage of coasting steamers that entered those districts during the year was less than those of the previous year, and hence the decrease. In Madras, the collections of the previous year were Rs. 2,154 over those of the year under review, owing to the levy of special dues at 1 anna per ton up to 31st August 1889. The amount of refund of coasting steamer dues for 1889–90 was Rs. 1,692, while that for 1890–91 was only Rs. 929. This difference accounts for the difference between the surpluses in the actual collections and the dues distributed for the year 1890–91 compared with those of the previous year.

*Other Dues.*—Collections of port dues on other class of vessels for 1890–91 besides coasting steamers amounted to Rs. 1,41,668. Arrears to the extent of Rs. 3,005 and odd were outstanding on the 31st March 1891, and consequently the actual collections of other port dues brought to account was only Rs. 1,38,662-6-4, which is very nearly equal to the collections under this head during the previous year. But including the outstanding sum for 1890–91, the collections under this head for that year is Rs. 2,971 over those of the previous year, there being an increase of Rs. 5,767 under Foreign vessel dues and a decrease of Rs. 2,143 and Rs. 653 in dues of other British vessels and Native crafts, respectively. Viewing the collection under



this head in the several maritime districts, it will be observed, from Appendix C (iii-*a*), that there was an increase in Ganjam, Vizagapatam, Godávari, Kistna, South Arcot and Tanjore, and a decrease in the remaining districts.

The decreases in Nellore, Madura and Malabar are very trifling and call for no special remarks.

The decrease of Rs. 1,900 in Tinnevelly is owing to a fall in dues of other British vessels, only 6 vessels of that description having visited the ports in the district against 15 in the previous year. There was also a slight decrease in dues of Native crafts, though the number of these vessels which visited the ports in that district was greater than that of the previous year. The decrease in Madras was Rs. 7,295, and is chiefly due to a large fall in other British vessel dues and a small deficit in Native crafts, though the number of vessels of the former description which visited the port during the year under review was nearly the same as in the previous year, and that of the latter description a little more. This decrease has, however, been met partly by an increase in Foreign vessel dues. In South Canara, there was a slight decrease of only Rs. 514.

Taking the whole port dues collections for the year 1890–91 into consideration, it will be observed—from abstract of Appendix B—that there was an increase of Rs. 24,641 over the collections of the previous year. The difference between the total collections of the year, as per this abstract, and the total sum of the coasting steamer dues and other dues in Appendix C (i) is explained below :—

| | | | | Rs. | A. | P. |
|---|---|---|---|---|---|---|
| Port dues collections as per abstract of Appendix B | | | .. | 2,96,075 | 0 | 0 |
| *Deduct* — | Rs. | A. | P. | | | |
| Refund of coasting steamer dues .. | 929 | 7 | 3 | | | |
| Outstandings .. .. .. .. | 3,005 | 4 | 11 | | | |
| | | | | 3,934 | 12 | 2 |
| Coasting steamer dues—Appendix C(i) . | 1,53,477 | 13 | 6 | 2,92,140 | 3 | 10 |
| Other port dues—Appendix C (i) .. | 1,38,662 | 6 | 4 | | | |

*General Receipts.*—The receipts under this head for the year under review, as particularized in Appendix C (v), have been much less than those of the previous year, there not having been a large sale of stores of a general nature as in 1889–90, and also to a fall in fees collected for registration of vessels, &c. in the Presidency Port Office. These receipts were distributed to all the districts in proportion to the total tonnage of vessels that entered them during the year.

*Other Receipts.*—Excluding the Provincial contribution of Rs. 72,484 to the Godávari, Kistna and Tanjore districts, credited in the accounts for 1889–90, the receipts for 1890–91 were Rs. 1,879 more than those of the previous year. Nevertheless, the variations under the several detailed heads classified in accordance with the orders of Government will now be noticed :—

(*a*) *Miscellaneous Receipts.*—There has been a decrease of Rs. 10,625, and is owing to the sale-proceeds of salved property and unserviceable stores at outports and at Madras not being so large as in the previous year. Rs. 2,678 credited to Malabar District Port Fund in 1889–90, being sale of coal at Cochin, formed a large item.

(*b*) *Public Works Receipts.*—Under this head there was an increase of Rs. 624 over the receipts of the previous year, and the receipts appear only in the Godávari district, being rent of Marine Villa at Cocanada for the current year and adjustments of receipts on the same account made by the Public Works Department on account of the previous year.

(*c*) *Fees.*—There was a surplus of Rs. 2,106 over the previous year's figure under this head, and the increase arose in almost all the districts except in Godávari, Tinnevelly and Malabar, where there was a slight decrease. Appendix C (vi-*a*) furnishes full particulars of fees realised, and the figures embodied in this statement are those contained in the annual statement of fees furnished by Port officers and Conservators. The figures in this appendix will not be found to agree with the actual receipts credited in Appendix C (i), as the former included large sums of money held in deposit by the Treasury officers pending settlement of the question of fees drawn

by Port officers and Conservators in their capacity as Custom officers, and also to sums actually realised some days before the 31st March 1891 not having been brought into accounts of the year 1890–91.

(*d*) *Interest.*—The receipts under this head represent interest realised on Government promissory notes invested in Government securities on behalf of the District Port Funds, in accordance with the orders of Government contained in paragraph 12 of G.O., No. 171, Marine, dated 24th April 1889. The investments were made in June 1890, and the receipts apparently represent interest for a portion of a year which fell due subsequent to that date.

Excluding the Provincial contribution of Rs. 72,484 credited to the accounts of the year 1889–90, the actual receipts of the year under review were Rs. 24,277 more than those of the previous year, the surplus arising chiefly by an increase in port dues, Public Works receipts, fees and interest, and a short decrease in general and miscellaneous receipts.

### CHARGES.

*General Charges.*—The charges under this head for the year under review, particulars of which are furnished in Appendix C (v), were Rs. 3,675 below those of the previous year, the decrease arising chiefly in contingencies and in salaries of officers of the Presidency Port Office, the pay of the Reserve Port Officer for a few months of the year while he acted as Agent for Government Consignments, and the pay of Captain Street, Presidency Port Officer, for the period he was employed on duty with the Native Passenger Ships' Commission, being debited to Provincial instead of to Port Funds.

There was, however, a slight increase in Pensionary charges, and is due to payment of Mr. Phipps' pension, late Port officer, Tuticorin, in England. These charges were distributed to all the districts in proportion to the tonnage that entered them during the year.

The share of these charges in all the districts has fallen below that of the previous year, except in Madura, Tinnevelly and Malabar, where the tonnage of vessels that entered during the year in question was more than the previous year's.

*Lighthouse Charges.*—Charges on this account for 1890–91 were Rs. 6,616 below those of 1889–90, and is due to large lighthouse public work improvements not having been executed during 1890–91, as in the previous year, and also to cost of oil debited in the accounts of the year not being so large as that in 1889–90. The group charges were distributed to the districts of the group—Madras being included in the Eastern —in proportion to the tonnage of vessels that entered those groups, and the result disclosed that there was a decrease in the share of these charges in all the districts, except in Madura and Malabar, where there was a slight increase over the previous year's figure.

*Other Charges.*—Charges under this head for the year under review are those contained in Appendix C (ii) besides general and lighthouse charges. These are classified under the several detailed heads prescribed by Government, and the increase and decrease under these heads over and below those of the previous year will now be noticed :—

(*a*) *Port Officers and Conservators.*—The increase of Rs. 7,832 under this head of charge for 1890–91 over the previous year's figure is due, in a great measure, to personal allowance of Port officers and Conservators for a whole year, amounting to Rs. 10,860, being debited in the accounts, while a sum of only Rs. 5,430, being personal allowance for six months of 1889–90, was debited in the accounts of that year, and also to the full complement of Port officers and Conservators having been on duty and drawn their salary for a whole year unlike the previous year.

(*b*) *Other Establishments.*—Charges on this account for 1890–91 are nearly equal to those of the previous year, and call for no special remark.

(*c*) *Contingencies and Miscellaneous.*—In the sum of Rs. 3,18,240–4–10, charged under this head in Appendix C (ii), are included two large sums of Rs. 2,62,000 and 16,995, the former being contribution paid to Harbour Trust Board during the year, and the latter charges (including interest due) incurred in purchasing Government



promissory notes for investing District Port Fund balances. Charges under this head for the previous year—*i.e.*, 1889–90—excluding Rs. 2,75,000, contribution paid to Harbour Trust Board during that year, amounted to Rs. 43,263, and it would thus seem that, excluding the special charges of 1890–91, above specified, the ordinary charges were Rs. 4,018 below those of the previous year.

(*d*) *Public Works Charges.*—Charges of this nature for the year under review were much below those of the previous year, the increase in the latter year having been due to large Public Works improvements in the Tanjore district amounting to Rs. 13,053.

(*e*) *Fees.*—There was a large decrease under this head of charge in 1890–91 below those of 1889–90, as the transactions of the previous year included large fees levied under Acts and a moiety of overtime fees which were paid to Port officers and Conservators instead of being credited to Government. The total of Appendix C (vi-*b*), which furnishes particulars of fees paid during the year to Port officers and Conservators, as compiled from the annual statement furnished by them, will not be found to agree with the charge of this nature in Appendix C (ii), as the former included large sums of money held by Treasury officers in deposit pending settlement of the question of fees levied by Port officers and Conservators in their capacity as Custom officers, and also to amounts paid to them a few days before the expiry of of the official year not having been accounted for in the accounts of March 1891. Nevertheless, the net receipts of the year, as per Appendices C (i) and C (ii), amounted to Rs. 15,618, against Rs. 15,922, the net receipts of Appendices C (vi-*a*) and C (vi-*b*). The figures contained in the two latter statements represent, respectively, total of fees realized and the amount of fees paid or held payable to Port officers and Conservators, but which, for reasons stated above, were not brought to Government accounts. The slight difference of Rs. 304 is apparently fees actually collected, but not remitted to treasury before the closing of the accounts for March 1891, by the Port officers and Conservators.

The total charges of the maritime districts of the Presidency for the year under review, excluding the special charges specified above, *i.e.*, contribution to Harbour Trust Board, Rs. 2,62,000, and charges incurred in purchasing Government promissary notes, *i.e.*, Rs. 16,995, amounted to Rs. 2,47,228, against Rs. 2,75,818, charges of the previous year, excluding contribution to Harbour Trust Board of Rs. 2,75,000, and disclosed a decrease of Rs. 28,590.

District Port Fund balances amounting to Rs. 3,82,000, which were invested in Government securities and treated in the accounts of the Accountant-General as charges of the districts for which they were purchased, were not treated in the accounts now submitted as charges of the districts, but were eliminated therefrom and accounted for as balance in hand in favour of the districts concerned, the actual charges only incurred in purchasing the same being treated as final charges of the district.

It will thus be seen from the Appendices C (i) and C (ii) that, excluding the special charges of Rs. 2,62,000 and Rs. 16,995 specified above, the transactions of the year under review resulted in an increase in receipts of Rs. 24,277 and a decrease in charges of Rs. 28,590 over and below, respectively, those of the previous year, the special contribution of Rs. 72,484, of course, being excluded from the latter year's receipt; and these facts speak to the steady improvement in the financial condition of the District Port Funds generally.

The increase and decrease under the several detailed heads of receipts and charges, as above specified, over and below those of the previous year, having been explained, the transactions of the individual District Port Funds will now be noticed :—

### GANJAM.

*Receipts.*—The receipts of the year under review were Rs. 2,693–4–5 more than those of the previous year, a large increase arising in the share of Coasting steamer dues and Other dues, amounting in all to Rs. 2,564–2–2, and a small rise in Other receipts. Rupees 219–10–5, credited to Miscellaneous receipts, represent the ordinary receipts of the district. There were no pier receipts during the year.

*Charges.*—The charges for the year were Rs. 2,905 below those of the previous year, the decrease occurring in General, Lighthouse, and other charges. The sum of Rs. 1,788–5–0 charged to Contingencies and Miscellaneous is on account of the ordinary expenses of the District Port Fund.

In accordance with G.O., No. 137, Marine, dated 11th April 1891, a Provincial contribution of Rs. 11,882–8–5 was credited to this district in the column of adjustments for 1889–90—*vide* Appendix C—to meet the deficit of the district for 1889–90 and interest payable to Madras, so as to continue the debit balance of the district on the 31st March 1889, *i.e.*, Rs. 1,89,394–15–5, as the districts' liabilities on the 31st March 1890. Similarly, a Provincial contribution of Rs. 6,284–1–11 to meet the interest payable by Ganjam on loan from Madras, *i.e.*, Rs. 7,575–12–9, less surplus of the year, *i.e.*, Rs. 1,291–10–10, taken as a set-off against it, has to be made for the year under review to continue the debit balance, above specified, as the districts' liabilities on the 31st March 1891. Adjustments to this effect have been made in arriving at the balance of the district on 31st March 1891—*vide* Appendix C—and the Accountant-General, Madras, informed of the same in the statement of *plus* and *minus* entries forwarded to him in accordance with G.O., No. 28, dated 30th January 1890. Sanction is requested to the grant from Provincial Funds of the contribution for 1890–91.

### VIZAGAPATAM.

*Receipts.*—The receipts of the year exceeded those of 1889–90 by Rs. 5,226–13–7—*vide* Appendix C (iii-*a*)—of which Rs. 1,989–12–8 was interest on its funded capital. There was an increase in port dues amounting to Rs. 2,846–5–0.

*Charges.*—The charges were in excess over those of the previous year by Rupees 1,988–14–0—*vide* Appendix C (iii-*b*)—and is chiefly due to a large sum of Rupees 3,643–3–11 debited to this district on account of charges for investing its balance in Government promissory notes, and this increase has, however, been partly met by a reduction in General charges and Lighthouse charges amounting to Rs. 2,589–0–9.

The transactions of the year resulted in a small surplus of Rs. 683–10–8, as per Appendix C. Rs. 90,000 ordered to be invested in Government securities having been so done in June 1890, it was found necessary to supplement the credit balance of this district on the 31st March 1890, *i.e.*, Rs. 88,165–9–2, by a loan of Rs. 1,834–6–10 from Madras to raise it up to Rs. 90,000: *vide* Appendix C (x). A small interest payable on the loan thus obtained, amounting to Rs. 73–6–0, has been debited to this district in the column of adjustment for 1890–91 in Appendix C, and deducting this sum from the credit balance of the district for the year, *i.e.*, Rs. 683–10–8, the remainder, Rs. 610–4–8, has been treated as a repayment of the loan, and the amount standing to the credit of this district on the 31st March 1891 arrived at to be Rs. 88,775–13–10, which added to the loan which remained unpaid on that date, *i.e.*, 1,224–2–2, amounted to Rs. 90,000, the sum for which its funded capital stood invested on that date. The balance of loan is expected to be repaid from the surplus of the current year's transactions.

### GODAVARI.

*Receipts.*—The receipts for the year 1890–91 exceeded those of the previous year by Rs. 3,603–7–8, excluding from the latter the Provincial contribution of Rs. 63,076 Appendix C (iii-*a*). The increase arose chiefly in Port dues, and there was a small deficit in Other receipts. Of Rs. 1,384–15–6 credited to Miscellaneous receipts, Rs. 1,142–9–5 form wharfage fees, and the remainder ordinary receipts of the district.

*Charges.*—Excluding dredge expenses of Rs. 4,649, debited in the accounts for 1889–90, which were ordered by Government to be transferred to debit of Landing and Shipping dues at Cocanada, the charges for the year under review of this district fell short of the previous year's figure by Rs. 435–1–6—Appendix C (iii-*b*). No special charges were incurred during the year.

The receipts of the district for the year amounted to Rs. 25,796–0–5 and charges Rs. 20,090–5–9, resulting in a surplus of Rs. 5,705–10–8, as per Appendix C. A sum of Rs. 4,649, dredge expenses incurred in 1889–90 and charged in the accounts of that year, has been written back in accordance with paragraph 14, Godávari, G.O., No. 471, Marine, dated 31st December 1890, by credit to Godávari Port Funds and



debit to Landing and Shipping dues in the column of adjustments for 1889–90 against those respective funds—*vide* Appendix C. Rs. 245–0–6, interest payable by this district on loan from Madras to meet the deficit on 31st March 1889—*vide* Appendix C (x)—has also been debited in the adjustment column of 1889–90, and the closing balance on 31st March 1890 arrived at to be Rs. 4,703–11–8, as per G.O., No. 137, Marine, dated 11th April 1891.

This credit of Rs. 4,649 had the effect of meeting the deficit of 1889–90, *i.e.*, Rs. 2,981–14–6, and the interest on loan, as above specified, *i.e.*, Rs. 245–0–6, and repaying the loan of Rs. 6,125–12–8 to the extent of the remainder, *i.e.*, Rs. 1,422–1–0, thereby reducing the loan or the deficit balance of the district from Rs. 6,125–12–8 on 31st March 1889 to Rs. 4,703–11–8 on the 31st March 1890—*vide* Appendix C (x). A sum of Rs. 188–2–5, being interest payable on the last-named sum for 1890–91, has been debited in the column of adjustment for 1890–91 as a charge against this district, and deducting this sum from the surplus of the year, the balance admitted of the unpaid loan of Rs. 4,703–11–8 being paid off in full, and left a small surplus of Rs. 813–12–7 in favor of this district on the 31st March 1891.

### KISTNA.

*Receipts.*—The receipts of this district for 1890–91 were in excess of those of the previous year by Rs. 2,135–3–10, excluding from the latter the Provincial contribution of Rs. 718. The increase arose in Port dues, Miscellaneous receipts remaining very nearly the same.

*Charges.*—The charges for the year under review were nearly equal to those of the previous year, with a very slight difference of Rs. 460–11–8—*vide* Appendix C (iii-*b*).

A loan of Rs. 1,905–6–4 was received from Madras on this district account to meet the deficit of 1889–90—Appendix C (x)—and adding thereto Rs. 124–9–11, interest on its previous loan granted to cover the deficit on 31st March 1889, and the loan thus granted, *i.e.*, Rs. 3,115–7–11, the total loan, Rs. 5,145–8–2, as per Appendix C (x), is shown as the debit balance on 31st March 1890 in Appendix C. Rs. 205–13–2, interest for 1890–91 on the loan outstanding on 31st March 1890, has been debited in the column of adjustment for 1890–91; and this sum adjusted with the credit balance of the year, *i.e.*, Rs. 690–9–2, the balance, Rs. 484–12–0, was treated as a repayment of the loan, which had the effect of reducing the deficit balance of the district and its loan to Rs. 4,660–12–2 on the 31st March 1891.

### NELLORE.

*Receipts.*—The receipts of the year were less than those of the previous year by Rs. 318–1–2—Appendix C (iii-*a*)—as the value of property recovered from sea was not so large as in 1889–90.

*Charges.*—There was a decrease in charges of about Rs. 449–1–7 below those of 1889–90, notwithstanding a special charge of Rs. 230–4–9 incurred in investing the Port Fund balance of the district.

The transactions of the year 1890–91 resulted in a surplus of Rs. 341–4–2, and this sum added to the balance of the previous year, *i.e*, Rs. 7,043–10–2, raised the credit balance to Rs. 7,384–14–4 on the 31st March 1891. It will thus be seen that the financial position of this District Port Fund is steadily thriving.

### CHINGLEPUT.

*Receipts.*—The receipts of this district for the year 1890–91 were slightly in excess of those of the previous year.

*Charges.*—A sum of Rs. 153–8–6, being charges incurred in investing the funded capital of this district in Government promissory notes, has been debited to this district, and this was the only item of charge during the year. No vessel having entered the ports of this district during the year in question, it had no charges to bear on account of General and Lighthouse charges.

The transactions of the year 1890–91 resulted in a surplus of Rs. 466–9–11, notwithstanding the special charges of Rs. 153–8–6 above referred to. This district continues to maintain its healthy condition, and its credit balance on 31st March 1891 was Rs. 5,907–2–6.

South Arcot.

*Receipts.*—The receipts for the year nearly amounted to those of the previous year. A sum of Rs. 774–8–0, being wharfage fees realised during the year, is included in Rs. 1,283–4–10 credited to Miscellaneous receipts in Appendix C (i-*a*).

*Charges.*—There was an excess in charges of Rs. 13,100–2–3 over those of the previous year, and is chiefly due to charges on account of dredger, amounting to Rs. 10,385–9–11, and also to charges (Rs. 962–7–2) incurred in investing the funded capital of this district.

The total receipts for the year amounted to Rs. 10,876–10–8, and charges Rs. 21,162–5–3, resulting in a deficit balance of Rs. 10,285–10–7, and this sum adjusted with the balance of Rs. 28,716–9–9, which remained to the credit of this district on the 31st March 1890, reduced the credit balance to Rs. 18,430–15–2 on the 31st March 1891. But as a sum of Rs. 20,000 has been invested in Government securities on behalf of this District Port Fund in June 1890, a loan of Rs. 1,569–0–10 from Madras to raise the deficit balance of Rs. 18,430–15–2 on the 31st March 1891 to Rs. 20,000, its funded capital had to be received at 4 per cent. interest, as the district cannot hold a funded capital to that extent when money lying to its credit falls short of that sum: *vide* Appendix C (x). It would thus appear, that the whole sum which remained to the credit of this district on 31st March 1891, together with a small loan from Madras amounting to Rs. 1,569–0–10, was in Government paper and left no working balance on that date.

Tanjore.

*Receipts.*—Excluding the Provincial contribution of Rs. 8,690 credited to this district in 1889–90, the receipts for the year 1890–91 exceeded those of the former year by Rs. 4,821–1–9. There was an increase in Port dues amounting to Rupees 5,845–0–8, and a slight decrease in Other receipts, the decrease arising from receipts on account of flotsam and jetsam not having been so large as in the previous year.

*Charges.*—The charges for the year under review were Rs. 16,367–0–3 below those of the previous year, and the decrease is due to Public Works expenditure not having been incurred to such a large extent as in 1889–90. No special charges were incurred during 1890–91.

In the column of adjustment for 1889–90 in Appendix C, a sum of Rs. 903–13–0, being interest on Rs. 22,595–6–3, loan from Madras to cover the deficit balance of the district on 31st March 1889, has been debited to this district in accordance with G.O., No. 137, Marine, dated 11th April 1891, and the debit balance of the district on the 31st March 1890, including the deficit of 1889–90, was raised to Rs. 34,165–6–4. In the column of adjustment for 1890–91 in Appendix C, a sum of Rs. 1,378–9–10, being interest at 4 per cent. on Rs. 34,465–6–4, which comprised (1) its first loan, Rs. 22,595–6–3, (2) loan of Rs. 10,966–3–1 received from Madras to cover deficit of 1889–90, and (3) Rs. 903–13–0, loan to cover payment of interest in 1889–90, has been debited to this district. The transactions of the year, as per Appendix C, resulted in a surplus of Rs. 10,221–15–1, and deducting therefrom Rs. 1,378–9–10, interest paid during the year, as above explained, the net surplus of Rs. 8,843–5–3 has been treated as a repayment of loan—*vide* Appendix C (x)—and this had the effect of reducing its debit balance and loan on 31st March 1890 from Rs. 34,465–4–4 to Rs. 25,622–1–1 on the 31st March 1891.

Madura.

*Receipts.*—The receipts of this district for 1890–91 were Rs. 3,961–13–8 more than those of the previous year—*vide* Appendix C (iii-*a*)—the increase arising chiefly in Port dues and in Fees. There were no special receipts during the year.



*Charges.*—The charges were below those of 1889–90 by Rs. 1,170—Appendix C (iii-*b*). In the sum of Rs. 2,074–6–6, charged to Miscellaneous and contingencies in Appendix C (ii), is included Rs. 977–11–2, charges incurred in the investment of its credit balance. With this exception there were no special charges during the year.

In Appendix C, in the column of adjustment for 1889–90, Rs. 8,993–15–0, being the deficit of this district for the years 1888–89 and 1889–90, has been brought to credit as contribution by Pilotage Funds, Pámban, as per G.O., dated 5th March 1890, No. 85, Marine. The transactions of the year under review also resulting in a deficit of Rupees 665–11–6, a similar sum has been credited to this district in the column of adjustment for 1890–91, as contribution from Pilotage Funds, Pámban, for which the sanction of Government is requested. The balance that stood to the credit of this district on the 31st March 1888, *i.e.*, Rs. 22,853–11–8, has thus been continued to 31st March 1891.

Tinnevelly.

*Receipts.*—The receipts for 1890–91 exceeded those of the previous year by Rs. 4,970–13–9—*vide* Appendix C (iii-*a*)—the increase arising chiefly in pier receipts and Port dues. In the sum of Rs. 11,131–5–0 credited to Miscellaneous receipts in Appendix C (i) are included two sums of Rs. 10,040–10–0 and Rs. 852–14–7, the former being pier receipts and the latter rent of ground. A large sum of Rs. 2,588–4–8 was also credited on account of Interest, and with these exceptions, there were no special receipts during the year.

*Charges.*—The charges were Rs. 3,305–15–4 more than those of 1889–90, and this increase is chiefly due to a large sum of Rs. 4,787–11–8 incurred in the investment of the district balance in Government securities.

The financial condition of this district on the 31st March 1891 was very satisfactory. The surplus of Rs. 7,890–5–4, being the result of the transactions of the year under review, added to the balance of Rs. 1,29,666–14–7, which lay to its credit on the 31st March 1890, raised the credit balance to Rs. 1,37,497–3–11 on the 31st March 1891.

Malabar.

*Receipts.*—The receipts for 1890–91 exceeded those of the previous year by Rs. 10,162–8–7, a large increase arising chiefly in Port dues to the extent of Rs. 10,975. A sum of Rs. 3,301–1–5 was credited to this district on account of interest for a portion of a year on its funded capital. There was a special receipt of Rs. 2,678 in 1889–90 by sale of coal at Cochin, but during the year under review there were no large receipts by sale of stores.

*Charges.*—The charges likewise were Rs. 1,801–6–6 more than those of 1889–90, the increase arising in the share of General charges and Lighthouse charges. In the sum of Rs. 7,461–2–1 debited to Miscellaneous and contingencies in Appendix C (ii) is included a sum of Rs. 5,145–14–3, being charges incurred in investing the district balance. With this exception, there were no special charges during the year under review.

Rupees 12,516–1–8, balance of Cochin Pilotage Fund on the 31st March 1888, which has been credited to Malabar Port Fund, has now been debited to this district in the column of adjustment for 1889–90 in Appendix C, as per G.O., No. 471, Marine, dated 31st December 1890, and the balance of the District Port Fund on the 31st March 1890 reduced to Rs. 1,54,398–13–8. Adding this sum to the surplus of the district for 1890–91, *i.e.*, Rs. 24,804–13–4, the sum that stood to the credit of this district on 31st March 1891 was Rs. 1,79,203–11–0.

South Canara.

*Receipts.*—The receipts of this district for the year were a little below those of the previous year—Appendix C (iii-*a*). Rs. 688–4–1 were credited on account of interest; with this exception there were no special receipts.

*Charges.*—The charges for the year exceeded those of 1889–90 very slightly, notwithstanding a large sum of Rs. 1,094–7–2 incurred in investing the district balance —Appendix C (iii-*b*).

The financial condition of this District Port Fund is also steadily improving, the credit balance of Rs. 31,033–9–7 on 31st March 1890, added to the surplus of the year 1890–91, *i.e.*, Rs. 2,259–9–9, having risen to Rs. 33,293–3–4 on the 31st March 1891.

### MADRAS.

*Receipts.*—There was a large decrease in the receipts of this district below those of 1889–90, the same appearing chiefly in Port dues to the extent of Rs. 9,449–8–0 —Appendix C (iii-*a*)—and the amount credited in 1890–91 on account of sale of surplus stores having also been much below those of 1889–90.

*Charges.*—The charges, however, were Rs. 18,849–5–9 less than those of 1889–90, a decrease of Rs. 3,036–8–11 occurring in share of General and Lighthouse charges, and the remainder in the ordinary charges of the port, such as stores, &c. In the sum of Rs. 2,76,533–0–7, charged to contingencies and miscellaneous in Appendix C (ii), is included a large sum of Rs. 2,62,000, contribution paid to Harbour Trust Board.

The transactions of the ordinary receipts and charges of Madras—the special payment on account of contribution to Harbour Trust Board excluded—amounted to Rs. 1,04,844–13–7 and Rs. 64,799–6–1, respectively, leaving a surplus of Rupees 40,045–7–6. But the special payment above referred to had the effect of converting this surplus into a deficit of Rs. 2,21,954–8–6 in 1890–91.

Interest on loans to District Funds, amounting to Rs. 8,849–4–2, has been credited to this district in the column of adjustment for 1889–90—Appendix C—which had the effect of raising the credit balance of this district to Rs. 5,04,477–6–7 on the 31st March 1890. Similarly, interest on loans for 1890–91, amounting to Rupees 9,421–12–2, was also credited in the column of adjustments for 1890–91. These two credits adjusted with the deficit balance of 1890–91, *i.e.*, Rs. 2,21,954–8–6, left a balance of Rs. 2,91,944–10–3 to the credit of this district on the 31st March 1891. Of this sum, Rs. 2,22,470–15–8 has been treated as loan to District Port Funds on 31st March 1891, as per Appendix C (x), and the remainder, Rs. 69,473–10–7, was the net working balance of the Madras district on that date.

Appendix C (x) furnishes particulars of loan from Madras to the several District Port Funds on the accounts therein specified, together with the repayments of such loans by the districts concerned, and the net loan outstanding on the 31st March 1891.

Taking now into consideration the working of the District Port Funds during the year under review—adjustments for 1889–90 and 1890–91, as specified in Appendix C, being excluded—it is observed that the transactions of the Eastern and Western groups resulted in a surplus of Rs. 16,340–5–9 and Rs. 27,064–7–1, respectively, that of Madras, as above explained, resulted in a deficit of Rs. 2,21,954–8–6, so that the financial state of the whole District Port Funds for the year ended in a deficit of Rupees 1,78,549–11–8. The adjustments of 1889–90 and 1890–91, as specified in Appendix C, having been dealt with the balances for 1890–91 of the Eastern and Western groups and Madras, the following result is arrived at—that on the 31st March 1891, the Eastern group districts, Western group districts and Madras had to their credit balances of Rs. 61,985–13–4, Rs. 2,12,496–14–4 and Rs. 2,91,944–10–3, respectively. To summarise the whole, it may be said, that the deficit which resulted in 1890–91 by a large payment of contribution to Harbour Trust Board, notwithstanding the surplus adjustment of 1890–91 amounting to Rs. 6,949–13–5, reduced the credit balance of the Port Fund on 31st March 1890, *i.e.*, Rs. 7,38,027–4–2, to Rs. 5,66,427–5–11 on the 31st March 1891. Of this balance, Rs. 3,82,000 is in Government paper, being funded capital of the District Port Funds. The balance of Port Fund transactions (Act X of 1889) on the 31st March 1891, as agreed with the books of the Accountant-General (as per



Accountant-General's letter, No. I.B.F.—173, dated 25th September 1891 (copy enclosed), is Rs. 1,77,477–8–6. The procedure working up this balance to Rupees 5,66,427–5–11, as set down in Appendix C, is explained as under :—

| | | | | RS. | A. | P. |
|---|---|---|---|---|---|---|
| Balance of Port Fund transactions (Act X of 1889), as per Accountant-General's books .. .. .. .. | | | | 1,77,477 | 8 | 6 |
| *Add*— | RS. | A. | P. | | | |
| District Port Fund balances invested in Government securities .. .. | 3,82,000 | 0 | 0 | | | |
| Provincial contribution to Ganjam for 1890–91 to meet difference between interest on loan and surplus for 1890–91 .. .. .. .. | 6,284 | 1 | 11 | | | |
| Contribution from Pámban Pilotage Funds to Madura District Port Fund to meet deficit of the latter for 1890–91 .. .. .. .. | 665 | 11 | 6 | | | |
| | | | | 3,88,949 | 13 | 5 |
| Total .. | | | | 5,66,427 | 5 | 11 |

The adjustments for 1889–90 and those for 1890–91, as specified in statement, Appendix C, together with the other *plus* and *minus* entries made in the accounts of this office to arrive at the receipts and charges of the several District Port Funds for 189 –91 and their respective balances on the 31st March 1891, as set down in the appendix referred to, were communicated to the Accountant-General, Madras, in accordance with the orders of Government contained in No. 28, Marine, dated 30th January 1890, and copies of these are herewith forwarded as Appendices C (xi-*a*) and C (xi-*b*), with remarks, for the information and orders of Government. As the revision of Port dues, General receipts, General charges and Lighthouse charges for 1890–91 on the lines laid down in G.O., No. 24, Marine, dated 27th January 1891, which necessitated *plus* and *minus* entries in the transactions of the District Port Fund accounts, as maintained by the Accountant-General, cannot be made till after the accounts for the official year have been finally closed, and the transactions for the year of the several District Port Funds, as recorded in the books of this office, agreed with the figures on the books of the Accountant-General, Madras, and, as this reconciliation was communicated by the Accountant-General to this office only on the 25th ultimo, I was unable to submit these *plus* and *minus* entries earlier. Though the accounts of the Port Fund transactions for 1890–91 are closed in the books of the Accountant-General on the 15th August 1891, the accounts of the Civil Finance, as a whole for that year, are kept open by him till the middle of December 1891, and the necessary adjustments, above pointed out, may be made by him in the accounts of that year, if the Government so directs.

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

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

### COCANADA.

The transactions of this fund are recorded in Appendix C (vii).

*Receipts.*—The receipts under this head of charge for 1890–91 were Rs. 6,399–4–0 more than those of the previous year, and charges Rs. 11,016–10–0 below. The year's transactions resulted in a surplus of Rs. 10,076–3–5.

In the column of adjustment for 1889–90—Appendix C—a sum of Rs. 4,649, dredger charges at Cocanada for 1889–90, ordered to be met from the receipts under this special head of account—*vide* paragraph 14, Godávari, G.O., No. 471, Marine, dated 31st December 1890—has been debited, and the credit balance on 31st March 1890 reduced to Rs. 622–11–10 : *vide* Appendix C. The surplus of the year 1890–91, *i.e.*, Rs. 10,076–3–5, adjusted with the previous year's balance, left a balance of Rs. 10,698–15–3 in favour of this fund on the 31st March 1891.

Negapatam.

The transactions of this fund are recorded in Appendix C (viii).

*Receipts.*—The receipts of this fund for 1890–91 were Rs. 796–7–5 more than those of the previous year.

*Charges.*—There was an excess in charges of Rs. 2,055–13–4 over those of 1889–90, the increase being chiefly due to charges of Rs. 1,200 incurred up to March 1891 on account of a passenger shed and Rs. 500 for erecting a groyne.

The transactions of the year resulted in a surplus of Rs. 7,776–2–2; this sum, together with the credit balance of the previous year, amounted to Rs. 16,811–10–3 on the 31st March 1891.

*Pilotage Funds.*

The transactions of these funds will be found in Appendix C (ix).

Madras.

*Receipts.*—The receipts for the year 1890–91 were Rs. 1,996–8–0 below those of the previous year, the decrease being due to reduction in Pilotage fees at Madras from 1st June 1890, as per G.O., No. 178, Marine, dated 13th May 1890.

*Charges.*—There was an excess in charges for 1890–91 of Rs. 2,397–11–9 over those of 1889–90, and is due to increase in contingent charges incurred on account of pilots' boats and payment of overtime to Harbour Masters' boat's crew.

A sum of Rs. 71,708–5–11, pilotage balance of Madras on the 31st March 1888, which has hitherto been accounted for by the Accountant-General, Madras, under Port Funds (Act X of 1889), has been credited to this fund in the column of adjustments for 1889–90—Appendix C—and the credit balance on 31st March 1890 raised to Rs. 93,251–5–7. This sum added to the surplus of 1890–91, *i.e.*, Rs. 5,561–7–7, amounted to a credit balance of Rs. 98,812–13–2 on the 31st March 1891.

Cochin.

*Receipts.*—The receipts for the year compared favorably with those of the previous year and were Rs. 695–9–0 in excess.

*Charges.*—The charges were likewise less by Rs. 315–9–6.

A sum of Rs. 12,516–1–8, balance of Pilotage Fund, Cochin, on 31st March 1888, which has been credited to Malabar Port Fund, has now been eliminated from the latter and credited to the accounts of Pilotage in the column of adjustments for 1889–90: *vide* Appendix C. This had the effect of raising the credit balance on the 31st March 1890 to Rs. 14,280–1–2. This balance added to the surplus of 1890–91, *i.e.*, Rupees 1,072–4–0, left a balance of Rs. 15,352–5–2 to the credit of this Fund on the 31st March 1891.

Pamban and Kilakarai.

*Receipts.*—The receipts for the year under review were Rs. 2,353–6–2 less than those of the previous year, this being due to the number of vessels piloted having been 144 less than in 1889–90.

*Charges.*—The charges for 1890–91 were Rs. 678–10–7 more than 1889–90, and the increase was due to charges on account of establishment of pilot boats for 1890–91 having been debited to this head of account instead of to Port Funds as in the previous years, and also to pay of 2nd clerk at Rs. 15 per mensem sanctioned in G.O., No. 46, Marine, dated 6th February 1890.

In accordance with the orders of Government contained in No. 85, Marine, dated 5th March 1890, paragraph 18, Madura, a sum of Rs. 8,993–15–0 has been debited against this account in the column of adjustments for 1889–90 to meet the deficit of the Madura District Port Funds for 1888–89 and 1889–90—Appendix C—and this had the effect of reducing the credit balance of this fund to Rs. 13,699–1–7 on the 31st March 1890. Similarly, a contribution of Rs. 665–11–6 had to be made from this fund



to meet the deficit of Madura Port Fund for 1890–91, and the sum debited in the column of adjustments for 1890–91—Appendix C. The revised balance of the fund on the 31st March 1890, adjusted with the surplus of the year 1890-91 and the payment on account of contribution for that year, left a balance of Rs. 22,382–9–9 in favour of this fund on the 31st March 1891.

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Enclosure.

From C. R. C. KIERNANDER, Esq., Officiating Accountant-General to the Presidency Port Officer, dated Fort St. George, 25th September 1891, No. I.B.F.—173.

With reference to your letter, No. 1137 M., dated 26th August 1891, I have the honour 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 1891 is Rs. 1,77,477–8–6 as stated in the above letter. * * * .

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The year's operations at the different coast ports will now be briefly reviewed :—

*Gopálpur.*—In the value of imports there was an increase, and in that of exports also, as compared with last year's returns. The season this year was more favorable for crops; hence shipments to foreign ports, which had been in abeyance for the past three years, were renewed, and showed a large increase under head of exports, while a fair local supply of food-grain obviated the necessity for obtaining this article in any large quantity from outside the district and showed but a small increase under the head of imports.

Passenger traffic was unusually brisk. In arrivals there was an increase, due to the influx of a large number of railway coolies and contractors and the return of many coolies from Burma in hopes of finding work in connection with the East Coast Railway. In departures there was an increase also, due to a larger efflux of coolies with their families to Assam under Madras Act V of 1866.

The port flagstaff was painted, and the obelisks and boundary pillars repaired and whitewashed, and all in good order.

The pier was utilized to a small extent in landing heavy girders for the Public Works Department, for which purpose it proved highly convenient. The question of breaking up this pier and of utilizing the materials as far as possible in constructing a pier at Negapatam was under consideration. An estimate for repairs to the structure was under preparation, but not sanctioned till after the close of the year.

*Calingapatam.*—There was an increase in the value both of imports and exports, and a general improvement in the trade of the port this year. This satisfactory state of things is due to the improved condition of the district, to which reference has been made above.

The port flagstaff and boundary pillars were in good condition.

*Bimlipatam.*—Trade returns show an increase both in exports and imports. Seeds were shipped to European ports, and cotton goods and metals imported, in larger quantities than in the previous year.

Passenger statistics exhibit a decrease both in arrivals and departures,—in the former owing to the majority of passengers landing at Calingapatam, which is the first port of call of return steamers from Burma, and in the latter owing to the facilities for local employment offered by the East Coast Railway project.

The boat-channel at this port receded to a considerable distance northward and filled up completely, but another fairly good boat-channel opened itself in a position more favorable for shipping and landing operations being carried on without risk or impediment.

Two Indian Marine Steamers, the *Mayo* and *Dalhousie*, called at this port in connection with the military reliefs of 1890–91. The embarkation and disembarkation of troops was carried out with much promptitude, the boat supply of the port having been found equal to the demand.

The port flagstaff, signaller's quarters, and port boundary pillars, underwent repairs, painting, &c., and were in good condition.

*Vizagapatam.*—In exports there was a slight decrease, but in imports an increase, due to the arrival of large consignments of railway materials for the East Coast Railway.

With regard to passenger traffic, the remarks under the head of Bimlipatam apply also to Vizagapatam.

A survey of the coast was completed by the Indian Marine Steamer *Investigator*.

A stern mooring buoy was laid down in the roadstead for the convenience of steamers discharging railway materials and other cargo.

A three-ton crane was erected near the landing place, and was largely availed of by shippers generally. Arrangements were also made for the supply to this port of a ten-ton iron hand derrick crane from England.

Sanction of Government was accorded to the construction of groynes for the purpose of diverting the ebb tide towards the embankment on the northern side of the backwater and to the levy of a charge of four annas per ton on cargo landed or shipped in the port cargo boat; also to the introduction of Madras Act III of 1885, to which reference has been made elsewhere.

The port flagstaff and boundary marks were in good condition. A new northern boundary pillar was erected on a rock at Scandal Point in consequence of a change in port limits, which has been noticed already.

*Cocanada.*—In the value of import trade there was an increase over the previous year's figures, but in exports a decrease. The latter was owing to failure in the gingelly crop and to less demand for sugar and castor seeds from foreign countries.

Passenger traffic at this port was brisk as usual, showing a very increase in the number of departures, though a slight decrease in arrivals.

Transactions in connection with the shipment and discharge of seamen have been noticed elsewhere; see also Appendix K.

The conservancy of this port, with that of others in the district, was handed over to a Board. The matter has been noticed in detail in the early part of this report.

The Steam Launch *Empress* underwent some repairs, and was in good working condition. Arrangements were made for the purchase of a more powerful steam launch for towing mud barges.

The port flagstaff was overhauled and painted. Telephonic communication having been established between Vakalapudi Lighthouse and Cocanada Port Office, signals seen at the lighthouse and those intended to be hoisted from it are now communicated to and from the Cocanada Port Office by Telephone. A reduction has consequently been effected in the flagstaff establishment.

The goods wharf was repaired and the cranes and sheer legs painted. The 3-ton crane was removed to a more favorable position for working. Arrangements were made for procuring a new 12-ton steam crane for use at this port.

The Priestman dredger was employed 195 days of the year in dredging on the bar and in the river, and excavated a total of 35,200 cubic yards of silt. The Dredger *Connemara* was employed in dredging on the bar, and excavated a total of 18,480 cubic yards of silt in 121 days. Owing to breakages of machinery and to the unsuitability of the bucket originally supplied, which had to be replaced by a new one from England, it was impossible to utilize this vessel for a longer period of the year in dredging. Details in connection with dredging operations are furnished in Appendix J. Existing punts were repaired and caulked as required, and two new ones of sixty tons capacity each were added in the year.



The store godowns, Dredge Superintendent's quarters, boundary marks, groynes work, &c., in charge of the Port Department, were maintained in fair condition. Some repairs to the "Marine Villa" were executed by the Public Works Department.

The buoys were all inspected when necessary and painted and kept in good condition. The red buoy marking the spit of Point Godávari was shifted to a more suitable position.

Silting in Coringa Bay and Cocanada had advanced to a considerable extent, and remedial measures were under consideration in the Marine and Public Works Departments.

A survey of the coast and bay was carried out by the Indian Marine Steamer *Investigator*.

The Indian Marine Steamer *Dalhousie* visited the port twice in connection with the military reliefs of 1890–91.

*Masulipatam.*—The year was one of marked prosperity in the district, the crops which failed in the previous year having this year yielded rather above the average. This, combined with the failure of crops in some of the Southern districts, helped to increase the value of exports from Masulipatam over fourteen lakhs of rupees compared with the last year's figures. Under the head of imports also there was an increase.

The port flagstaff was overhauled and put in thorough order, and the signal house was also repaired.

The two buoys marking the anchorage were painted.

A new goods shed was in course of construction during the latter part of the year.

A scale of fees for the use of the 3-ton crane at this port was sanctioned by Government, the proceeds being credited to Port Funds.

The proposal to consider the desirability of introducing Madras Act III of 1885 with a view to meet increased charges on account of various improvements necessary at this port was held in abeyance pending the return from leave of Mr. Arundel, the Collector of the district.

*Cuddalore.*—In the export trade there was an increase this year, while in imports there was a decrease. Large shipments of ground-nuts to Europe contributed to the increase in exports, while the decrease is attributed to fewer arrivals of coal and railway materials.

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

A suitable dredger, constructed at the Bombay dockyard, was obtained for this port, and much of the inconvenience caused to boat traffic by the silting of the channels was removed by dredging. Details of dredging operations at this port will be found in Appendix J (i).

The foreshore from the jail to the salt bund was staked with casuarina poles as a protective measure.

A boat for the use of the port was supplied from Madras.

*Porto Novo.*—Trade returns show a decrease in exports and an increase in imports. The decrease in exports was due to less shipments of rice and paddy to Ceylon ports.

The trade with the Straits Settlements was on the increase.

The wharf at this port was repaired and two additional wings added to the jetty at a cost of Rs. 4,000. These improvements tended to greatly facilitate the loading and unloading of boats.

The port flagstaff, boundary pillars, &c., needed repairs, to carry out which the necessary arrangements were made.

*Negapatam.*—The trade of the port was in a flourishing condition, the value of exports and imports showing an increase, respectively, over the figures of the preceding year.

The silting of the river, and the want of a sufficient depth of water over the bar, again proved highly inconvenient in the dry season to shipping and landing operations, and formed the subject of a further representation to Government from local merchants. A Committee was appointed by Government to consider measures for overcoming these difficulties. Among other works, the construction of a pier extending from the end of

the present jetty into a depth of two fathoms of water at low tide was recommended by the Committee, and plans and estimates for the same were called for in the Public Works Department.

Dredging by manual labour was carried out in the river along the jetty wall, which enabled boats to approach close to the jetty to load and unload cargo. A bank of sand formed in the middle of the river, parallel to the north jetty. To remove this bank and to improve the river, dredging by manual labour had again to be resorted to, and the results were somewhat satisfactory.

The strong easterly set of the sea eroded the face of the south sand spit, and to protect the spit, groynes were erected on the advice of the Public Works Department. The north end of the spit having been affected from the same cause, the groynes on that side were extended further into the spit.

Passenger trade was brisk as usual. A large number of cattle was shipped from this port to the Straits Settlements. To meet the convenience of the large number of native passengers embarking and disembarking at this port, a suitable shed was erected on the port jetty at a cost of nearly Rs. 3,000.

The wreck buoy at this port was painted and maintained in position. The port buildings were all in a satisfactory condition.

The collections under Act III of 1885 at Negapatam show an increase over last year's figures.

For transactions in connection with shipment and discharge of seamen, see Appendix K.

*Pámban.*—Trade opened very brisk with prospects of two regular lines of small steamers running through the pass; one line, however, had, in the competition, to abandon operations. The steam communication thus established had the effect of keeping away many of the smaller-sized native craft which used to resort to this port.

The sand bank and reef channels silted considerably during the year, and some few vessels touched the ground in consequence, but got off undamaged. The necessity for dredging the channels to a sufficient depth of water was brought prominently to the notice of Government, who eventually sanctioned the supply of a suitable dredger from England for the purpose, as already noticed.

The buoys in the channels were all maintained in position throughout the year.

Beacons, boundary marks, and port buildings were in good condition.

An additional boat for the use of the Port Department was supplied from Madras.

A second clerk was appointed to the port establishment.

*Tuticorin.*—The trade of the port was in a prosperous condition, placing it again at the head of all the coast ports, although a comparison of figures shows a large increase in imports, but a falling off in exports. Cotton and jaggery shipments were fewer than in the previous year.

The pier collections shew an increase. The pier having been condemned by the Public Works Department, that department was requested to furnish plan and estimate of a suitable new iron pier, in view to the Government being addressed on the subject.

The buoy marking the wreck of the S.S. *Galatea* was in position. The shoals in the harbour were marked off by new, iron, basket-headed beacons. Four of these were fitted to carry lamps to enable small native craft and cargo boats to enter the inner harbour at night.

Sanction of Government was accorded to the construction of a shed for storing goods.

For transactions in connection with shipment and discharge of seamen, *vide* Appendix K.

Port flagstaff and buildings in order and well looked after.

Passenger trade at this port was brisk as usual.

*Cochin.*—The trade of the port was in a flourishing condition, the returns showing an increase under the head of both Imports and Exports. Rice and paddy contributed largely to the increase under the head of Imports.



The pilotage collections at this port also show an increase.

The ship-building industry of this port showed signs of reaction, though not to the extent to which the port was conspicuous in this direction in past years. Two new small vessels adapted for the coasting trade were built in the year.

The old town Customs building was given over to the Port Department and is used as a Marine store-godown.

The port flagstaff was painted and repaired.

Departmental boats were all in good condition and well looked after. The marine jetty and other buildings in charge of the Port Department were also in good condition.

The bar and spit buoys were, as usual, removed from the south-west monsoon, and replaced after careful soundings were taken on the bar.

Particulars of the number of seamen shipped and discharged at this port are contained in Appendix K.

Some improvements to the Cruz Milagre Dam were effected, and repairs to Groyne P taken in hand at the close of the year.

*Calicut and Beypore.*—There was increase in the trade of the port of Calicut in imports but a small decrease in exports.

A new flagstaff for signalling to the shipping was erected at Calicut. The flagstaff at Beypore was in good condition.

The Coote Reef buoy and the Calicut anchorage buoy were repaired and placed in position. The latter subsequently broke adrift, but was picked up with the loss of one anchor and cable and replaced with another set of moorings. The cause of the accident cannot be traced.

*Tellicherry.*—The value of both the import and export trade shows an improvement over the past year, the increase in exports being due to larger shipments of coffee this year to Europe, and that in imports to larger arrivals of rice from Calcutta, crops in certain parts of the district having failed for want of rain in proper season.

New boundary pillars were erected in consequence of a change in port limits noticed elsewhere in the report.

The port flagstaff needed repairs, and arrangements for carrying out the same were made shortly after the close of the year.

*Cannanore.*—The trade of the port shows an increase in imports and a decrease in exports.

The port flagstaff and signallers' quarters underwent annual repairs.

The boat jetty was in good condition.

*Mangalore.*—The trade of this port showed an increase in imports and a decrease in exports, as compared with the past years' figures. The decrease in exports occurred chiefly in coffee, rice, &c.

Two buoys supplied by Messrs. Shepherd and Co., of Bombay, to mark the bar channel for the guidance of their steamers, were placed in position.

There was no change in the backwater nor in the river mouth (Ullal) except an extension of the Jeppoo shoal, where a white buoy was placed to mark the spot.

Boundary pillars and all works in charge of the Port Department were in good condition.

Port flagstaff and crane were painted. Departmental boats and davits were repaired and carefully looked after.

Passenger traffic was principally carried on by Messrs. Shepherd and Co.'s steamers.

With regard to the proposal to extend Madras Act III of 1885 to this port to meet the cost of various port improvements required here, a meeting of merchants was convened by the Collector of the District to consider the matter, and a representative committee was chosen to frame a schedule of landing and shipping fees to be levied on all cargo shipped and landed, for submission to Government.

*Other Ports.*—The flagstaff at Badagara was completed and brought into use and the necessary establishment entertained.

The trade of Sonapur port having shown a steady decline, proposals were submitted to Government for its abolition and for the reduction of the port establishment there. These were carried out not long after the close of the year under report.

*Summary.*—The statistics for the year 1890–91, as compared with the figures of the preceding year, show, in respect to the port of Madras, an increase in the number and tonnage of vessels, but a decrease in port dues. Foreign vessels this year paid more in port dues in proportion to tonnage, so that the decrease is in collections from British vessels (coasting and other than coasting) and Native craft, the result of the reduction in port dues since 1st September 1889. In the case of all other ports, the comparison shows an increase in the number and tonnage of vessels, as also an increase in port dues. Foreign vessels this year paid more in proportion to tonnage, so that, setting aside this class of vessels, the increase in dues paid by British vessels (coasting and other than coasting) and Native craft is slight when the very large increase in their tonnage is taken into consideration. It would appear, therefore, that at the coast ports also these two classes of vessels have to some extent benefited by the reduced rate of port dues already referred to.

The returns of the two years are as under :—

| | Number of vessels. | Tons. | Dues. |
|---|---|---|---|
| | | | Rs. |
| Madras— | | | |
| 1889-90 | 653 | 990,143 | 1,08,644 |
| 1890-91 | 721 | 1,030,968 | 1,02,101 |
| All other ports— | | | |
| 1889-90 | 24,439 | 5,116,726 | 1,62,790 |
| 1890-91 | 24,834 | 5,780,248 | 1,93,974 |

The vessels that called at Madras were—British 566 of 933, 406 tons, paid dues Rs. 92,928 ; Foreign, 69 of 86,582 tons, paid Rs. 8,304 ; and Native, 86 of 10,980 tons, paid Rs. 869. Those that arrived at the coast ports were—British, 4,354 of 4,962,159 tons, paid dues Rs. 1,64,428 ; Foreign, 597 of 43,466 tons, paid Rs. 4,555 ; and Native, 19,883 of 774,623 tons, paid Rs. 24,991.

The payments in dues averaged from 12 to 26 pies per ton at the port of Madras and from 5 to 20 pies per ton at the coast 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., Pámban, 18,363 arrived, 47,586 left ; Negapatam, 27,389 arrived, 36,201 left ; Tuticorin, 31,424 arrived, 19,177 left ; and Cocanada, 10,186 arrived, 16,035 left.

In point of importance with respect to the value of the trade carried on at each port, the following ports, next to Madras, head the list in the order in which they are named, viz., Tuticorin, Cocanada, Tellicherry, Cochin, Calicut, Mangalore and Negapatam.

The weather along the whole coast during the year was again abnormally favorable for shipping and landing operations, which were carried on uninterruptedly.

Casualties to shipping were remarkably few this year—strandings 3 and founderings 4—and were unattended with any loss of life. In one case—the stranding of the Asiatic Steam Navigation Company's Steamer *Nurjahan* on the Tinnevelly coast—a Marine Court of Inquiry was held under Act V of 1883, resulting in the certificate of the 3rd officer of that vessel being suspended for a period of three months.

The following Marine Acts were passed in the year, namely, Act V of 1891 (an Act to amend and supplement the Indian Ports Act X of 1889), Act VI of 1891 (an Act to amend the Indian Merchant Shipping Acts I of 1859, VII of 1880 and V of 1883), and Act VII of 1891 (an Act to amend the Indian Registration Act X of 1841).



## APPENDIX A.

STATEMENT of Wrecks and Casualties which have occurred, or have been reported, at Ports in the Madras Presidency during the official year 1890–91.

| Date. | Name of Vessel. | Tonnage. | Summary of particulars furnished by the Reporting Officer. | Finding of the Court of Inquiry. |
|---|---|---|---|---|
| 1890. | (*Stranding*). | | | |
| May 12th | Native Gunjah "Daria Dowlat;" Master, Ummer. | 96 $\frac{44}{100}$ | Drifted ashore opposite Conolly's Hill, Calicut, owing to a ground swell with low breakers, and broke to pieces. No lives lost. Damage to the vessel, about Rs. 1,618. | |
| | (*Foundering*). | | | |
| ,, 24th | British Dhoney "Janagiammal;" Master, A. Palaniyandy Chetty. | 182 | While on her way from Pámban to Madras, the vessel sprung a leak and foundered six miles west of Kayts, Palk's Straits. No lives lost. Total loss to the dhoney Rs. 1,500, and to cargo Rs. 7,000. | |
| | (*Stranding*). | | | |
| Oct. 4th | British Muchwa "Nageen;" Master, Rama. | 28 $\frac{44}{100}$ | While entering the Beypore river, the Muchwa drifted into shallow water during a strong ebb tide, grounded, and bilged on the sandy beach. No lives lost. Total loss to vessel, Rs. 2,000. | |
| | (*Stranding*). | | | |
| Nov. 21st | British S. S. "Nurjahan;" Master, A. S. Young. | 1,936 | Stranded on the Tinnevelly coast about a mile from the shore of the village of Idinthakarai and became a total wreck. No lives lost. Loss to ship, £60,000. | A Court of Inquiry was held at Tuticorin on 9th December 1890. The third officer was found guilty of neglect of duty and his certificate suspended for 3 months. |
| | (*Foundering*). | | | |
| Dec. 16th | Native Batel "Sackuria;" Master, Kana Boda. | 41 $\frac{3}{4}$ | While on her way from Bombay to Cochin, she sprung a leak off Mangalore near Ullal and the crew being unable to keep her afloat, she was beached. No lives lost. Total loss to the vessel Rs. 500, and to cargo Rs. 1,400. | |
| | (*Foundering*). | | | |
| ,, 12th | Native Buttel "Padaruth;" Master, Isaak Jooma. | 97 $\frac{55}{100}$ | Having sprung a leak while off Coondapore, she made for the land, but leak gaining ground she sunk in 16 fathoms water. No lives lost. Total loss to ship Rs. 2,000, and to cargo Rs. 3,200. | |
| 1891. | (*Foundering*). | | | |
| Feb. 16th | British Brig "Alamelu Mungamma;" Master, Yeremba Morthy Pillai. | 176 | Foundered at the port of Tondi, Madura coast, by a sudden burst of wind while discharging cargo. No lives lost. Partial loss to the brig Rs. 500, and to cargo Rs. 200. | |

## APPENDIX B.

PARTICULARS of the Trade of the several ports in each district of the Madras Presidency during the official year 1890–91.

| 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. |
| Ganjam | Gopálpur | 2 | 1,252 | 70 0 0 | 109 | 144,201 | 7,331 0 0 | 39 | 60,997 | .. | 150 | 206,450 | 7,401 0 0 |
| | Báruva | .. | .. | .. | .. | .. | .. | 38 | 53,904 | .. | 38 | 53,904 | .. |
| | Calingapatam | 1 | 505 | 71 0 0 | 91 | 127,391 | .. | 36 | 55,481 | 1,121 0 0 | 128 | 183,377 | 1,192 0 0 |
| | Púndi | .. | .. | .. | 3 | 3,561 | .. | .. | .. | .. | 3 | 3,561 | .. |
| | Total | 3 | 1,757 | 141 0 0 | 203 | 275,153 | 7,331 0 0 | 113 | 170,382 | 1,121 0 0 | 319 | 447,292 | 8,593 0 0 |
| Vizagapatam | Vizagapatam | .. | .. | .. | 112 | 149,903 | 1,257 0 0 | 99 | 151,807 | 2,205 12 0 | 211 | 301,710 | 3,462 12 0 |
| | Bimlipatam | .. | .. | .. | 242 | 357,222 | 4,283 13 0 | .. | .. | .. | 242 | 357,222 | 4,283 13 0 |
| | Total | .. | .. | .. | 354 | 507,125 | 5,540 13 0 | 99 | 151,807 | 2,205 12 0 | 453 | 658,932 | 7,746 9 0 |
| Godávari | Cocanada | 2 | 2,186 | 307 6 6 | 77 | 135,166 | 7,293 0 0 | 211 | 305,614 | 4,072 14 0 | 290 | 442,966 | 11,673 4 6 |
| | Coringa | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Narsápur | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total | 2 | 2,186 | 307 6 6 | 77 | 135,166 | 7,293 0 0 | 211 | 305,614 | 4,072 14 0 | 290 | 442,966 | 11,673 4 6 |
| Kistna | Masulipatam | 36 | 54,036 | 3,056 1 0 | 75 | 116,056 | 2,763 6 0 | 130 | 185,414 | 4,108 2 0 | 241 | 355,506 | 9,927 9 0 |
| | Nizampatam | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Kottapalem | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Pennumudi | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Moratota | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Badduranipalem | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Gangadipalem | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Ipurupalem | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Motupalli | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total | 36 | 54,036 | 3,056 1 0 | 75 | 116,056 | 2,763 6 0 | 130 | 185,414 | 4,108 2 0 | 241 | 355,506 | 9,927 9 0 |



## 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. |
| Ganjam | Gopálpur | 1 | 754 | .. | 110 | 144,955 | .. | 40 | 61,495 | .. | 151 | 207,204 | .. |
| | Báruva | .. | .. | .. | .. | .. | .. | 38 | 53,904 | .. | 38 | 53,904 | .. |
| | Calingapatam | .. | .. | .. | 91 | 125,311 | .. | 37 | 58,066 | .. | 128 | 183,377 | .. |
| | Púndi | .. | .. | .. | 3 | 3,561 | .. | .. | .. | .. | 3 | 3,561 | .. |
| | Total | 1 | 754 | .. | 204 | 273,827 | .. | 115 | 173,465 | .. | 320 | 448,046 | .. |
| Vizagapatam | Vizagapatam | .. | .. | .. | 112 | 149,903 | .. | 99 | 151,807 | .. | 211 | 301,710 | .. |
| | Bimlipatam | .. | .. | .. | 242 | 357,222 | .. | .. | .. | .. | 242 | 357,222 | .. |
| | Total | .. | .. | .. | 354 | 507,125 | .. | 99 | 151,807 | .. | 453 | 658,932 | .. |
| Godávari | Cocanada | .. | .. | .. | 70 | 122,305 | .. | 220 | 320,661 | .. | 290 | 442,966 | .. |
| | Coringa | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Narsápur | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total | .. | .. | .. | 70 | 122,305 | .. | 220 | 320,661 | .. | 290 | 442,966 | .. |
| Kistna | Masulipatam | 27 | 37,050 | .. | 90 | 141,994 | .. | 124 | 176,462 | .. | 241 | 355,506 | .. |
| | Nizampatam | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Kottapalem | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Pennumudi | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Moratota | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Badduranipalem | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Gangadipalem | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Ipurupalem | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Motupalli | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total | 27 | 37,050 | .. | 90 | 141,994 | .. | 124 | 176,462 | .. | 241 | 355,506 | .. |

## 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. |
| Ganjam | Gopálpur | 2 | 2,850 | 497 0 0 | 2 | 2,857 | 411 0 0 | .. | .. | .. | 4 | 5,716 | 908 0 0 |
| | Báruva | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Calingapatam | 1 | 1,638 | 230 0 0 | 1 | 1,690 | 317 0 0 | .. | .. | .. | 2 | 3,328 | 547 0 0 |
| | Pondi | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total | 3 | 4,497 | 727 0 0 | 3 | 4,547 | 728 0 0 | .. | .. | .. | 6 | 9,044 | 1,455 0 0 |
| Vizagapatam | Vizagapatam | 5 | 7,516 | 704 10 0 | 9 | 14,737 | 1,423 3 6 | .. | .. | .. | 14 | 22,253 | 2,127 13 6 |
| | Bimlipatam | 5 | 7,788 | 794 13 6 | 14 | 20,391 | 1,872 2 0 | .. | .. | .. | 19 | 28,179 | 2,666 15 6 |
| | Total | 10 | 15,304 | 1,499 7 6 | 23 | 35,128 | 3,295 5 6 | .. | .. | .. | 33 | 50,432 | 4,794 13 0 |
| Godávari | Cocanada | 16 | 18,079 | 2,782 13 3 | 25 | 41,196 | 5,127 0 0 | 3 | 6,940 | 1,301 4 0 | 44 | 66,215 | 9,211 1 3 |
| | Coringa | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Narsápur | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total | 16 | 18,079 | 2,782 13 3 | 25 | 41,196 | 5,127 0 0 | 3 | 6,940 | 1,301 4 0 | 44 | 66,215 | 9,211 1 3 |
| Kistna | Masulipatam | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Nizampatam | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Kottapalem | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Pennumudi | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Moratota | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Badduranipalem | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Gangadipalem | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Ipurupalem | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | 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 | .. | .. | .. | 5 | 7,442 | .. | .. | .. | .. | 5 | 7,442 | .. |
| | Báruva | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Calingapatam | .. | .. | .. | 2 | 3,328 | .. | .. | .. | .. | 2 | 3,328 | .. |
| | Pondi | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total | .. | .. | .. | 7 | 10,770 | .. | .. | .. | .. | 7 | 10,770 | .. |
| Vizagapatam | Vizagapatam | 1 | 1,710 | .. | 13 | 20,543 | .. | .. | .. | .. | 14 | 22,253 | .. |
| | Bimlipatam | .. | .. | .. | 19 | 28,179 | .. | .. | .. | .. | 19 | 28,179 | .. |
| | Total | 1 | 1,710 | .. | 32 | 48,722 | .. | .. | .. | .. | 33 | 50,432 | .. |
| Godávari | Cocanada | 1 | 1,184 | .. | 41 | 57,827 | .. | 1 | 2,552 | .. | 43 | 61,563 | .. |
| | Coringa | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Narsápur | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total | 1 | 1,184 | .. | 41 | 57,827 | .. | 1 | 2,552 | .. | 43 | 61,563 | .. |
| Kistna | Masulipatam | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Nizampatam | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Kottapalem | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Pennumudi | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Moratota | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Badduranipalem | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Gangadipalem | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Ipurupalem | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Motupalli | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |

APPENDIX B—*cont.*

| Districts. | Ports. | Foreign Vessels. — Arrived: In Ballast. Vessels. | Tonnage. | Port Dues. | With Cargo. Vessels. | Tonnage. | Port Dues. | With Passengers. Vessels. | Tonnage. | Port Dues. | Total. 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. |
| Ganjam .. | Gopálpur .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Báruva .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Calingapatam .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Pándi .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Vizagapatam .. | Vizagapatam .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Bimlipatam .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Godávari .. | Cocanada .. .. .. | 5 | 1,901 | 267 5 3 | 1 | 375 | 70 5 0 | .. | .. | .. | 6 | 2,276 | 337 10 3 |
| | Coringa .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Narsápur .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total .. | 5 | 1,901 | 267 5 3 | 1 | 375 | 70 5 0 | .. | .. | .. | 6 | 2,276 | 337 10 3 |
| Kistna .. | Masulipatam .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Nizampatam .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Kottapalem .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Pennumudi .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Moratota .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Badduranipalem .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Gangadipalem .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Ipurupalem .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Motupalli .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |



APPENDIX B—*cont.*

| Districts. | Ports. | Foreign Vessels—*cont.* — Left: In Ballast. Vessels. | Tonnage. | Port Dues. | With Cargo. Vessels. | Tonnage. | Port Dues. | With Passengers. Vessels. | Tonnage. | Port Dues. | Total. Vessels. | Tonnage. | Port Dues. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 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 .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Calingapatam .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Pándi .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Vizagapatam .. | Vizagapatam .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Bimlipatam .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Godávari .. | Cocanada .. .. .. | .. | .. | .. | 6 | 2,276 | .. | .. | .. | .. | 6 | 2,276 | .. |
| | Coringa .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Narsápur .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total .. | .. | .. | .. | 6 | 2,276 | .. | .. | .. | .. | 6 | 2,276 | .. |
| Kistna .. | Masulipatam .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Nizampatam .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Kottapalem .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Pennumudi .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Moratota .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Badduranipalem .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Gangadipalem .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Ipurupalem .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Motupalli .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |

## APPENDIX B—*cont.*

| Districts. | Ports. | Native Crafts. — Arrived | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | In Ballast. | | | With Cargo. | | | With Passengers. | | | Total. | | |
| | | Vessels. | Tonnage. | Port Dues. | Vessels. | Tonnage. | Port Dues. | Vessels. | Tonnage. | Port Dues. | Vessels. | Tonnage. | 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 .. .. .. | .. | .. | .. | 2 | 196 | 12 0 0 | .. | .. | .. | 2 | 196 | 12 0 0 |
| | Báruva .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Calingapatam .. .. .. | 5 | 474 | 22 0 0 | 2 | 69 | 13 0 0 | .. | .. | .. | 7 | 543 | 35 0 0 |
| | Pándi .. .. .. .. | 9 | 866 | 44 0 0 | 2 | 454 | 26 0 0 | .. | .. | .. | 11 | 1,320 | 72 0 0 |
| | Total .. | 14 | 1,340 | 66 0 0 | 6 | 739 | 53 0 0 | .. | .. | .. | 20 | 2,079 | 119 0 0 |
| Vizagapatam .. | Vizagapatam .. .. .. | 1 | 224 | .. | 11 | 1,831 | 114 7 0 | .. | .. | .. | 12 | 2,055 | 114 7 0 |
| | Bimlipatam .. .. .. | .. | .. | .. | 1 | 69 | 4 5 0 | .. | .. | .. | 1 | 69 | 4 5 0 |
| | Total .. | 1 | 224 | .. | 12 | 1,900 | 118 12 0 | .. | .. | .. | 13 | 2,124 | 118 12 0 |
| Godávari .. | Cocanada .. .. .. | 54 | 6,644 | 267 2 9 | 34 | 5,911 | 244 1 9 | 11 | 2,557 | 127 5 0 | 99 | 15,112 | 728 9 6 |
| | Coringa .. .. .. | 5 | 797 | 30 7 9 | .. | .. | .. | .. | .. | .. | 5 | 797 | 30 7 9 |
| | Narsápur .. .. .. | 8 | 316 | 13 11 0 | 3 | 135 | 6 13 0 | .. | .. | .. | 11 | 451 | 20 5 0 |
| | Total .. | 67 | 7,757 | 311 5 6 | 37 | 6,046 | 250 14 9 | 11 | * 2,557 | 127 5 0 | 115 | 16,360 | 789 9 3 |
| Kistna .. | Masulipatam .. .. .. | 143 | 14,835 | 628 9 7 | 66 | 6,519 | 226 9 3 | 1 | 139 | 8 11 0 | 210 | 21,503 | 963 13 10 |
| | Nizampatam .. .. .. | 27 | 630 | 20 7 0 | 43 | 528 | 1 4 0 | .. | .. | .. | 69 | 1,158 | 21 11 0 |
| | Kottapalem .. .. .. | 16 | 711 | 35 14 0 | 1 | 166 | 10 6 0 | .. | .. | .. | 17 | 877 | 46 4 0 |
| | Ponnumudi .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Moratota .. .. .. | 2 | 40 | 3 9 0 | .. | .. | .. | .. | .. | .. | 2 | 40 | 3 9 0 |
| | Bádduranipalem .. .. | 2 | 80 | 5 6 0 | .. | .. | .. | .. | .. | .. | 2 | 80 | 5 6 0 |
| | Gangadipalem .. .. .. | 3 | 63 | 2 14 0 | .. | .. | .. | .. | .. | .. | 3 | 63 | 2 14 0 |
| | Ipurupalem .. .. .. | 3 | 144 | .. | * 3 | 223 | 3 9 0 | .. | .. | .. | 6 | 367 | 3 9 0 |
| | Motupalli .. .. .. | 5 | 107 | 3 6 0 | .. | .. | .. | .. | .. | .. | 5 | 107 | 3 6 0 |
| | Total .. | 201 | 16,809 | 698 5 7 | 113 | 7,446 | 341 3 6 | 1 | 139 | 8 11 0 | 314 | 24,194 | 1,048 3 10 |



## APPENDIX B—*cont.*

| Districts. | Ports. | Native Crafts—*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. |
| | | 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 | 139 | .. | 1 | 57 | .. | .. | .. | .. | 2 | 196 | .. |
| | Báruva .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Calingapatam .. .. .. | 3 | 198 | .. | 5 | 474 | .. | .. | .. | .. | 8 | 672 | .. |
| | Pándi .. .. .. .. | 1 | 31 | .. | 9 | 1,087 | .. | .. | .. | .. | 10 | 1,118 | .. |
| | Total .. | 5 | 368 | .. | 15 | 1,618 | .. | .. | .. | .. | 20 | 1,986 | .. |
| Vizagapatam .. | Vizagapatam .. .. .. | 4 | 591 | .. | 8 | 1,464 | .. | .. | .. | .. | 12 | 2,055 | .. |
| | Bimlipatam .. .. .. | .. | .. | .. | 1 | 69 | .. | .. | .. | .. | 1 | 69 | .. |
| | Total .. | 4 | 591 | .. | 9 | 1,533 | .. | .. | .. | .. | 13 | 2,124 | .. |
| Godávari .. | Cocanada .. .. .. | 26 | 3,597 | .. | 66 | 10,067 | .. | 3 | 611 | .. | 95 | 14,275 | .. |
| | Coringa .. .. .. | 4 | 588 | .. | 1 | 202 | .. | .. | .. | .. | 5 | 790 | .. |
| | Narsápur .. .. .. | 6 | 261 | .. | 6 | 270 | .. | .. | .. | .. | 12 | 531 | .. |
| | Total .. | 36 | 4,446 | .. | 73 | 10,539 | .. | 3 | 611 | .. | 112 | 15,596 | .. |
| Kistna .. | Masulipatam .. .. .. | 27 | 875 | .. | 183 | 20,418 | .. | 1 | 31 | .. | 211 | 21,324 | .. |
| | Nizampatam .. .. .. | 6 | 264 | .. | 6 | 550 | .. | .. | .. | .. | 12 | 814 | .. |
| | Kottapalem .. .. .. | 7 | 1,111 | .. | 54 | 561 | .. | .. | .. | .. | 61 | 1,672 | .. |
| | Ponnumudi .. .. .. | 13 | 115 | .. | .. | .. | .. | .. | .. | .. | 13 | 115 | .. |
| | Moratota .. .. .. | 7 | 62 | .. | 5 | 46 | .. | .. | .. | .. | 12 | 108 | .. |
| | Bádduranipalem .. .. | .. | .. | .. | 5 | 106 | .. | .. | .. | .. | 5 | 106 | .. |
| | Gangadipalem .. .. .. | 4 | 47 | .. | 5 | 70 | .. | .. | .. | .. | 9 | 117 | .. |
| | Ipurupalem .. .. .. | 1 | 48 | .. | 5 | 319 | .. | .. | .. | .. | 6 | 367 | .. |
| | Motupalli .. .. .. | .. | .. | .. | 5 | 107 | .. | .. | .. | .. | 5 | 107 | .. |
| | Total .. | 65 | 2,522 | .. | 268 | 22,177 | .. | 1 | 31 | .. | 334 | 24,730 | .. |

## 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. |
| Ganjam .. | Gopálpur | 4 | 4,111 | 567 0 0 | 113 | 147,254 | 7,754 0 0 | 39 | 60,997 | .. | 156 | 212,362 | 8,321 0 0 |
| | Báruva .. .. .. .. | .. | .. | .. | .. | .. | .. | 38 | 53,904 | .. | 38 | 53,904 | .. |
| | Calingapatam .. .. .. | 7 | 2,617 | 323 0 0 | 94 | 129,170 | 330 0 0 | 36 | 55,481 | 1,121 0 0 | 137 | 187,268 | 1,774 0 0 |
| | Púndi .. .. .. .. | 9 | 866 | 44 0 0 | 5 | 4,015 | 28 0 0 | .. | .. | .. | 14 | 4,881 | 72 0 0 |
| | Total .. | 20 | 7,594 | 934 0 0 | 212 | 280,439 | 8,112 0 0 | 113 | 170,382 | 1,121 0 0 | 345 | 458,415 | 10,167 0 0 |
| Vizagapatam .. | Vizagapatam .. .. .. | 6 | 7,740 | 704 10 0 | 132 | 166,471 | 2,794 10 6 | 99 | 151,807 | 2,205 12 0 | 237 | 326,018 | 5,705 0 6 |
| | Bimlipatam .. .. .. | 5 | 7,788 | 794 13 6 | 257 | 377,682 | 6,169 4 0 | .. | .. | .. | 262 | 385,470 | 6,955 1 6 |
| | Total .. | 11 | 15,528 | 1,499 7 6 | 389 | 544,153 | 8,954 14 6 | 99 | 151,807 | 2,205 12 0 | 499 | 711,488 | 12,660 2 0 |
| Godávari .. | Cocanada .. .. .. | 77 | 28,810 | 3,624 11 9 | 137 | 182,665 | 12,834 6 9 | 225 | 315,111 | 5,501 7 0 | 439 | 526,569 | 21,960 9 6 |
| | Coringa .. .. .. | 5 | 797 | 30 7 9 | .. | .. | .. | .. | .. | .. | 5 | 797 | 30 7 9 |
| | Narsápur .. .. .. | 8 | 316 | 13 11 0 | 3 | 135 | 6 13 0 | .. | .. | .. | 11 | 451 | 20 8 0 |
| | Total .. | 90 | 29,923 | 3,668 14 6 | 140 | 182,783 | 12,841 3 9 | 225 | 315,111 | 5,501 7 0 | 455 | 527,817 | 22,011 9 3 |
| Kistna .. | Masulipatam .. .. .. | 179 | 68,871 | 3,684 10 7 | 141 | 122,585 | 3,059 15 3 | 131 | 185,553 | 4,116 13 0 | 451 | 377,009 | 10,891 6 10 |
| | Nizampatam .. .. .. | 27 | 630 | 20 7 0 | 42 | 328 | 1 4 0 | .. | .. | .. | 69 | 1,158 | 21 11 0 |
| | Kottapalem .. .. .. | 16 | 711 | 35 14 0 | 1 | 166 | 10 6 0 | .. | .. | .. | 17 | 877 | 46 4 0 |
| | Pennumudi .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Moratota .. .. .. | 2 | 49 | 2 9 0 | .. | .. | .. | .. | .. | .. | 2 | 49 | 2 9 0 |
| | Baddurapalem .. .. | 2 | 80 | 5 0 0 | .. | .. | .. | .. | .. | .. | 2 | 80 | 5 0 0 |
| | Gangadipalem .. .. | 3 | 62 | 2 14 0 | .. | .. | .. | .. | .. | .. | 3 | 62 | 2 14 0 |
| | Ipurupalem .. .. .. | 3 | 144 | .. | 3 | 223 | 3 0 0 | .. | .. | .. | 6 | 367 | 3 0 3 |
| | Motupalli .. .. .. | 5 | 107 | 3 0 0 | .. | .. | .. | .. | .. | .. | 5 | 107 | 3 0 0 |
| | Total .. | 237 | 70,645 | 3,754 6 7 | 487 | 123,502 | 3,104 9 3 | 131 | 185,553 | 4,116 13 0 | 555 | 379,700 | 10,975 12 10 |



## 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 | 2 | 893 | .. | 116 | 152,454 | .. | 40 | 61,495 | .. | 158 | 214,842 | .. |
| | Báruva .. .. .. | .. | .. | .. | .. | .. | .. | 38 | 53,904 | .. | 38 | 53,904 | .. |
| | Calingapatam .. .. | 3 | 198 | .. | 98 | 129,113 | .. | 37 | 58,066 | .. | 138 | 187,377 | .. |
| | Púndi .. .. .. .. | 1 | 31 | .. | 12 | 4,648 | .. | .. | .. | .. | 13 | 4,679 | .. |
| | Total .. | 6 | 1,122 | .. | 226 | 286,215 | .. | 115 | 173,465 | .. | 347 | 460,802 | .. |
| Vizagapatam .. | Vizagapatam .. .. .. | 5 | 2,301 | .. | 133 | 171,910 | .. | 99 | 151,807 | .. | 237 | 326,018 | .. |
| | Bimlipatam .. .. .. | .. | .. | .. | 262 | 385,470 | .. | .. | .. | .. | 262 | 385,470 | .. |
| | Total .. | 5 | 2,301 | .. | 395 | 557,380 | .. | 99 | 151,807 | .. | 499 | 711,488 | .. |
| Godávari .. | Cocanada .. .. .. | 27 | 4,781 | .. | 183 | 192,475 | .. | 224 | 323,824 | .. | 434 | 521,080 | .. |
| | Coringa .. .. .. | 4 | 588 | .. | 1 | 202 | .. | .. | .. | .. | 5 | 790 | .. |
| | Narsápur .. .. .. | 6 | 261 | .. | 6 | 270 | .. | .. | .. | .. | 12 | 531 | .. |
| | Total .. | 37 | 5,630 | .. | 190 | 192,947 | .. | 224 | 323,824 | .. | 451 | 522,401 | .. |
| Kistna .. | Masulipatam .. .. .. | 54 | 37,925 | .. | 273 | 162,412 | .. | 125 | 176,493 | .. | 452 | 376,830 | .. |
| | Nizampatam .. .. .. | 6 | 264 | .. | 6 | 550 | .. | .. | .. | .. | 12 | 814 | .. |
| | Kottapalem .. .. .. | 7 | 1,111 | .. | 54 | 561 | .. | .. | .. | .. | 61 | 1,672 | .. |
| | Pennumudi .. .. .. | 13 | 115 | .. | .. | .. | .. | .. | .. | .. | 13 | 115 | .. |
| | Moratota .. .. .. | 7 | 62 | .. | 5 | 46 | .. | .. | .. | .. | 12 | 108 | .. |
| | Baddurapalem .. .. | .. | .. | .. | 5 | 106 | .. | .. | .. | .. | 5 | 106 | .. |
| | Gangadipalem .. .. | 4 | 47 | .. | 5 | 70 | .. | .. | .. | .. | 9 | 117 | .. |
| | Ipurupalem .. .. .. | 1 | 48 | .. | 5 | 319 | .. | .. | .. | .. | 6 | 367 | .. |
| | Motupalli .. .. .. | .. | .. | .. | 5 | 107 | .. | .. | .. | .. | 5 | 107 | .. |
| | Total .. | 92 | 39,572 | .. | 358 | 164,171 | .. | 125 | 176,493 | .. | 575 | 380,236 | .. |

## APPENDIX B—*cont.*

British Vessels.

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. |
| 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 | .. | .. | .. | 3 | 5,668 | 382 11 0 | .. | .. | .. | 3 | 5,668 | 382 11 0 |
| | Itamukkala | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Karedu | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Ramayapatam | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Iskapalle | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Krishnapatam | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total | .. | .. | .. | 3 | 5,668 | 382 11 0 | .. | .. | .. | 3 | 5,668 | 382 11 0 |
| Chingleput | Pulicat | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Ennore | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| South Arcot | Cuddalore | .. | .. | 3 | 3,720 | 218 0 0 | 116 | 149,113 | 2,053 0 0 | .. | .. | .. | 119 | 152,833 | 2,271 0 0 |
| | Porto Novo | .. | .. | .. | .. | .. | 13 | 21,645 | 577 0 0 | .. | .. | .. | 13 | 21,645 | 577 0 0 |
| | Total | .. | .. | 3 | 3,720 | 218 0 0 | 129 | 170,758 | 2,630 0 0 | .. | .. | .. | 132 | 174,478 | 2,848 0 0 |
| Tanjore | Tirumalaivasal | .. | .. | .. | .. | .. | 31 | 36,951 | 363 0 0 | .. | .. | .. | 31 | 36,951 | 363 0 0 |
| | Tranquebar | .. | .. | 8 | 2,351 | 33 15 0 | 20 | 10,599 | 495 9 5 | 1 | 181 | .. | 29 | 13,131 | 529 8 5 |
| | Nagore | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Negapatam | .. | .. | 3 | 591 | .. | 170 | 237,382 | 5,729 10 0 | 147 | 136,100 | 1,456 11 0 | 320 | 374,073 | 7,186 5 0 |
| | Velanganny | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Topeturai | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Mutupet | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Adirámpatnam | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Ammápatam | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Kottapatnam | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total | .. | .. | 11 | 2,942 | 33 15 0 | 221 | 284,932 | 6,588 3 5 | 148 | 136,281 | 1,456 11 0 | 380 | 424,155 | 8,078 13 5 |



## 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. |
| Nellore | Kottapatam | .. | .. | .. | 3 | 5,668 | .. | .. | .. | .. | 3 | 5,668 | .. |
| | Itamukkala | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Karedu | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Ramayapatam | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Iskapalle | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Krishnapatam | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total | .. | .. | .. | 3 | 5,668 | .. | .. | .. | .. | 3 | 5,668 | .. |
| Chingleput | Pulicat | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Ennore | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| South Arcot | Cuddalore | 2 | 3,095 | .. | 116 | 147,980 | .. | .. | .. | .. | 118 | 151,075 | .. |
| | Porto Novo | .. | .. | .. | 13 | 21,645 | .. | .. | .. | .. | 13 | 21,645 | .. |
| | Total | 2 | 3,095 | .. | 129 | 169,625 | .. | .. | .. | .. | 131 | 172,720 | .. |
| Tanjore | Tirumalaivasal | .. | .. | .. | 29 | 35,987 | .. | 2 | 964 | .. | 31 | 36,951 | .. |
| | Tranquebar | 1 | 482 | .. | 28 | 12,649 | .. | .. | .. | .. | 29 | 13,131 | .. |
| | Nagore | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Negapatam | 19 | 14,219 | .. | 205 | 274,042 | .. | 114 | 107,857 | .. | 338 | 396,118 | .. |
| | Velanganny | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Topeturai | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Mutupet | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Adirámpatnam | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Ammápatam | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Kottapatnam | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total | 20 | 14,701 | .. | 262 | 322,678 | .. | 116 | 108,821 | .. | 398 | 446,200 | .. |

## 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 |
| Nellore | Kottapatam | .. | .. | Rs. A. P. .. | .. | .. | Rs. A. P. .. | .. | .. | Rs. A. P. .. | .. | .. | Rs. A. P. .. |
| | Itamukkala | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Karedu | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Ramayapatam | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Iskapalle | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Krishnapatam | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Chingleput | Pulicat | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Ennore | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| South Arcot | Cuddalore | 10 | 15,095 | 1,827 0 0 | 2 | 3,095 | 479 0 0 | .. | .. | .. | 12 | 18,190 | 2,306 0 0 |
| | Porto Novo | .. | .. | .. | 31 | 42,382 | 396 0 0 | .. | .. | .. | 31 | 42,382 | 396 0 0 |
| | Total | 10 | 15,095 | 1,827 0 0 | 33 | 45,477 | 875 0 0 | .. | .. | .. | 43 | 60,573 | 2,702 0 0 |
| Tanjore | Tirumalaivasal | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Tranquebar | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Nagore | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Negapatam | 3 | 4,917 | 691 7 3 | 11 | 17,885 | 3,720 0 0 | 46 | 53,261 | 6,355 4 8 | 60 | 76,063 | 10,766 11 11 |
| | Velanganny | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Topeturai | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Mutupet | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Adirámpatam | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Ammápatam | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Kottapatnam | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total | 3 | 4,917 | 691 7 3 | 11 | 17,885 | 3,720 0 0 | 46 | 53,261 | 6,355 4 8 | 60 | 76,063 | 10,766 11 11 |

## APPENDIX B—*cont.*

British Vessels—*cont.*

Other vessels (excluding 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. |
| | | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 |
| Nellore | Kottapatam | .. | .. | Rs. A. P. .. | .. | .. | Rs. A. P. .. | .. | .. | Rs. A. P. .. | .. | .. | Rs. A. P. .. |
| | Itamukkalia | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Karedu | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Ramayapatam | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Iskapalle | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Kristnapatam | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Chingleput | Pulicat | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Ennore | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| South Arcot | Cuddalore | .. | .. | .. | 13 | 19,948 | .. | .. | .. | .. | 13 | 19,948 | .. |
| | Porto Novo | .. | .. | .. | 31 | 42,382 | .. | .. | .. | .. | 31 | 42,382 | .. |
| | Total | .. | .. | .. | 44 | 62,330 | .. | .. | .. | .. | 44 | 62,330 | .. |
| Tanjore | Tirumalaivasal | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Tranquebar | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Nagore | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Negapatam | 5 | 6,534 | .. | 5 | 4,314 | .. | 32 | 43,245 | .. | 42 | 54,093 | .. |
| | Velanganny | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Topeturai | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Mutupet | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Adirámpatam | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Ammápatam | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Kottapatnam | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total | 5 | 6,534 | .. | 5 | 4,314 | .. | 32 | 43,245 | .. | 42 | 54,093 | .. |



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APPENDIX B.—*cont.*

| Districts. | Ports. | Total—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. |
| | | 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 .. .. .. | 9 | 207 | .. | 8 | 6,255 | .. | .. | .. | .. | 17 | 6,462 | .. |
| | Itamukkala .. .. .. | 1 | 48 | .. | .. | .. | .. | .. | .. | .. | 1 | 48 | .. |
| | Karedu .. .. .. | .. | .. | .. | 1 | 90 | .. | .. | .. | .. | 1 | 90 | .. |
| | Ramayapatam .. .. | .. | .. | .. | 1 | 90 | .. | .. | .. | .. | 1 | 90 | .. |
| | Iskápalle .. .. .. | .. | .. | .. | 1 | 90 | .. | .. | .. | .. | 1 | 90 | .. |
| | Krishnapatam .. .. | 2 | 330 | 10 6 0 | .. | .. | .. | .. | .. | .. | 2 | 330 | 10 6 0 |
| | Total .. | 12 | 585 | 10 6 0 | 11 | 6,525 | .. | .. | .. | .. | 23 | 7,110 | 10 6 0 |
| Chingleput .. | Pulicat .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Ennore .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| South Arcot .. | Cuddalore .. .. .. | 12 | 4,059 | 7 0 0 | 186 | 176,124 | 27 0 0 | .. | .. | .. | 198 | 180,183 | 34 0 0 |
| | Porto Novo .. .. .. | 29 | 3,087 | 21 0 0 | 88 | 70,623 | 198 0 0 | .. | .. | .. | 117 | 73,710 | 219 0 0 |
| | Total .. | 41 | 7,146 | 28 0 0 | 274 | 246,747 | 225 0 0 | .. | .. | .. | 315 | 253,893 | 253 0 0 |
| Tanjore .. | Tirumalaivasal .. .. | 7 | 725 | .. | 44 | 37,651 | .. | 3 | 1,014 | .. | 54 | 39,390 | .. |
| | Tranquebar .. .. .. | 3 | 879 | .. | 39 | 14,069 | .. | .. | .. | .. | 42 | 14,948 | .. |
| | Nagore .. .. .. | 26 | 3,094 | 46 11 6 | 14 | 1,271 | 35 11 6 | .. | .. | .. | 40 | 4,365 | 82 7 0 |
| | Negapatam .. .. .. | 117 | 31,145 | .. | 561 | 3,21,413 | .. | 151 | 151,457 | .. | 829 | 504,015 | .. |
| | Velanganny .. .. .. | 2 | 462 | .. | 21 | 2,170 | .. | .. | .. | .. | 23 | 2,632 | .. |
| | Topeturai .. .. .. | 79 | 1,398 | .. | 56 | 1,168 | 29 8 0 | 214 | 4,486 | 92 12 11 | 349 | 7,052 | 122 4 11 |
| | Mutupet .. .. .. | 14 | 742 | .. | 140 | 9,422 | .. | 22 | 2,284 | .. | 176 | 12,448 | .. |
| | Adirámpatnam .. .. | 44 | 3,707 | .. | 157 | 12,628 | .. | 2 | 148 | .. | 203 | 16,483 | .. |
| | Ammápatam .. .. | 11 | 616 | .. | 27 | 1,538 | .. | 11 | 703 | .. | 49 | 2,857 | .. |
| | Kottapatnam .. .. | 5 | 112 | .. | 31 | 2,777 | .. | 4 | 243 | .. | 40 | 3,132 | .. |
| | Total .. | 308 | 42,880 | 46 11 6 | 1,090 | 404,107 | 65 3 6 | 407 | 160,335 | 92 12 11 | 1,805 | 607,322 | 204 11 11 |

## APPENDIX B—*cont.*

| Districts. | Ports. | Foreign Vessels. — Arrived — In Ballast. Vessels. | Tonnage. | Port Dues. | With Cargo. Vessels. | Tonnage. | Port Dues. | With Passengers. Vessels. | Tonnage. | Port Dues. | Total. 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. |
| Nellore .. | Kottapatam .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Itamukkala .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Karedu .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Ramayapatam .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Iskapalle .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Krishnapatam .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Chingleput .. | Pulicat .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Ennore .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| South Arcot .. | Cuddalore .. .. .. | 1 | 1,395 | 131 0 0 | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Porto Novo .. .. .. | .. | .. | .. | 1 | 696 | 152 0 0 | .. | .. | .. | 1 | 1,395 | 131 0 0 |
| | Total .. | 1 | 1,395 | 131 0 0 | 1 | 696 | 152 0 0 | .. | .. | .. | 1 | 696 | 152 0 0 |
| Tanjore .. | Tirumalaivasal .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 | 2,091 | 283 0 0 |
| | Tranquebar .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Nagore .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Negapatam .. .. .. | 1 | 696 | 146 13 0 | 3 | 3,323 | 495 9 0 | .. | .. | .. | .. | .. | .. |
| | Velanganny .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 4 | 4,019 | 552 6 0 |
| | Topeturai .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Mutupet .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Adirampatam .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Ammapatam .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Kottapatnam .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total .. | 1 | 696 | 146 13 0 | 3 | 3,323 | 495 9 0 | .. | .. | .. | 4 | 4,019 | 552 6 0 |



## APPENDIX B—*cont.*

| Districts. | Ports. | Foreign Vessels—*cont.* — Left — In Ballast. Vessels. | Tonnage. | Port Dues. | With Cargo. Vessels. | Tonnage. | Port Dues. | With Passengers. Vessels. | Tonnage. | Port Dues. | Total. Vessels. | Tonnage. | Port Dues. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 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 .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Itamukkala .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Karedu .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Ramayapatam .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Iskapalle .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Krishnapatam .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Chingleput .. | Pulicat .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Ennore .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| South Arcot .. | Cuddalore .. .. .. | .. | .. | .. | 1 | 1,395 | .. | .. | .. | .. | 1 | 1,395 | .. |
| | Porto Novo .. .. .. | .. | .. | .. | 1 | 696 | .. | .. | .. | .. | 1 | 696 | .. |
| | Total .. | .. | .. | .. | 2 | 2,091 | .. | .. | .. | .. | 2 | 2,091 | .. |
| Tanjore .. | Tirumalaivasal .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Tranquebar .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Nagore .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Negapatam .. .. .. | .. | .. | .. | 4 | 4,019 | .. | .. | .. | .. | 4 | 4,019 | .. |
| | Velanganny .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Topeturai .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Mutupet .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Adirámpatam .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Ammápatam .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Kottapatnam .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total .. | .. | .. | .. | 4 | 4,019 | .. | .. | .. | .. | 4 | 4,019 | .. |

## 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 .. .. .. | 3 | 74 | 0 13 6 | 13 | 6,373 | 409 14 0 | .. | .. | .. | 16 | 6,447 | 410 11 6 |
| | Itamukkala .. .. .. | .. | .. | .. | 1 | 48 | 3 0 0 | .. | .. | .. | 1 | 48 | 3 0 0 |
| | Karedu .. .. .. | .. | .. | .. | 1 | 90 | 4 3 9 | .. | .. | .. | 1 | 90 | 4 3 9 |
| | Ramayapatam .. .. .. | .. | .. | .. | 1 | 90 | .. | .. | .. | .. | 1 | 90 | .. |
| | Iskapalle .. .. .. | .. | .. | .. | 1 | 90 | 5 10 3 | .. | .. | .. | 1 | 90 | 5 10 3 |
| | Krishnapatam .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total .. | 3 | 74 | 0 13 6 | 17 | 6,691 | 422 12 0 | .. | .. | .. | 20 | 6,765 | 423 9 6 |
| Chingleput .. | Pulicat .. .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Ennore .. .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| South Arcot .. | Cuddalore .. .. .. | 22 | 21,143 | 2,305 0 0 | 175 | 1,50,928 | 2,773 0 0 | .. | .. | .. | 197 | 1,80,171 | 4,978 0 0 |
| | Porto Novo .. .. .. | 8 | 1,618 | 62 0 0 | 97 | 71,308 | 1,363 0 0 | .. | .. | .. | 105 | 72,926 | 1,425 0 0 |
| | Total .. | 30 | 22,761 | 2,367 0 0 | 272 | 2,30,336 | 4,136 0 0 | .. | .. | .. | 302 | 2,53,097 | 6,403 0 0 |
| Tanjore .. | Tirumalaivasal .. .. .. | 9 | 827 | 27 11 3 | 43 | 38,271 | 425 8 6 | 1 | 171 | .. | 53 | 39,269 | 453 3 9 |
| | Tranquebar .. .. .. | 19 | 3,823 | 103 2 4 | 22 | 10,945 | 504 12 11 | 1 | 181 | .. | 42 | 14,949 | 606 15 3 |
| | Nagore .. .. .. | 1 | 357 | 11 2 6 | 31 | 3,201 | 117 10 3 | 3 | 468 | 29 4 6 | 35 | 4,026 | 158 1 3 |
| | Negapatam .. .. .. | 79 | 15,898 | 1,182 4 4 | 478 | 2,92,030 | 11,081 7 5 | 271 | 1,97,365 | 8,089 6 2 | 828 | 5,04,490 | 20,359 1 11 |
| | Velanganny .. .. .. | 11 | 1,153 | 54 1 6 | 12 | 1,479 | 92 7 3 | .. | .. | .. | 23 | 2,632 | 146 8 9 |
| | Topeturai .. .. .. | 225 | 4,592 | 1 12 1 | 25 | 552 | 6 12 9 | .. | .. | .. | 250 | 5,144 | 8 9 10 |
| | Mutupet .. .. .. | 83 | 2,001 | 61 3 4 | 62 | 6,000 | 183 15 9 | 92 | 1,868 | 42 12 3 | 242 | 6,972 | 50 5 1 |
| | Adirampatnam .. .. .. | 40 | 2,926 | 72 7 10 | 128 | 12,185 | 417 11 10 | 25 | 3,705 | 107 4 9 | 170 | 11,706 | 352 7 10 |
| | Ammapatam .. .. .. | 17 | 714 | 22 4 9 | 21 | 1,453 | 55 9 8 | 24 | 913 | 31 9 6 | 102 | 16,024 | 511 15 3 |
| | Kottapatnam .. .. .. | 4 | 291 | 9 9 2 | 25 | 1,612 | 50 12 9 | 9 | 883 | 17 7 3 | 47 | 3,550 | 124 12 9 |
| | | | | | | | | 10 | 1,228 | 31 1 3 | 89 | 3,031 | 91 7 2 |
| | Total .. | 488 | 31,739 | 1,544 11 1 | 847 | 3,67,328 | 15,964 4 2 | 436 | 3,00,382 | 8,338 13 8 | 1,771 | 6,66,049 | 23,848 13 11 |



## 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. |
| Nellore .. | Kottapatam .. .. .. | 9 | 207 | .. | 8 | 6,255 | .. | .. | .. | .. | 17 | 6,462 | .. |
| | Itamukkala .. .. .. | 1 | 48 | .. | .. | .. | .. | .. | .. | .. | 1 | 48 | .. |
| | Karedu .. .. .. | .. | .. | .. | 1 | 90 | .. | .. | .. | .. | 1 | 90 | .. |
| | Ramayapatam .. .. .. | .. | .. | .. | 1 | 90 | .. | .. | .. | .. | 1 | 90 | .. |
| | Iskápalle .. .. .. | .. | .. | .. | 1 | 90 | .. | .. | .. | .. | 1 | 90 | .. |
| | Krishnapatam .. .. .. | 2 | 330 | 10 6 0 | .. | .. | .. | .. | .. | .. | 2 | 330 | 10 6 0 |
| | Total .. | 12 | 585 | 10 6 0 | 11 | 6,525 | .. | .. | .. | .. | 23 | 7,110 | 10 6 0 |
| Chingleput .. | Pulicat .. .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Ennore .. .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| South Arcot .. | Cuddalore .. .. .. | 12 | 4,059 | 7 0 0 | 186 | 176,124 | 27 0 0 | .. | .. | .. | 198 | 180,183 | 34 0 0 |
| | Porto Novo .. .. .. | 29 | 3,087 | 21 0 0 | 88 | 70,623 | 198 0 0 | .. | .. | .. | 117 | 73,710 | 219 0 0 |
| | Total .. | 41 | 7,146 | 28 0 0 | 274 | 246,747 | 225 0 0 | .. | .. | .. | 315 | 253,893 | 253 0 0 |
| Tanjore .. | Tirumalaivasal .. .. .. | 7 | 725 | .. | 44 | 37,651 | .. | 3 | 1,014 | .. | 54 | 39,390 | .. |
| | Tranquebar .. .. .. | 3 | 879 | .. | 39 | 14,069 | .. | .. | .. | .. | 42 | 14,948 | .. |
| | Nagore .. .. .. | 26 | 3,094 | 46 11 6 | 14 | 1,271 | 35 11 6 | .. | .. | .. | 40 | 4,365 | 82 7 0 |
| | Negapatam .. .. .. | 117 | 31,145 | .. | 561 | 3,21,413 | .. | 151 | 151,457 | .. | 829 | 504,015 | .. |
| | Velanganny .. .. .. | 2 | 462 | .. | 21 | 2,170 | .. | .. | .. | .. | 23 | 2,632 | .. |
| | Topeturai .. .. .. | 79 | 1,398 | .. | 56 | 1,168 | 29 8 0 | 214 | 4,486 | 92 12 11 | 349 | 7,052 | 122 4 11 |
| | Mutupet .. .. .. | 14 | 742 | .. | 140 | 9,422 | .. | 22 | 2,284 | .. | 176 | 12,448 | .. |
| | Adirámpatnam .. .. .. | 44 | 3,707 | .. | 157 | 12,628 | .. | 2 | 148 | .. | 203 | 16,483 | .. |
| | Ammápatam .. .. .. | 11 | 616 | .. | 27 | 1,538 | .. | 11 | 703 | .. | 49 | 2,857 | .. |
| | Kottapatnam .. .. .. | 5 | 112 | .. | 31 | 2,777 | .. | 4 | 243 | .. | 40 | 3,132 | .. |
| | Total .. | 308 | 42,580 | 46 11 6 | 1,090 | 404,107 | 65 3 6 | 407 | 160,335 | 92 12 11 | 1,805 | 607,322 | 204 11 11 |

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## APPENDIX B—*cont.*

British Vessels.

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. |
| 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 | 42 | 15,534 | .. | 36 | 16,072 | .. | 51 | 18,519 | .. | 129 | 50,125 | .. |
| | Devipatam | 8 | 3,119 | .. | 2 | 663 | .. | 15 | 4,220 | .. | 25 | 8,002 | .. |
| | Kilakarai | 3 | 1,065 | .. | .. | .. | .. | .. | .. | .. | 3 | 1,065 | .. |
| | Pámban | 76 | 27,372 | .. | 5 | 1,240 | .. | 67 | 22,306 | 1,413 6 0 | 148 | 50,918 | 1,413 6 0 |
| | Total | 129 | 47,090 | .. | 43 | 17,975 | .. | 133 | 45,045 | 1,413 6 0 | 305 | 110,110 | 1,413 6 0 |
| Tinnevelly | Tuticorin | 20 | 3,603 | 90 6 0 | 224 | 282,784 | 23,805 0 0 | 21 | 12,889 | 1,248 12 0 | 265 | 299,276 | 25,144 2 0 |
| | Kulasekharapatnam | 8 | 2,080 | .. | 14 | 17,601 | 446 4 0 | 24 | 5,306 | .. | 46 | 24,987 | 446 4 0 |
| | Káyalpatnam | .. | .. | .. | 17 | 4,445 | .. | .. | .. | .. | 17 | 4,445 | .. |
| | Total | 28 | 5,683 | 90 6 0 | 255 | 304,830 | 24,251 4 0 | 45 | 18,195 | 1,248 12 0 | 328 | 328,708 | 25,590 6 0 |
| Malabar | Cannanore | .. | .. | .. | 161 | 251,196 | 1,545 7 6 | .. | .. | .. | 161 | 251,196 | 1,545 7 6 |
| | Tellicherry | .. | .. | .. | 199 | 323,190 | 1,407 6 0 | .. | .. | .. | 199 | 323,190 | 1,407 6 0 |
| | Kallai | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Badagara | .. | .. | .. | 56 | 110,371 | .. | .. | .. | .. | 56 | 110,371 | .. |
| | Quilandi | 1 | 910 | .. | .. | .. | .. | .. | .. | .. | 1 | 910 | .. |
| | Calicut | .. | .. | .. | 197 | 320,228 | 5,575 5 6 | .. | .. | .. | 197 | 320,228 | 5,575 5 6 |
| | Beypore | .. | .. | .. | 2 | 2,992 | .. | .. | .. | .. | 2 | 2,992 | .. |
| | Tánúr | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Ponáni | .. | .. | .. | 6 | 8,651 | .. | .. | .. | .. | 6 | 8,651 | .. |
| | Chávakád | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Cochin | 1 | 13 | .. | 197 | 323,461 | 38,437 2 0 | .. | .. | .. | 198 | 323,474 | 38,437 2 0 |
| | Total | 2 | 923 | .. | 818 | 1,340,089 | 46,965 5 0 | .. | .. | .. | 820 | 1,341,012 | 46,965 5 0 |
| South Canara | Mangalore | 3 | 407 | 55 11 0 | 133 | 139,768 | 735 9 0 | 17 | 517 | .. | 153 | 140,692 | 791 4 0 |
| | Mulki | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Munjeshwar | .. | .. | .. | .. | .. | .. | 10 | 112 | .. | 10 | 112 | .. |
| | Kumbla | .. | .. | .. | .. | .. | .. | 9 | 101 | .. | 9 | 101 | .. |
| | Kásaragód | .. | .. | .. | .. | .. | .. | 11 | 125 | .. | 11 | 125 | .. |
| | Malpe | .. | .. | .. | 88 | 36,504 | 444 11 9 | 9 | 687 | .. | 97 | 37,191 | 444 11 9 |
| | Bárkur | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Coondapoor | 2 | 24 | .. | 78 | 32,298 | 1,096 11 9 | 9 | 687 | 57 12 0 | 89 | 33,009 | 1,154 7 9 |
| | Baindúr | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total | 5 | 431 | 55 11 0 | 299 | 208,570 | 2,277 0 6 | 65 | 2,229 | 57 12 0 | 369 | 211,230 | 2,390 7 6 |
| Madras | Madras | 1 | 1,932 | .. | 312 | 446,063 | 28,602 0 0 | 1 | 307 | 34 0 0 | 314 | 448,302 | 28,636 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 | 35 | 11,811 | .. | 19 | 8,243 | .. | 75 | 30,071 | 161 4 0 | 129 | 50,125 | 161 4 0 |
| | Devipatam | .. | .. | .. | 9 | 2,999 | .. | 16 | 5,003 | .. | 25 | 8,002 | .. |
| | Kilakarai | .. | .. | .. | 2 | 884 | .. | 1 | 181 | .. | 3 | 1,065 | .. |
| | Pámban | 107 | 37,479 | .. | 22 | 7,395 | .. | 25 | 8,005 | .. | 154 | 52,879 | .. |
| | Total | 142 | 49,290 | .. | 52 | 19,521 | .. | 117 | 43,260 | 161 4 0 | 311 | 112,071 | 161 4 0 |
| Tinnevelly | Tuticorin | 1 | 2,698 | .. | 220 | 271,744 | .. | 42 | 32,040 | .. | 263 | 306,482 | .. |
| | Kulasekharapatnam | 6 | 7,748 | .. | 6 | 10,046 | .. | 34 | 7,193 | .. | 46 | 24,987 | .. |
| | Káyalpatnam | .. | .. | .. | .. | .. | .. | 17 | 4,445 | .. | 17 | 4,445 | .. |
| | Total | 7 | 10,446 | .. | 226 | 281,790 | .. | 93 | 43,678 | .. | 326 | 335,914 | .. |
| Malabar | Cannanore | 2 | 3,602 | .. | 159 | 247,594 | .. | .. | .. | .. | 161 | 251,196 | .. |
| | Tellicherry | .. | .. | .. | 198 | 322,777 | .. | .. | .. | .. | 198 | 322,777 | .. |
| | Kallai | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Badagara | 54 | 106,299 | .. | 2 | 4,072 | .. | .. | .. | .. | 56 | 110,371 | .. |
| | Quilandi | .. | .. | .. | 1 | 910 | .. | .. | .. | .. | 1 | 910 | .. |
| | Calicut | .. | .. | .. | 197 | 320,228 | .. | .. | .. | .. | 197 | 320,228 | .. |
| | Beypore | .. | .. | .. | 2 | 2,992 | .. | .. | .. | .. | 2 | 2,992 | .. |
| | Tánúr | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Ponáni | .. | .. | .. | 6 | 8,651 | .. | .. | .. | .. | 6 | 8,651 | .. |
| | Chávakád | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Cochin | 1 | 13 | .. | 198 | 324,992 | .. | .. | .. | .. | 199 | 325,005 | .. |
| | Total | 57 | 109,914 | .. | 763 | 1,232,216 | .. | .. | .. | .. | 820 | 1,342,130 | .. |
| South Canara | Mangalore | .. | .. | .. | 135 | 140,165 | .. | 17 | 517 | .. | 152 | 140,682 | .. |
| | Mulki | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Manjeshwar | .. | .. | .. | .. | .. | .. | 10 | 112 | .. | 10 | 112 | .. |
| | Kumbla | .. | .. | .. | .. | .. | .. | 9 | 101 | .. | 9 | 101 | .. |
| | Kásaragód | .. | .. | .. | .. | .. | .. | 11 | 125 | .. | 11 | 125 | .. |
| | Malpe | .. | .. | .. | 88 | 36,504 | .. | 9 | 687 | .. | 97 | 37,191 | .. |
| | Bárkur | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Coondapoor | 1 | 12 | .. | 78 | 32,298 | .. | 9 | 687 | .. | 88 | 32,997 | .. |
| | Baindur | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total | 1 | 12 | .. | 301 | 208,967 | .. | 65 | 2,229 | .. | 367 | 211,208 | .. |
| Madras | Madras | 62 | 85,308 | .. | 253 | 364,487 | .. | .. | .. | .. | 315 | 449,795 | .. |

## 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. .. | 39 | 7,767 | Rs. A. P. 411 2 6 | 3 | 323 | Rs. A. P. 12 4 0 | 42 | 8,090 | Rs. A. P. 423 6 6 |
| Madura .. | Tondi .. .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Devipatam .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Kilakarai .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Pámban .. .. .. | 64 | 12,830 | .. | 82 | 12,187 | 413 6 7 | 225 | 56,928 | 140 4 6 | 371 | 81,945 | 553 11 1 |
| | Total .. | 64 | 12,830 | .. | 121 | 19,954 | 824 9 1 | 228 | 57,251 | 152 8 6 | 413 | 90,035 | 977 1 7 |
| Tinnevelly .. | Tuticorin .. .. .. | 2 | 2,822 | 304 15 0 | 4 | 5,810 | 681 5 6 | .. | .. | .. | 6 | 8,632 | 986 4 6 |
| | Kulasekharapatnam .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Káyalpatnam .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total .. | 2 | 2,822 | 304 15 0 | 4 | 5,810 | 681 5 6 | .. | .. | .. | 6 | 8,632 | 986 4 6 |
| Malabar .. | Cannanore .. .. .. | 2 | 196 | 4 9 9 | 4 | 837 | 52 5 0 | .. | .. | .. | 6 | 1,033 | 56 14 9 |
| | Tellicherry .. .. .. | .. | .. | .. | 13 | 20,094 | 950 9 0 | .. | .. | .. | 13 | 20,094 | 950 9 0 |
| | Kallai .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Badagara .. .. .. | .. | .. | .. | 2 | 3,552 | 333 0 0 | .. | .. | .. | 2 | 3,552 | 333 0 0 |
| | Quilandi .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Calicut .. .. .. | .. | .. | .. | 16 | 23,700 | 438 10 6 | .. | .. | .. | 16 | 23,700 | 438 10 6 |
| | Beypore .. .. .. | .. | .. | .. | 9 | 12,843 | 1,328 7 0 | .. | .. | .. | 9 | 12,843 | 1,328 7 0 |
| | Tánur .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Ponáni .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Chávakád .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Cochin .. .. .. | 6 | 1,121 | 173 13 0 | 57 | 38,826 | 4,482 8 6 | .. | .. | .. | 63 | 39,947 | 4,656 5 6 |
| | Total .. | 8 | 1,317 | 178 6 9 | 101 | 99,852 | 7,585 8 0 | .. | .. | .. | 109 | 1,01,169 | 7,763 14 9 |
| South Canara .. | Mangalore .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Mulki .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Munjeshwar .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Kumbla .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Kásaragód .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Malpe .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Bárkúr .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Coondapoor .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Baindur .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Madras .. | Madras .. .. .. .. | 13 | 17,596 | 1,788 0 0 | 232 | 454,842 | 60,723 0 0 | 7 | 12,666 | 1,781 0 0 | 252 | 4,85,104 | 64,292 0 0 |



## 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. .. | 3 | 528 | Rs. A. P. .. | 1 | 199 | Rs. A. P. .. | 40 | 7,350 | Rs. A. P. .. |
| Madura .. | Tondi .. .. .. .. | 36 | 6,623 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Devipatam .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Kilakarai .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Pámban .. .. .. | 252 | 54,718 | .. | 27 | 3,455 | .. | .. | .. | .. | 279 | 58,173 | .. |
| | Total .. | 288 | 61,341 | .. | 30 | 3,983 | .. | 1 | 199 | .. | 319 | 65,523 | .. |
| Tinnevelly .. | Tuticorin .. .. .. | 3 | 4,638 | .. | 2 | 2,706 | .. | .. | .. | .. | 5 | 7,344 | .. |
| | Kulasekharapatnam .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Káyalpatnam .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total .. | 3 | 4,638 | .. | 2 | 2,706 | .. | .. | .. | .. | 5 | 7,344 | .. |
| Malabar .. | Cannanore .. .. .. | 3 | 562 | .. | 4 | 595 | .. | .. | .. | .. | 7 | 1,157 | .. |
| | Tellicherry .. .. .. | .. | .. | .. | 14 | 21,742 | .. | .. | .. | .. | 14 | 21,742 | .. |
| | Kallai .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Badagara .. .. .. | .. | .. | .. | 2 | 3,552 | .. | .. | .. | .. | 2 | 3,552 | .. |
| | Quilandi .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Calicut .. .. .. | .. | .. | .. | 16 | 23,700 | .. | .. | .. | .. | 16 | 23,700 | .. |
| | Beypore .. .. .. | .. | .. | .. | 9 | 12,843 | .. | .. | .. | .. | 9 | 12,843 | .. |
| | Tánur .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Ponáni .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Chávakád .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Cochin .. .. .. | 8 | 5,202 | .. | 52 | 34,567 | .. | .. | .. | .. | 60 | 39,769 | .. |
| | Total .. | 11 | 5,764 | .. | 97 | 96,999 | .. | .. | .. | .. | 108 | 102,763 | .. |
| South Canara .. | Mangalore .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Mulki .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Manjeshwar .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Kumbla .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Kásaragód .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Malpe .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Bárkur .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Coondapoor .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Baindur .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Madras .. | Madras .. .. .. | 43 | 66,195 | .. | 207 | 416,364 | .. | 1 | 2,140 | .. | 251 | 484,699 | .. |



3421
25

## APPENDIX B—*cont.*

Foreign vessels.

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. |
| | | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 |
| Madura .. | Tondi | .. | .. | Rs. A. P. | .. | .. | Rs. A. P. | .. | .. | Rs. A. P. | .. | .. | Rs. A. P. |
| | Devipatam | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Kílakarai | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Pámban | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Tinnevelly .. | Tuticorin | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Kulasekharapatnam | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Káyalpatnam | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Malabar .. | Cannanore | 5 | 250 | 11 12 2 | 29 | 1,638 | 172 13 11 | .. | .. | .. | 34 | 1,888 | 184 10 1 |
| | Tellicherry | .. | .. | .. | 19 | 1,840 | 29 11 0 | .. | .. | .. | 19 | 1,840 | 29 11 0 |
| | Kallai | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Badagara | 1 | 197 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Quilandi | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | 197 | .. |
| | Calicut | 45 | 2,082 | 241 2 0 | 88 | 9,484 | 1,060 7 0 | .. | .. | .. | .. | .. | .. |
| | Beypore | 3 | 175 | .. | 1 | 198 | .. | .. | .. | .. | 133 | 11,566 | 1,301 9 0 |
| | Tánur | .. | .. | .. | .. | .. | .. | .. | .. | .. | 4 | 373 | .. |
| | Ponáni | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Chávakád | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Cochin | 1 | 158 | 14 13 0 | 13 | 7,980 | 1,210 4 0 | .. | .. | .. | 14 | 8,138 | 1,225 1 0 |
| | Total .. | 55 | 2,862 | 267 11 2 | 150 | 21,140 | 2,473 3 11 | .. | .. | .. | 205 | 24,002 | 2,740 15 1 |
| South Canara .. | Mangalore | 44 | 938 | 24 2 10 | 98 | 4,946 | 458 6 11 | 4 | 94 | 4 1 9 | 146 | 5,978 | 486 11 6 |
| | Mulki | .. | .. | .. | 2 | 49 | 2 3 0 | .. | .. | .. | 2 | 49 | 2 3 0 |
| | Manjeshwar | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Kumbla | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Kásaragód | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Malpe | 15 | 333 | 14 10 1 | 1 | 29 | 1 12 6 | .. | .. | .. | 1 | 29 | 1 12 6 |
| | Bárkur | 36 | 868 | 24 8 5 | 12 | 201 | 7 14 4 | .. | .. | .. | 27 | 534 | 22 8 5 |
| | Coondapoor | 9 | 27 | .. | 147 | 3,398 | 97 8 0 | 4 | 79 | 1 7 3 | 187 | 4,345 | 123 7 8 |
| | Baindur | .. | .. | .. | 8 | 116 | 4 13 9 | .. | .. | .. | 17 | 143 | 4 13 9 |
| | Total .. | 104 | 2,166 | 63 5 4 | 268 | 8,739 | 572 10 6 | 8 | 173 | 5 9 0 | 380 | 11,078 | 641 8 10 |
| Madras .. | Madras | .. | .. | .. | 69 | 86,582 | 8,304 0 0 | .. | .. | .. | 69 | 86,582 | 8,304 0 0 |



## APPENDIX B—*cont.*

Foreign Vessels—*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. |
| | | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 |
| Madura .. | Tondi | .. | .. | Rs. A. P. | .. | .. | Rs. A. P. | .. | .. | Rs. A. P. | .. | .. | Rs. A. P. |
| | Devipatam | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Kílakarai | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Pámban | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Tinnevelly .. | Tuticorin | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Kulasekharapatnam | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Káyalpatnam | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Malabar .. | Cannanore | 11 | 329 | .. | 24 | 1,571 | .. | .. | .. | .. | 35 | 1,900 | .. |
| | Tellicherry | 3 | 224 | .. | 16 | 1,616 | .. | .. | .. | .. | 19 | 1,840 | .. |
| | Kallai | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Badagara | .. | .. | .. | 1 | 197 | .. | .. | .. | .. | 1 | 197 | .. |
| | Quilandy | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Calicut | 42 | 1,921 | .. | 82 | 9,400 | .. | .. | .. | .. | 124 | 11,321 | .. |
| | Beypore | 1 | 39 | .. | 3 | 334 | .. | .. | .. | .. | 4 | 373 | .. |
| | Tánúr | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Ponáni | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Chávakád | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Cochin | 6 | 4,542 | .. | 8 | 3,557 | .. | .. | .. | .. | 14 | 8,099 | .. |
| | Total .. | 63 | 7,055 | .. | 134 | 16,675 | .. | .. | .. | .. | 197 | 23,730 | .. |
| South Canara .. | Mangalore | 17 | 1,202 | .. | 128 | 4,745 | .. | 1 | 28 | .. | 146 | 5,975 | .. |
| | Mulki | 1 | 35 | .. | 1 | 13 | .. | .. | .. | .. | 2 | 48 | .. |
| | Manjeshwar | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Kumbla | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Kásaragód | .. | .. | .. | 1 | 29 | .. | .. | .. | .. | 1 | 29 | .. |
| | Malpe | 7 | 86 | .. | 23 | 483 | .. | .. | .. | .. | 30 | 569 | .. |
| | Bárkúr | 9 | 207 | .. | 182 | 4,220 | .. | .. | .. | .. | 191 | 4,427 | .. |
| | Coondapoor | 11 | 70 | .. | 7 | 95 | .. | .. | .. | .. | 18 | 165 | .. |
| | Baindur | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total .. | 45 | 1,600 | .. | 342 | 9,585 | .. | 1 | 28 | .. | 388 | 11,213 | .. |
| Madras .. | Madras | 2 | 3,782 | .. | 64 | 77,697 | .. | .. | .. | .. | 66 | 81,479 | .. |

## APPENDIX B—*cont.*

| Districts. | Ports. | Native Crafts. — Arrived — In Ballast. Vessels. | Tonnage. | Port Dues. | With Cargo. Vessels. | Tonnage. | Port Dues. | With Passengers. Vessels. | Tonnage. | Port Dues. | Total. Vessels. | Tonnage. | 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 .. .. .. .. | 70 | 650 | .. | 81 | 3,359 | 167 8 0 | 15 | 317 | 12 3 0 | 166 | 4,326 | 179 11 0 |
| | Devipatam .. .. .. | 188 | 2,575 | 10 6 3 | 227 | 8,877 | 413 8 0 | 374 | 4,910 | 9 0 6 | 789 | 16,362 | 432 14 9 |
| | Kilakarai .. .. .. | 254 | 4,027 | 132 3 7 | 245 | 12,130 | 614 4 9 | 174 | 2,356 | 28 3 6 | 673 | 18,513 | 774 11 10 |
| | Pámban .. .. .. | 646 | 24,621 | .. | 328 | 17,282 | 910 13 9 | 688 | 62,683 | 228 13 0 | 1,662 | 1,04,586 | 1,139 10 9 |
| | Total .. | 1,158 | 31,873 | 142 9 10 | 881 | 41,648 | 2,106 2 6 | 1,251 | 70,266 | 278 4 0 | 3,290 | 1,43,787 | 2,527 0 4 |
| Tinnevelly .. | Tuticorin .. .. .. | 256 | 9,012 | 107 13 9 | 918 | 49,037 | 1,325 4 2 | 45 | 828 | 9 1 9 | 1,219 | 58,877 | 1,442 6 8 |
| | Kulasekharapatnam .. .. | 149 | 3,769 | .. | 220 | 9,429 | 294 13 0 | 57 | 2,956 | .. | 426 | 16,154 | 294 13 0 |
| | Káyalpatnam .. .. .. | 74 | 1,378 | 9 11 3 | 132 | 4,786 | 132 14 3 | .. | .. | .. | 206 | 6,134 | 142 9 6 |
| | Total .. | 479 | 14,159 | 117 9 0 | 1,330 | 63,222 | 1,752 12 5 | 102 | 3,784 | 9 1 9 | 1,911 | 81,165 | 1,879 7 2 |
| Malabar .. | Cannanore .. .. .. | 338 | 6,832 | 191 0 7 | 903 | 23,123 | 878 11 2 | .. | .. | .. | 1,241 | 29,955 | 1,069 11 9 |
| | Tellicherry .. .. .. | 112 | 3,203 | 54 12 7 | 709 | 22,098 | 652 11 3 | .. | .. | .. | 821 | 25,301 | 707 7 10 |
| | Kallai .. .. .. .. | 37 | 1,213 | 44 0 9 | 233 | 4,819 | 154 6 0 | 1 | 23 | .. | 271 | 6,055 | 197 6 9 |
| | Badagara .. .. .. | 189 | 4,850 | 158 9 3 | 325 | 9,842 | 444 10 10 | .. | .. | .. | 514 | 14,692 | 603 4 1 |
| | Quilandy .. .. .. | 105 | 2,494 | 95 13 9 | 283 | 6,951 | 278 2 0 | .. | .. | .. | 388 | 9,445 | 373 15 9 |
| | Calicut .. .. .. | 266 | 9,976 | 561 1 6 | 1,533 | 66,861 | 2,734 3 9 | .. | .. | .. | 1,799 | 76,837 | 3,095 5 3 |
| | Beypore .. .. .. | 491 | 21,052 | 508 4 6 | 345 | 15,215 | 423 7 0 | .. | .. | .. | 836 | 36,267 | 931 11 6 |
| | Tánur .. .. .. | 34 | 1,015 | 41 13 0 | 22 | 734 | 42 0 6 | .. | .. | .. | 56 | 1,749 | 83 13 6 |
| | Ponáni .. .. .. | 223 | 10,896 | 469 7 6 | 381 | 19,707 | 997 12 0 | .. | .. | .. | 604 | 30,603 | 1,458 3 6 |
| | Chávakád .. .. .. | 1 | 32 | 1 8 0 | 31 | 657 | 23 1 0 | .. | .. | .. | 32 | 689 | 24 9 0 |
| | Cochin .. .. .. | 306 | 15,416 | 569 9 3 | 1,137 | 46,717 | 2,040 1 0 | .. | .. | .. | 1,443 | 62,133 | 2,669 10 3 |
| | Total .. | 2,102 | 76,979 | 2,486 0 8 | 5,902 | 2,16,724 | 8,669 2 6 | 1 | 23 | .. | 8,005 | 2,93,726 | 11,155 3 2 |
| South Canara .. | Mangalore .. .. .. | 270 | 8,815 | 146 13 7 | 1,871 | 48,320 | 1,440 1 1 | 38 | 720 | 12 11 6 | 1,979 | 49,855 | 1,599 10 2 |
| | Mulki .. .. .. .. | 125 | 2,809 | 36 15 11 | 151 | 3,167 | 74 5 9 | .. | .. | .. | 276 | 5,967 | 111 5 8 |
| | Manjeshwar .. .. .. | 32 | 465 | 3 13 11 | 30 | 538 | 15 2 0 | .. | .. | .. | 62 | 1,003 | 18 15 11 |
| | Kumbla .. .. .. | 47 | 610 | .. | 76 | 1,061 | 13 4 11 | .. | .. | .. | 123 | 1,671 | 12 4 11 |
| | Kásaragód .. .. .. | 153 | 1,278 | 6 8 9 | 242 | 3,523 | 29 13 6 | .. | .. | .. | 395 | 4,801 | 36 6 3 |
| | Malpe .. .. .. .. | 449 | 3,825 | 49 8 6 | 258 | 5,564 | 180 9 2 | 2 | 64 | 3 12 9 | 709 | 9,453 | 233 14 5 |
| | Bárkur .. .. .. .. | 100 | 2,693 | 49 0 11 | 243 | 4,388 | 127 11 0 | 1 | 34 | .. | 404 | 7,115 | 176 11 11 |
| | Coondapoor .. .. .. | 322 | 5,104 | 85 8 7 | 292 | 5,870 | 181 9 10 | .. | .. | .. | 614 | 10,474 | 267 2 5 |
| | Baindur .. .. .. | 110 | 1,512 | 21 14 0 | 74 | 812 | 10 1 0 | .. | .. | .. | 184 | 2,324 | 31 15 0 |
| | Total .. | 1,768 | 27,102 | 400 4 2 | 2,937 | 64,743 | 2,071 10 3 | 41 | 818 | 16 8 3 | 4,746 | 92,663 | 2,488 6 8 |
| Madras .. | Madras .. .. .. .. | 10 | 993 | 60 0 0 | 76 | 10,077 | 809 0 0 | .. | .. | .. | 86 | 10,980 | 869 0 0 |



## APPENDIX B—*cont.*

| Districts. | Ports. | Native Crafts—*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. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 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 .. .. .. .. | 148 | 3,246 | .. | 43 | 988 | 2 4 0 | 14 | 124 | .. | 205 | 4,358 | 2 4 0 |
| | Devipatam .. .. .. | 266 | 7,106 | 9 13 6 | 174 | 5,254 | 16 0 9 | 406 | 4,119 | 8 13 0 | 846 | 16,479 | 34 11 3 |
| | Kilakarai .. .. .. | 550 | 11,281 | 16 14 1 | 113 | 6,033 | 170 8 10 | 68 | 855 | 9 15 0 | 731 | 18,169 | 197 5 11 |
| | Pámban .. .. .. | 1,137 | 68,726 | .. | 481 | 12,637 | .. | 37 | 481 | .. | 1,655 | 81,844 | .. |
| | Total .. | 2,101 | 90,359 | 26 11 7 | 811 | 24,912 | 188 13 7 | 525 | 5,579 | 18 12 0 | 3,437 | 120,850 | 234 5 2 |
| Tinnevelly .. | Tuticorin .. .. .. | 352 | 11,997 | .. | 837 | 47,263 | .. | 36 | 517 | .. | 1,225 | 59,777 | .. |
| | Kulasekharapatnam .. .. | 101 | 4,324 | .. | 240 | 8,081 | 92 3 0 | 86 | 3,750 | .. | 427 | 16,155 | 92 3 0 |
| | Káyalpatnam .. .. .. | 130 | 2,818 | .. | 137 | 3,330 | .. | .. | .. | .. | 267 | 6,148 | .. |
| | Total .. | 583 | 19,139 | .. | 1,214 | 58,674 | 92 3 0 | 122 | 4,267 | .. | 1,919 | 82,080 | 92 3 0 |
| Malabar .. | Cannanore .. .. .. | 469 | 10,053 | .. | 764 | 19,710 | .. | .. | .. | .. | 1,233 | 29,763 | .. |
| | Tellicherry .. .. .. | 250 | 6,928 | .. | 583 | 17,737 | .. | .. | .. | .. | 833 | 24,665 | .. |
| | Kallai .. .. .. .. | 138 | 2,815 | .. | 138 | 3,380 | .. | 2 | 57 | .. | 278 | 6,252 | .. |
| | Badagara .. .. .. | 134 | 3,450 | .. | 381 | 11,245 | .. | .. | .. | .. | 515 | 14,695 | .. |
| | Quilandi .. .. .. | 203 | 4,446 | .. | 179 | 4,813 | .. | .. | .. | .. | 382 | 9,259 | .. |
| | Calicut .. .. .. | 407 | 17,573 | .. | 1,380 | 58,229 | .. | .. | .. | .. | 1,787 | 75,802 | .. |
| | Beypore .. .. .. | 53 | 2,077 | 8 14 9 | 798 | 33,775 | .. | .. | .. | .. | 851 | 35,852 | 8 14 9 |
| | Túnúr .. .. .. | 7 | 114 | .. | 49 | 1,639 | .. | .. | .. | .. | 56 | 1,753 | .. |
| | Ponáni .. .. .. | 100 | 5,175 | .. | 507 | 25,544 | .. | .. | .. | .. | 607 | 30,719 | .. |
| | Chávakád .. .. .. | 18 | 269 | .. | 14 | 420 | .. | .. | .. | .. | 32 | 689 | .. |
| | Cochin .. .. .. | 147 | 5,915 | .. | 1,279 | 56,825 | .. | .. | .. | .. | 1,426 | 62,740 | .. |
| | Total .. | 1,926 | 58,815 | 8 14 9 | 6,072 | 233,317 | .. | 2 | 57 | .. | 8,000 | 292,189 | 8 14 9 |
| South Canara .. | Mangalore .. .. .. | 306 | 9,088 | .. | 1,630 | 40,104 | .. | 8 | 154 | .. | 1,944 | 49,346 | .. |
| | Mulki .. .. .. .. | 32 | 581 | .. | 235 | 5,162 | .. | .. | .. | .. | 267 | 5,743 | .. |
| | Manjeshwar .. .. .. | 14 | 252 | .. | 55 | 849 | .. | .. | .. | .. | 69 | 1,101 | .. |
| | Kumbla .. .. .. | 16 | 199 | .. | 105 | 1,452 | .. | .. | .. | .. | 121 | 1,651 | .. |
| | Kásaragód .. .. .. | 64 | 526 | .. | 329 | 4,242 | .. | .. | .. | .. | 393 | 4,768 | .. |
| | Malpe .. .. .. .. | 221 | 2,013 | .. | 450 | 7,227 | .. | 4 | 64 | .. | 675 | 9,304 | .. |
| | Barkur .. .. .. .. | 76 | 1,027 | .. | 323 | 5,758 | .. | .. | .. | .. | 399 | 6,785 | .. |
| | Coondapoor .. .. .. | 141 | 1,799 | .. | 472 | 8,824 | .. | .. | .. | .. | 613 | 10,623 | .. |
| | Baindur .. .. .. | 66 | 832 | .. | 111 | 1,456 | .. | .. | .. | .. | 177 | 2,288 | .. |
| | Total .. | 936 | 16,317 | .. | 3,710 | 75,074 | .. | 12 | 218 | .. | 4,658 | 91,609 | .. |
| Madras .. .. | Madras .. .. .. .. | 43 | 6,185 | .. | 40 | 4,589 | .. | .. | .. | .. | 83 | 10,774 | .. |



3421/27

## 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 .. .. .. .. | 112 | 16,184 | .. | 156 | 27,198 | 578 10 6 | 69 | 19,159 | 24 7 0 | 337 | 62,541 | 603 1 6 |
| | Devipatam .. .. .. | 196 | 5,694 | 10 6 3 | 229 | 9,540 | 413 8 0 | 389 | 9,130 | 9 0 6 | 814 | 24,364 | 432 14 9 |
| | Kilakarai .. .. .. | 257 | 5,092 | 132 3 7 | 245 | 12,130 | 614 4 9 | 174 | 2,356 | 28 3 6 | 676 | 19,578 | 774 11 10 |
| | Pámban .. .. .. | 786 | 64,823 | .. | 415 | 30,709 | 1,324 4 4 | 980 | 141,917 | 1,782 7 6 | 2,181 | 237,449 | 3,106 11 10 |
| | Total .. | 1,351 | 91,793 | 142 9 10 | 1,045 | 79,577 | 2,930 11 7 | 1,612 | 172,562 | 1,844 2 6 | 4,008 | 343,932 | 4,917 7 11 |
| Tinnevelly .. | Tuticorin .. .. .. | 278 | 15,437 | 503 2 9 | 1,146 | 337,631 | 25,811 6 8 | 66 | 13,717 | 1,257 13 9 | 1,490 | 366,785 | 27,572 7 2 |
| | Kulasekharapatnam .. .. | 157 | 5,849 | .. | 234 | 27,030 | 741 1 0 | 81 | 8,262 | .. | 472 | 41,141 | 741 1 0 |
| | Káyalpatnam .. .. .. | 74 | 1,378 | 9 11 3 | 209 | 9,201 | 132 14 3 | .. | .. | .. | 283 | 10,579 | 142 9 6 |
| | Total .. | 509 | 22,664 | 512 14 0 | 1,589 | 373,862 | 26,685 5 11 | 147 | 21,979 | 1,257 13 9 | 2,245 | 418,505 | 28,456 1 8 |
| Malabar .. | Cannanore .. .. .. | 345 | 7,278 | 207 6 6 | 1,097 | 276,794 | 2,649 5 7 | .. | .. | .. | 1,442 | 284,072 | 2,856 12 1 |
| | Tellicherry .. .. .. | 112 | 3,203 | 54 12 7 | 940 | 367,222 | 3,040 5 3 | .. | .. | .. | 1,052 | 370,425 | 3,095 1 10 |
| | Kallai .. .. .. | 37 | 1,213 | 43 0 9 | 233 | 4,819 | 154 6 0 | 1 | 23 | .. | 271 | 6,055 | 197 6 9 |
| | Badagara .. .. .. | 190 | 5,047 | 158 9 3 | 383 | 123,765 | 777 10 10 | .. | .. | .. | 573 | 128,812 | 936 4 1 |
| | Quilandi .. .. .. | 106 | 3,404 | 95 13 9 | 283 | 6,951 | 278 2 0 | .. | .. | .. | 389 | 10,355 | 373 15 9 |
| | Calicut .. .. .. | 311 | 12,058 | 602 3 6 | 1,534 | 420,273 | 9,808 10 9 | .. | .. | .. | 2,145 | 432,331 | 16,410 14 3 |
| | Beypore .. .. .. | 494 | 21,227 | 508 4 6 | 357 | 31,248 | 1,751 14 0 | .. | .. | .. | 851 | 52,475 | 2,260 2 6 |
| | Tánúr .. .. .. | 34 | 1,015 | 41 13 0 | 22 | 754 | 42 0 6 | .. | .. | .. | 56 | 1,749 | 83 13 6 |
| | Ponáni .. .. .. | 223 | 10,896 | 460 7 6 | 287 | 28,358 | 997 12 0 | .. | .. | .. | 610 | 39,254 | 1,458 3 6 |
| | Chávakád .. .. .. | 1 | 32 | 1 8 0 | 31 | 657 | 23 1 0 | .. | .. | .. | 32 | 689 | 24 9 0 |
| | Cochin .. .. .. | 314 | 16,708 | 758 3 3 | 1,404 | 416,984 | 46,169 15 6 | .. | .. | .. | 1,718 | 433,692 | 46,928 2 9 |
| | Total .. | 2,167 | 82,081 | 2,932 2 7 | 6,971 | 1,677,805 | 65,693 3 5 | 1 | 23 | .. | 9,139 | 1,759,909 | 68,625 6 0 |
| South Canara .. | Mangalore .. .. .. | 417 | 10,160 | 226 11 5 | 1,802 | 185,034 | 2,634 1 0 | 59 | 1,331 | 16 13 3 | 2,278 | 196,525 | 2,877 9 8 |
| | Mulki .. .. .. | 125 | 2,896 | 36 15 11 | 153 | 3,216 | 76 8 9 | .. | .. | .. | 278 | 6,016 | 113 8 8 |
| | Manjeshwar .. .. .. | 32 | 465 | 3 13 11 | 30 | 538 | 15 2 0 | 10 | 112 | .. | 72 | 1,115 | 18 15 11 |
| | Kumbla .. .. .. | 47 | 610 | .. | 76 | 1,061 | 12 4 11 | 9 | 101 | .. | 132 | 1,772 | 12 4 11 |
| | Kásaragód .. .. .. | 153 | 1,278 | 6 8 9 | 243 | 3,552 | 31 10 0 | 11 | 125 | .. | 407 | 4,955 | 38 2 9 |
| | Malpe .. .. .. | 464 | 4,158 | 64 2 7 | 358 | 42,269 | 633 3 3 | 11 | 751 | 3 12 9 | 833 | 47,178 | 701 2 7 |
| | Barkur .. .. .. | 196 | 3,561 | 73 9 4 | 390 | 7,786 | 225 3 0 | 5 | 113 | 1 7 3 | 591 | 11,460 | 300 3 7 |
| | Coondapoor .. .. .. | 333 | 5,155 | 85 8 7 | 378 | 37,784 | 1,283 3 4 | 9 | 687 | 57 12 0 | 720 | 43,626 | 1,426 7 11 |
| | Baindur .. .. .. | 110 | 1,512 | 21 14 0 | 74 | 812 | 10 1 0 | .. | .. | .. | 184 | 2,324 | 31 15 0 |
| | Total .. | 1,877 | 29,699 | 519 4 6 | 3,504 | 282,052 | 4,921 5 3 | 114 | 3,220 | 79 13 3 | 5,495 | 3,14,971 | 5,520 7 0 |
| Madras .. .. | Madras .. .. .. .. | 24 | 20,431 | 1,848 0 0 | 689 | 997,564 | 98,428 0 0 | 8 | 12,973 | 1,916 0 0 | 721 | 1,030,968 | 102,191 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 .. .. .. .. | 219 | 21,680 | .. | 65 | 9,759 | 2 4 0 | 90 | 30,394 | 161 4 0 | 374 | 61,833 | 163 8 0 |
| | Devipatam .. .. .. | 266 | 7,106 | 9 13 6 | 183 | 8,253 | 16 0 9 | 422 | 9,122 | 8 13 0 | 871 | 24,481 | 34 11 3 |
| | Kilakarai .. .. .. | 550 | 11,281 | 16 14 1 | 115 | 6,917 | 170 8 10 | 69 | 1,036 | 9 15 0 | 734 | 19,234 | 197 5 11 |
| | Pámban .. .. .. | 1,496 | 160,923 | .. | 530 | 23,487 | .. | 62 | 8,486 | .. | 2,088 | 192,896 | .. |
| | Total .. | 2,531 | 200,990 | 26 11 7 | 893 | 48,416 | 188 13 7 | 643 | 49,038 | 180 0 0 | 4,067 | 298,444 | 395 9 2 |
| Tinnevelly .. | Tuticorin .. .. .. | 356 | 19,333 | .. | 1,059 | 321,713 | .. | 78 | 32,557 | .. | 1,493 | 373,603 | .. |
| | Kulasekharapatnam .. .. | 107 | 12,072 | .. | 246 | 18,127 | 92 3 0 | 120 | 10,943 | .. | 473 | 41,142 | 92 3 0 |
| | Káyalpatnam .. .. .. | 130 | 2,818 | .. | 137 | 3,330 | .. | 17 | 4,445 | .. | 284 | 10,593 | .. |
| | Total .. | 593 | 34,223 | .. | 1,442 | 343,170 | 92 3 0 | 215 | 47,945 | .. | 2,250 | 425,338 | 92 3 0 |
| Malabar .. | Cannanore .. .. .. | 485 | 14,546 | .. | 951 | 269,470 | .. | .. | .. | .. | 1,436 | 284,016 | .. |
| | Tellicherry .. .. .. | 253 | 7,152 | .. | 811 | 363,872 | .. | .. | .. | .. | 1,064 | 371,024 | .. |
| | Kallai .. .. .. | 138 | 2,815 | .. | 138 | 3,380 | .. | 2 | 57 | .. | 278 | 6,252 | .. |
| | Badagara .. .. .. | 188 | 109,749 | .. | 386 | 19,066 | .. | .. | .. | .. | 574 | 128,815 | .. |
| | Quiland .. .. .. | 203 | 4,446 | .. | 180 | 5,723 | .. | .. | .. | .. | 383 | 10,169 | .. |
| | Calicut .. .. .. | 449 | 19,494 | .. | 1,675 | 411,557 | .. | .. | .. | .. | 2,124 | 431,051 | .. |
| | Beypore .. .. .. | 54 | 2,116 | 8 14 9 | 812 | 49,944 | .. | .. | .. | .. | 866 | 52,060 | 8 14 9 |
| | Tánúr .. .. .. | 7 | 114 | .. | 49 | 1,639 | .. | .. | .. | .. | 56 | 1,753 | .. |
| | Ponáni .. .. .. | 100 | 5,175 | .. | 513 | 34,195 | .. | .. | .. | .. | 613 | 39,370 | .. |
| | Chávakád .. .. .. | 18 | 269 | .. | 14 | 420 | .. | .. | .. | .. | 32 | 689 | .. |
| | Cochin .. .. .. | 162 | 15,672 | .. | 1,537 | 419,941 | .. | .. | .. | .. | 1,699 | 435,613 | .. |
| | Total .. | 2,057 | 181,548 | 8 14 9 | 7,066 | 1,579,207 | .. | 2 | 57 | .. | 9,125 | 1,760,812 | 8 14 9 |
| South Canara .. | Mangalore .. .. .. | 323 | 10,290 | .. | 1,893 | 185,014 | .. | 26 | 699 | .. | 2,242 | 196,003 | .. |
| | Mulki .. .. .. | 33 | 616 | .. | 236 | 5,175 | .. | .. | .. | .. | 269 | 5,791 | .. |
| | Manjeshwar .. .. .. | 14 | 252 | .. | 55 | 849 | .. | 10 | 112 | .. | 79 | 1,213 | .. |
| | Kumbla .. .. .. | 16 | 199 | .. | 105 | 1,452 | .. | 9 | 101 | .. | 130 | 1,752 | .. |
| | Kásaragód .. .. .. | 64 | 526 | .. | 330 | 4,271 | .. | 11 | 125 | .. | 405 | 4,922 | .. |
| | Malpe .. .. .. | 228 | 2,099 | .. | 561 | 44,214 | .. | 13 | 751 | .. | 802 | 47,064 | .. |
| | Bárkúr .. .. .. | 85 | 1,234 | .. | 505 | 9,978 | .. | .. | .. | .. | 590 | 11,212 | .. |
| | Coondapur .. .. .. | 153 | 1,881 | .. | 557 | 41,217 | .. | 9 | 687 | .. | 719 | 43,785 | .. |
| | Baindur .. .. .. | 66 | 832 | .. | 111 | 1,456 | .. | .. | .. | .. | 177 | 2,288 | .. |
| | Total .. | 982 | 17,929 | .. | 4,353 | 293,626 | .. | 78 | 2,475 | .. | 5,413 | 314,030 | .. |
| Madras .. | Madras .. .. .. .. | 150 | 161,470 | .. | 564 | 863,137 | .. | 1 | 2,140 | .. | 715 | 1,026,747 | .. |

ABSTRACT of Appendix B.

| —— | 1890-91. | | | | | | | | 1889-90. | | 1888-89. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Madras Port. | | Ports. | | | | Total. | | | | | |
| | | | Eastern Group. | | Western Group. | | | | | | | |
| *Class of Vessels.* | NUMBER. | TONNAGE. | NUMBER. | TONNAGE. | NUMBER. | TONNAGE. | NUMBER. | TONNAGE. | NUMBER. | TONNAGE. | NUMBER. | TONNAGE. |
| British .. Coasting steamers .. | 314 | 448,302 | 2,451 | 2,947,815 | 1,189 | 1,552,242 | 3,954 | 4,948,359 | 2,987 | 4,330,434 | 2,890 | 4,210,958 |
| British .. Other vessels .. .. | 252 | 485,104 | 605 | 360,933 | 109 | 101,169 | 966 | 947,206 | 863 | 890,771 | 784 | 825,930 |
| Foreign vessels .. .. .. .. | 69 | 86,582 | 12 | 8,386 | 585 | 35,080 | 666 | 130,048 | 663 | 100,382 | 745 | 104,594 |
| Native do. .. .. .. .. | 86 | 10,980 | 7,132 | 386,234 | 12,751 | 386,389 | 19,969 | 785,603 | 20,579 | 785,282 | 29,677 | 1,120,055 |
| Total .. | 721 | 1,030,968 | 10,200 | 3,705,368 | 14,634 | 2,074,880 | 25,555 | 6,811,216 | 25,092 | 6,106,869 | 34,096 | 6,261,537 |
| *Dues Collected.* | RS. | | RS. | | RS. | | RS. | | RS. | | RS. | |
| British .. Coasting steamers .. | 28,636 | | 76,415 | | 49,356 | | 1,54,407 | | 1,32,737 | | 1,32,362 | |
| British .. Other vessels .. .. | 64,292 | | 30,893 | | 7,764 | | 1,02,949 | | 1,05,092 | | 1,16,604 | |
| Foreign vessels .. .. .. .. | 8,304 | | 1,173 | | 3,382 | | 12,859 | | 7,092 | | 7,161 | |
| Native do. .. .. .. .. | 869 | | 11,338 | | 13,653 | | 25,860 | | 26,513 | | 27,746 | |
| Total .. | 1,02,101 | | 1,19,819 | | 74,155 | | 2,96,075 | | 2,71,434 | | 2,83,873 | |

APPENDIX C.

## APPENDIX C.

*STATEMENT showing the Financial position of District Port Funds, Pilotage Funds and Landing and Shipping Dues, Act III of 1885, on the 31st March 1891.*

| Districts. | Balance on 31st March 1890 as per Appendix C. in G.O., No. 471, dated 31st December 1890. | | Adjustment for 1889–90 made in the accounts for 1890–91 as per G.O., No. 137, Marine, dated 11th April 1991. | | Balance on 31st March 1890 as revised. | | 1890–91. | Remarks. |
|---|---|---|---|---|---|---|---|---|
| | Credit. | Debit. | Credit. | Debit. | Credit. | Debit. | Receipts, Appendix C (i). | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | |
| *Act X of 1889.* | RS. A. P. | RS. A. P. | RS. A. P. | RS. A. P. | RS. A. P. | RS. A. P. | RS. A. P. | |
| Ganjam | .. | 1,93,701 11 1 | (a) 11,882 8 5 | (b) 7,575 12 9 | .. | 1,89,394 15 5 | 15,053 2 2 | (a) Contribution from Provincial funds to meet deficit of 1889–90 and interest on loan from Madras as per Appendix C (x). |
| Vizagapatam | 88,165 9 2 | .. | .. | .. | 88,165 9 2 | .. | 25,254 13 3 | |
| Godávari | .. | 9,107 11 2 | (d) 4,649 0 0 | (b) 245 0 6 | .. | 4,703 11 8 | 25,796 0 5 | |
| Kistna | .. | 5,020 14 3 | .. | (b) 124 9 11 | .. | 5,145 8 2 | 12,112 14 5 | (b) Interest on loan from Madras as per Appendix C (x). |
| Nellore | 7,043 10 2 | .. | .. | .. | 7,043 10 2 | .. | 757 13 2 | |
| Chingleput | 5,440 8 7 | .. | .. | .. | 5,440 8 7 | .. | 620 2 5 | (d) Dredger charges of Cocanada for 1889–90 written back to credit of Godávari Port Funds and debit of landing and shipping dues, Cocanada, Act III of 1885. *Vide* paragraph 14—Godávari—G.O., No. 471, Marine, dated 31st December 1890. |
| South Arcot | 28,716 9 9 | .. | .. | .. | 28,716 9 9 | .. | 10,876 10 8 | |
| Tanjore | .. | 33,561 9 4 | .. | (b) 903 13 0 | .. | 34,465 6 4 | 30,372 14 5 | |
| Madura | 13,859 12 8 | .. | (e) 8,993 15 0 | .. | 22,853 11 8 | .. | 9,406 14 9 | |
| Tinnevelly | 1,29,606 14 7 | .. | .. | .. | 1,29,606 14 7 | .. | 27,416 14 0 | |
| Total | 2,72,833 0 11 | 2,41,391 13 10 | 25,525 7 5 | 8,849 4 2 | 2,81,826 15 11 | 2,33,709 9 7 | 1,57,668 3 8 | (e) Contribution from Pilotage Fund, Pémban, to meet deficits of Madura District Port Funds of 1888–89 and 1889–90. *Vide* paragraph 18—Madura—G.O., No. 85, Marine, dated 5th March 1890. |
| | + 31,441 3 1 | | + 16,676 3 3 | | + 48,117 6 4 | | | |
| Malabar | 1,66,914 15 4 | .. | .. | (g) 12,516 1 8 | 1,54,398 13 8 | .. | 72,332 3 1 | (g) Cochin Pilotage balance on 31st March 1888 credited to Malabar Port Funds now adjusted to credit of Cochin Pilotage Fund. *Vide* paragraph 18 — Malabar — G.O., No. 85, Marine, dated 5th March 1890. |
| South Canara | 31,033 9 7 | .. | .. | .. | 31,033 9 7 | .. | 12,828 7 1 | |
| Total | 1,97,948 8 11 | .. | .. | 12,516 1 8 | 1,85,432 7 3 | .. | 85,160 10 2 | |
| | + 1,97,948 8 11 | | — 12,516 1 8 | | + 1,85,432 7 3 | | | |
| Madras | 4,95,628 2 5 | .. | (m) 8,849 4 2 | .. | 5,04,477 6 7 | .. | 1,04,844 13 7 | (m) Interest on loan to District Funds as per Appendix C (x). |
| | + 4,95,628 2 5 | | + 8,849 4 2 | | + 5,04,477 6 7 | | | |
| Grand Total | 9,66,409 12 3 | 2,41,391 13 10 | 34,374 11 7 | 21,365 5 10 | 9,71,736 13 9 | 2,33,709 9 7 | 3,47,673 11 5 | |
| | + 7,25,017 14 5 | | + 13,009 5 9 | | + 7,38,027 4 2 | | | |
| *Act III of 1885.* | | | | | | | | |
| Cocanada | 5,271 11 10 | .. | .. | (h) 4,649 0 0 | 622 11 10 | .. | 21,269 4 9 | (h) *Vide* remark (d). |
| Negapatam | 9,035 8 1 | .. | .. | .. | 9,035 8 1 | .. | 11,004 0 2 | |
| *Pilotage.* | | | | | | | | |
| Madras | 21,542 15 8 | .. | (i) 71,708 5 11 | .. | 93,251 5 7 | .. | 28,673 12 0 | (i) Madras Pilotage balance on 31st March 1888 hitherto accounted for by the Accountant-General under Port Funds, Act X of 1889, now brought to account of Madras Pilotage Funds. |
| Cochin | 1,763 15 6 | .. | (j) 12,516 1 8 | .. | 14,280 1 2 | .. | 3,217 4 0 | (j) *Vide* remark (g). |
| Pámban and Kilakarai | 22,693 0 7 | .. | .. | (k) 8,993 15 0 | 13,699 1 7 | .. | 11,145 4 2 | (k) *Vide* remark (e). |



## APPENDIX C.

Statement showing the Financial position of District Port Funds, Pilotage Funds and Landing and Shipping Dues, Act III of 1885, on the 31st March 1891—*cont.*

| Districts. | 1890–91—*cont.* | | | Adjustments, 1890–91. | | Balance on 31st March 1891. | | Remarks. |
|---|---|---|---|---|---|---|---|---|
| | Charges, Appendix C (II). | Surplus. | Deficit. | Credit. | Debit. | Credit. | Debit. | |
| | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| *Act X of 1889.* | RS. A. P. | RS. A. P. | RS. A. P. | RS. A. P. | RS. A. P. | RS. A. P. | RS. A. P. | |
| Ganjam | 13,761 7 4 | 1,291 10 10 | .. | (c) 6,284 1 11 | (b) 7,575 12 9 | .. | 1,89,394 15 5 | (b) Interest on loan from Madras as per Appendix C (x). |
| Vizagapatam | 24,571 2 7 | 683 10 8 | .. | .. | (b-i) 73 6 0 | 88,775 13 10 | .. | (b-i) Interest on loan from Madras to raise the balance of Vizagapatam on 31st March 1890 to Rs. 90,000, being the amount invested in Government securities in June 1890. |
| Godávari | 20,090 5 9 | 5,705 10 8 | .. | .. | (b) 188 2 5 | 813 12 7 | .. | |
| Kistna | 11,4 2 5 3 | 590 9 2 | .. | .. | (b) 205 13 2 | .. | 4,660 12 2 | |
| Nellore | 416 9 0 | 341 4 2 | .. | .. | .. | 7,384 14 4 | .. | |
| Chingleput | 153 8 6 | 466 9 11 | .. | .. | .. | 5,907 2 6 | .. | |
| South Arcot | 21,162 5 3 | .. | 10,285 10 7 | .. | .. | 18,430 15 2 | .. | |
| Tanjore | 20,150 15 4 | 10,221 15 1 | .. | .. | (b) 1,378 9 10 | .. | 25,622 1 1 | (c) Contribution from Provincial Funds to meet interest on loan from Madras less surplus of 1890–91. |
| Madura | 10,072 10 3 | .. | 665 11 6 | (f) 665 11 6 | .. | 22,853 11 8 | .. | |
| Tinnevelly | 19,526 8 8 | 7,890 5 4 | .. | .. | .. | 1,37,497 3 11 | .. | (f) Contribution from Pilotage Fund, Pamban, to meet deficits of Madura District Port Funds of 1890–91. |
| Total | 1,41,327 13 11 | 27,291 11 10 | 10,951 6 1 | 6,949 13 5 | 9,421 12 2 | 2,81,663 10 0 | 2,19,677 12 8 | |
| | | + 16,340 5 9 | | — 2,471 14 9 | | + 61,985 13 4 | | |
| Malabar | 47,527 5 9 | 24,804 13 4 | .. | .. | .. | 1,79,203 11 0 | .. | |
| South Canara | 10,568 13 4 | 2,259 9 9 | .. | .. | .. | 33,293 3 4 | .. | |
| Total | 58,096 3 1 | 27,064 7 1 | .. | .. | .. | 2,12,496 14 4 | .. | |
| | | + 27,064 7 1 | | .. | | + 2,12,496 14 4 | | |
| Madras | 3,26,799 6 1 | .. | 2,21,954 8 6 | (m) 9,421 12 2 | .. | 2,91,944 10 3 | .. | (m) Interest on loan to District Funds as per Appendix C (x). |
| | | — 2,21,954 8 6 | | + 9,421 12 2 | | * + 2,91,944 10 3 | | |
| Grand Total | 5,26,223 7 1 | 54,356 2 11 | 2,32,905 14 7 | 16,371 9 7 | 9,421 12 2 | 7,86,105 2 7 | 2,19,677 12 8 | * Loan to District Port Funds as per Appendix C (x) .. 2,22,470 15 8 |
| | | — 1,78,549 11 8 | | + 6,949 13 5 | | + 5,66,427 5 11 | | Net working balance .. 69,473 10 7 |
| *Act III of 1885.* | | | | | | | | Total .. 2,91,944 10 3 |
| Cocanada | 11,193 1 4 | 10,076 3 5 | .. | .. | .. | 10,698 15 3 | .. | |
| Negapatam | 3,227 14 0 | 7,776 2 2 | .. | .. | .. | 16,811 10 3 | .. | |
| *Pilotage.* | | | | | | | | |
| Madras | 23,112 4 5 | 5,561 7 7 | .. | .. | .. | 98,812 13 2 | .. | |
| Cochin | 2,145 0 0 | 1,072 4 0 | .. | .. | .. | 15,352 5 2 | .. | |
| Pámban and Kilakarai | 1,796 0 6 | 9,349 3 8 | .. | .. | (l) 665 11 6 | 22,382 9 2 | .. | (l) *Vide* remark (f). |

## APPENDIX C (i).

STATEMENT showing the Receipts of the Maritime districts in the Madras Presidency (under Act X of 1889) for the official year 1890-91 revised in accordance with Marine the rules published in G.O., No. 24, dated 27th January 1890.

| Districts. | Share of Coasting Steamers' dues. | Other Port dues. | Share of 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 .. .. .. | 11,462 10 5 | 1,722 13 6 | 5 5 1 | 219 10 5 | .. | 1,642 10 9 | .. | .. | .. | 15,053 2 2 |
| Vizagapatam .. .. | 16,886 4 10 | 4,273 1 0 | 8 4 0 | 318 9 3 | .. | 1,778 13 6 | 1,989 12 8 | .. | .. | 26,254 12 3 |
| Godávari .. .. .. | 11,351 12 8 | 10,338 9 3 | 6 1 11 | 1,384 15 6 | 783 3 7 | 1,931 5 6 | .. | .. | .. | 28,796 6 5 |
| Kistna .. .. .. | 9,110 7 7 | 1,047 12 10 | 4 6 6 | 243 1 6 | .. | 1,707 2 0 | .. | .. | .. | 12,112 14 4 |
| Nellore .. .. .. | 145 4 1 | 50 15 6 | 0 1 3 | 441 13 2 | .. | .. | 119 11 2 | .. | .. | 757 13 2 |
| Chingleput .. .. | .. | .. | .. | 540 5 7 | .. | .. | 79 12 10 | .. | .. | 620 2 5 |
| Madras .. .. .. | 28,578 13 6 | 71,404 0 2 | 11 15 4 | 2,867 12 6 | .. | 1,982 4 1 | .. | .. | .. | 1,04,911 14 3 |
| South Arcot .. .. | 4,471 4 11 | 3,808 9 0 | 2 15 0 | 1,283 4 10 | .. | 717 4 3 | 593 4 8 | .. | .. | 9,250 11 6 |
| Tanjore .. .. .. | 10,869 11 7 | 14,977 1 7 | 7 0 5 | 759 0 10 | .. | 3,760 0 0 | .. | .. | .. | 27,415 8 8 |
| Madura .. .. .. | 2,821 12 3 | 3,217 13 7 | 3 15 10 | 1,226 13 5 | .. | 1,526 15 8 | 609 8 0 | .. | .. | 8,119 3 8 |
| Tinnevelly .. .. | 8,423 11 8 | 3,024 5 5 | 4 13 8 | 11,131 5 0 | .. | 2,244 5 7 | 2,588 4 8 | .. | .. | 44,424 5 8 |
| Total .. | 1,04,121 13 6 | 1,13,865 1 10 | 54 15 0 | 20,416 12 0 | 783 3 7 | 17,290 13 4 | 5,980 6 0 | .. | .. | 2,62,537 2 3 |
| *Western Group.* | | | | | | | | | | |
| Malabar .. .. .. | 42,639 9 8 | 21,669 4 9 | 20 6 7 | 538 12 10 | .. | 4,162 15 10 | 3,301 1 5 | .. | .. | 72,332 3 1 |
| South Canara .. .. | 6,716 6 4 | 3,127 15 9 | 3 10 5 | 507 12 10 | .. | 1,784 5 8 | 688 4 1 | .. | .. | 12,828 7 1 |
| Total .. | 49,356 0 0 | 24,797 4 6 | 24 1 0 | 1,046 9 8 | .. | 5,947 5 6 | 3,989 5 6 | .. | .. | 85,160 10 2 |
| Grand Total .. | 1,53,477 13 6 | 1,38,662 6 4 | 79 0 0 | 21,463 5 8 | 783 3 7 | 23,238 2 10 | 9,969 11 6 | .. | .. | 3,47,673 11 5 |



## 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 1890-91.

| Districts. | Coasting Steamer's Dues. | Other Port Dues. | General Administration 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 .. .. .. | 8,071 3 0 | 1,722 13 6 | .. | 219 10 5 | .. | 1,642 10 9 | .. | .. | .. | 11,656 5 8 |
| Vizagapatam .. .. | 7,746 0 0 | 4,273 1 0 | .. | 318 9 3 | .. | 1,778 13 6 | 1,989 12 8 | .. | .. | 16,106 4 5 |
| Godávari .. .. .. | 11,673 0 0 | 10,338 9 3 | .. | 1,384 15 6 | 783 3 7 | 1,931 5 6 | .. | .. | .. | 26,111 1 10 |
| Kistna .. .. .. | 9,928 0 0 | 1,047 12 10 | .. | 243 1 6 | .. | 1,707 2 0 | .. | .. | .. | 12,926 0 4 |
| Nellore .. .. .. | 383 0 0 | 50 15 6 | .. | 441 13 2 | .. | .. | 119 11 2 | .. | .. | 995 7 10 |
| Chingleput .. .. | .. | .. | .. | 540 5 7 | .. | .. | 79 12 10 | .. | .. | 620 2 5 |
| Madras .. .. .. | 28,578 13 6 | 71,404 0 2 | 79 0 | 2,867 12 6 | .. | 1,982 4 1 | .. | .. | .. | 1,04,911 14 3 |
| South Arcot .. .. | 2,848 4 9 | 3,808 9 0 | .. | 1,283 4 10 | .. | 717 4 3 | 593 4 8 | .. | .. | 9,250 11 6 |
| Tanjore .. .. .. | 7,919 6 | 4,977 1 7 | .. | 759 0 10 | .. | 3,760 0 0 | .. | .. | .. | 27,415 8 8 |
| Madura .. .. .. | 1,538 1 0 | 3,217 13 7 | .. | 1,226 13 5 | .. | 1,526 15 8 | 609 8 0 | .. | .. | 8,119 3 8 |
| Tinnevelly .. .. | 25,436 1 0 | 3,024 5 5 | .. | 11,131 5 0 | .. | 2,244 5 7 | 2,588 4 8 | .. | .. | 44,424 5 8 |
| Total .. | 1,04,121 13 6 | 1,13,865 1 10 | 79 0 0 | 20,416 12 0 | 783 3 7 | 17,290 13 4 | 5,980 6 0 | .. | .. | 2,62,537 2 3 |
| *Western Group.* | | | | | | | | | | |
| Malabar .. .. .. | 46,965 0 0 | 21,669 4 9 | .. | 538 12 10 | .. | 4,162 15 10 | 3,301 1 5 | .. | .. | 76,637 2 10 |
| South Canara .. .. | 2,391 0 0 | 3,127 15 9 | .. | 507 12 10 | .. | 1,784 5 8 | 688 4 1 | .. | .. | 8,499 6 4 |
| Total .. | 49,356 0 0 | 24,797 4 6 | .. | 1,046 9 8 | .. | 5,947 5 6 | 3,989 5 6 | .. | .. | 85,136 9 2 |
| Grand Total .. | *1,53,477 13 6 | 1,38,662 6 4 | 79 0 0 | 21,463 5 8 | 783 3 7 | 23,238 2 10 | 9,969 11 6 | .. | .. | 3,47,673 11 5 |

* Total of Coasting Steamer's Dues as per Abstract Statement in Appendix B .. .. .. RS. A. P. 1,54 407 4 9

*Deduct*—

| | RS. A. P. | |
|---|---|---|
| Refund of Coasting Steamer's Dues, Eastern group .. .. .. .. .. | 929 7 3 | |
| Do. do. Western group .. .. .. .. .. | .. | |
| | | 929 7 3 |
| Total .. : | | 1,53,477 13 6 |

## APPENDIX C (ii).

STATEMENT showing the Charges of the Maritime Districts of the Madras Presidency (under Act X of 1889) for the official year 1890–91, revised in accordance with the rules published in G.O., No. 24, Marine, dated 27th January 1890.

| Districts. | Share of General Administration charges. | Share of Lighthouse charges. | 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 .. .. .. | 3,579 15 8 | 2,972 2 1 | 3,015 0 0 | 1,547 7 9 | 1,788 5 0 | .. | 858 8 10 | .. | .. | 13,761 7 4 |
| Vizagapatam .. .. | 5,556 5 6 | 4,612 14 10 | 6,015 0 0 | 2,184 0 0 | 4,975 5 4 | 578 15 5 | 648 9 6 | .. | .. | 24,571 2 7 |
| Godávari .. .. .. | 4,121 15 6 | 2,422 1 7 | 5,010 0 0 | 3,280 3 2 | 2,232 14 6 | 1,250 2 10 | 773 0 2 | .. | .. | 20,090 5 9 |
| Kistna .. .. .. | 2,965 4 1 | 2,461 12 8 | 3,163 9 9 | 745 2 1 | 1,025 14 3 | 170 6 7 | 890 3 10 | .. | .. | 11,422 5 3 |
| Nellore .. .. .. | 52 13 3 | 43 13 9 | .. | .. | 319 14 0 | .. | .. | .. | .. | 416 9 0 |
| Chingleput .. .. | .. | .. | .. | .. | 153 8 6 | .. | .. | .. | .. | 153 8 6 |
| Madras .. .. .. | 8,051 5 5 | 6,684 4 4 | 10,476 4 8 | 24,938 12 1 | 2,76,533 0 7 | 39 5 3 | 76 5 9 | .. | .. | 3,26,799 6 1 |
| South Arcot .. .. | 1,976 8 10 | 1,640 15 2 | 1,087 4 4 | 1,012 6 7 | 11,217 15 7 | 4,138 1 0 | 89 1 9 | .. | .. | 21,162 5 3 |
| Tanjore .. .. .. | 4,729 12 9 | 3,926 11 6 | 5,716 5 8 | 1,810 2 7 | 1,848 14 1 | 819 6 9 | 1,299 10 0 | .. | .. | 20 150 15 4 |
| Madura .. .. .. | 2,685 14 10 | 2,229 14 3 | 2,400 0 0 | 490 0 0 | 2,074 6 6 | 131 6 10 | 61 0 0 | .. | .. | 10,072 10 3 |
| Tinnevelly .. .. | 3,268 4 9 | 2,713 6 0 | 3,651 2 8 | 1,870 1 1 | 6,847 6 10 | 191 9 7 | 984 9 9 | .. | .. | 19,526 8 8 |
| Total .. | 36,988 4 7 | 30,708 0 0 | 40,534 11 1 | 37,878 3 4 | 3,09,017 9 2 | 7,319 6 3 | 5,681 1 7 | .. | .. | 4,68,127 4 0 |
| *Western Group.* | | | | | | | | | | |
| Malabar .. .. .. | 13,743 15 4 | 3,186 10 11 | 11,639 8 0 | 5,300 9 11 | 7,461 2 1 | 4,590 1 10 | 1,605 5 8 | .. | .. | 47,527 5 9 |
| South Canara .. .. | 2,459 12 1 | 570 5 1 | 4,035 12 10 | 1,164 0 0 | 1,761 9 7 | 243 15 0 | 333 6 9 | .. | .. | 10,568 13 4 |
| Total .. | 16,203 11 5 | 3,757 0 0 | 15,675 4 10 | 6,464 9 11 | 9,222 11 8 | 4,834 0 10 | 1,938 12 5 | .. | .. | 58,096 3 1 |
| Grand Total .. | 53,192 0 0 | 34,465 0 0 | 56,209 15 11 | 44,342 13 3 | 3,18,240 4 10 | 12,153 7 1 | 7,619 14 0 | .. | .. | 5,26,223 7 1 |



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

STATEMENT showing the *actual Charges* of the Maritime Districts in the Madras Presidency (under Act X of 1889) for the official year 1890–91.

| Districts. | General Charges. | Lighthouse charges. | Establishments. | | Contingencies and Miscellaneous. | Public Works charges. | Fees. | Interest. | 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 .. .. .. | .. | 2,002 5 9 | 3,015 0 0 | 1,547 7 9 | 1,788 5 0 | .. | 858 8 10 | .. | .. | 9,211 11 4 |
| Vizagapatam .. .. | 495 12 0 | 2,468 10 5 | 6,015 0 0 | 2,184 0 0 | 4,975 5 4 | 578 15 5 | 648 9 6 | .. | .. | 17,366 4 8 |
| Godávari .. .. .. | 490 1 0 | 3,958 12 7 | 5,010 0 0 | 3,280 3 2 | 2,232 14 6 | 1,250 2 10 | 773 0 2 | .. | .. | 16,995 2 3 |
| Kistna .. .. .. | 44 0 0 | 2,503 6 2 | 3,163 9 9 | 745 2 1 | 1,025 14 3 | 170 6 7 | 890 3 10 | .. | .. | 8,542 10 8 |
| Nellore .. .. .. | .. | 2,973 3 3 | .. | .. | 319 14 0 | .. | .. | .. | .. | 3,293 1 3 |
| Chingleput .. .. | .. | 4,200 8 5 | .. | .. | 153 8 6 | .. | .. | .. | .. | 4,354 0 11 |
| Madras .. .. .. | 50,894 5 10 | 3,378 7 5 | 10,476 4 8 | 24,938 12 1 | 2,76,533 0 7 | 39 5 3 | 76 5 9 | .. | .. | 3,66,336 9 7 |
| South Arcot .. .. | .. | 238 8 4 | 1,087 4 4 | 1,012 6 7 | 11,217 15 7 | 4,138 1 0 | 89 1 9 | .. | .. | 17,783 5 7 |
| Tanjore .. .. .. | 164 0 0 | 2,072 11 0 | 5,716 5 8 | 1,810 2 7 | 1,848 14 1 | 819 6 9 | 1,299 10 0 | .. | .. | 13,731 2 1 |
| Madura .. .. .. | .. | 562 12 3 | 2,400 0 0 | 490 0 0 | 2,074 6 6 | 131 6 10 | 61 0 0 | .. | .. | 5,719 9 7 |
| Tinnevelly .. .. | 434 5 1 | 6,348 10 5 | 3,651 2 8 | 1,870 1 1 | 6,847 6 10 | 191 9 7 | 984 9 9 | .. | .. | 20,327 13 5 |
| Total .. | 52,522 7 11 | 30,708 0 0 | 40,534 11 1 | 34,878 3 4 | 3,09,017 9 2 | 7,319 6 3 | 5,681 1 7 | .. | .. | 4,83,661 7 4 |
| *Western Group.* | | | | | | | | | | |
| Malabar .. .. .. | 669 8 1 | 2,709 1 1 | 11,639 8 0 | 5,300 9 11 | 7,461 2 1 | 4,590 1 10 | 1,605 5 8 | .. | .. | 33,975 4 8 |
| South Canara .. .. | .. | 1,047 14 11 | 4,035 12 10 | 1,164 0 0 | 1,761 9 7 | 243 15 0 | 333 6 9 | .. | .. | 8,586 11 1 |
| Total .. | 669 8 1 | 3,757 0 0 | 15,675 4 10 | 6,464 9 11 | 9,222 11 8 | 4,834 0 10 | 1,938 12 5 | .. | .. | 42,561 15 9 |
| Grand Total .. | 53,192 0 0 | 34,465 0 0 | 56,209 15 11 | 44,342 13 3 | 3,18,240 4 10 | 12,153 7 1 | 7,619 14 0 | .. | .. | 5,26,223 7 1 |

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

STATEMENT showing increase and decrease in Port Fund receipts of 1890–91 as compared with those of the year 1889–90.

| Districts. | | Share of Coasting Steamer's dues. | Other vessel's dues. | Other receipts. | Total. |
|---|---|---|---|---|---|
| | | RS. A. P. | RS. A. P. | RS. A. P. | RS. A. P. |
| Ganjam .. .. | 1889–90 .. .. | 9,661 5 7 | 959 15 2 | 1,738 8 6 | 12,359 13 9 |
| | 1890–91 .. .. | 11,462 10 5 | 1,722 13 0 | 1,867 10 5 | 15,053 2 2 |
| | | + 1,801 3 10 | + 762 14 4 | + 129 2 5 | + 2,693 4 5 |
| Vizagapatam .. | 1889–90 .. .. | 15,334 5 7 | 2,978 11 3 | 1,774 14 10 | 20,087 15 8 |
| | 1890–91 .. .. | 16,886 4 10 | 4,273 1 0 | 4,095 7 5 | 25,254 13 3 |
| | | + 1,551 15 3 | + 1,294 5 9 | + 2,320 8 7 | + 5,226 13 7 |
| Godávari .. | 1889–90 .. .. | 9,427 5 9 | 7,440 7 6 | 68,400 11 6 | 84,268 8 9 |
| | 1890–91 .. .. | 11,351 12 8 | 10,338 9 2 | 4,105 10 6 | 25,796 0 5 |
| | | + 1,924 6 11 | + 2,898 1 9 | — 64,295 1 0 | — 58,472 8 4 |
| Kistna .. .. | 1889–90 .. .. | 7,417 2 9 | 611 11 3 | 2,706 13 4 | 10,695 10 7 |
| | 1890–91 .. .. | 9,110 7 7 | 1,047 12 10 | 1,954 10 9 | 12,112 14 5 |
| | | + 1,793 5 7 | + 436 1 7 | — 812 2 4 | + 1,417 3 10 |
| Nellore .. .. | 1889–90 .. .. | 228 15 1 | 80 2 0 | 766 12 3 | 1,075 14 4 |
| | 1890–91 .. .. | 145 4 1 | 50 15 6 | 561 9 7 | 757 13 2 |
| | | — 83 11 0 | — 29 3 6 | — 205 2 8 | — 318 1 2 |
| Chingleput .. | 1889–90 .. .. | .. | .. | 553 5 2 | 553 5 2 |
| | 1890–91 .. .. | .. | .. | 620 2 5 | 620 2 5 |
| | | .. | .. | + 66 13 3 | + 66 13 3 |
| South Arcot .. | 1889–90 .. .. | 5,194 9 4 | 3,045 0 0 | 2,553 14 1 | 10,793 7 5 |
| | 1890–91 .. .. | 4,471 4 11 | 3,808 9 0 | 2,596 12 9 | 10,876 10 8 |
| | | — 633 4 5 | + 763 9 0 | + 42 14 8 | + 173 3 3 |
| Tanjore .. .. | 1889–90 .. .. | 8,675 1 10 | 11,326 10 8 | 14,240 0 2 | 34,241 12 8 |
| | 1890–91 .. .. | 10,869 11 7 | 14,977 1 7 | 4,326 1 5 | 30,172 14 5 |
| | | + 2,194 9 9 | + 3,650 6 11 | — 9,713 14 11 | — 3,868 14 3 |
| Madura .. .. | 1889–90 .. .. | 217 6 1 | 2,222 11 3 | 2,504 15 9 | 5,445 1 1 |
| | 1890–91 .. .. | 2,831 12 3 | 5,217 13 7 | 3,367 4 11 | 9,416 14 9 |
| | | + 2,614 6 2 | — 4 13 8 | + 1,362 5 2 | + 3,971 13 5 |
| Tinnevelly .. | 1889–90 .. .. | 5,544 12 1 | 4,924 14 0 | 11,976 5 2 | 22,445 0 3 |
| | 1890–91 .. .. | 8,423 11 8 | 3,024 5 5 | 15,968 12 11 | 27,416 14 0 |
| | | + 2,878 14 7 | — 1,900 8 7 | + 3,992 7 9 | + 4,970 13 9 |
| Madras .. .. | 1889–90 .. .. | 30,732 14 8 | 78,490 7 0 | 8,471 6 3 | 1,17,693 11 11 |
| | 1890–91 .. .. | 28,578 13 6 | 71,404 0 2 | 4,901 15 11 | 1,04,944 13 7 |
| | | — 2,154 1 2 | — 7,255 6 10 | — 3,569 6 3 | — 12,698 14 4 |
| Malabar .. .. | 1889–90 .. .. | 31,548 3 7 | 31,765 6 9 | 8,836 0 2 | 72,149 10 6 |
| | 1890–91 .. .. | 42,619 9 8 | 21,669 4 9 | 8,023 4 8 | 72,332 3 1 |
| | | + 11,071 6 1 | — 96 2 0 | — 812 11 6 | + 182 8 7 |
| South Canara .. | 1889–90 .. .. | 7,232 12 5 | 3,642 0 4 | 2,154 15 0 | 13,029 11 9 |
| | 1890–91 .. .. | 6,716 6 4 | 3,127 15 9 | 2,084 *1 0 | 11,928 7 1 |
| | | — 516 6 1 | — 514 0 7 | + 949 2 0 | — 101 4 8 |
| Grand Total .. | 1889–90 .. .. | 1,31,645 0 0 | 1,38,697 3 2 | 1,26,138 8 7 | 3,96,480 11 9 |
| | 1890–91 .. .. | 1,53,477 12 6 | 1,38,562 6 4 | 55,633 7 7 | 3,47,673 11 5 |
| | | + 22,432 12 6 | — 34 11 10 | — 70,505 2 0 | — 48,807 0 4 |



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

STATEMENT showing increase and decrease in Port Fund charges of 1890–91 as compared with those of the year 1889–90.

| Districts. | | Share of general charges. | Share of Light-house charges. | Other charges. | Total. |
|---|---|---|---|---|---|
| | | RS. A. P. | RS. A. P. | RS. A. P. | RS. A. P. |
| Ganjam .. .. | 1889–90 .. .. | 4,055 2 10 | 3,761 4 8 | 8,850 1 11 | 16,666 9 5 |
| | 1890–91 .. .. | 3,579 15 8 | 2,972 2 1 | 7,209 5 7 | 13,761 7 4 |
| | | — 475 3 2 | — 789 2 7 | — 1,640 12 4 | — 2,905 2 1 |
| Vizagapatam .. | 1889–90 .. .. | 6,619 0 1 | 6,139 5 0 | 9,823 15 6 | 22,582 4 7 |
| | 1890–91 .. .. | 5,556 5 6 | 4,612 14 10 | 14,401 14 3 | 24,571 2 7 |
| | | — 1,062 10 7 | — 1,526 6 2 | + 4,577 14 9 | + 1,988 14 0 |
| Godávari .. | 1889–90 .. .. | 4,592 3 11 | 4,259 7 0 | 16,322 12 4 | 25,174 7 3 |
| | 1890–91 .. .. | 4,121 15 6 | 3,422 1 7 | 12,546 4 8 | 20,090 5 9 |
| | | — 470 4 5 | — 837 5 5 | — 3,776 7 8 | — 5,084 1 6 |
| Kistna .. .. | 1889–90 .. .. | 3,159 3 0 | 2,930 3 9 | 5,793 10 2 | 11,883 0 11 |
| | 1890–91 .. .. | 2,965 4 1 | 2,461 12 8 | 5,995 4 6 | 11,422 5 3 |
| | | — 193 14 11 | — 468 7 1 | + 201 10 4 | — 460 11 8 |
| Nellore .. .. | 1889–90 .. .. | 111 11 9 | 103 10 2 | 650 4 8 | 865 10 7 |
| | 1890–91 .. .. | 52 13 3 | 43 13 9 | 319 14 0 | 416 9 0 |
| | | — 58 14 6 | — 59 12 5 | — 330 6 8 | — 449 1 7 |
| Chingleput .. | 1889–90 .. .. | .. | .. | 20 13 9 | 20 13 9 |
| | 1890–91 .. .. | .. | .. | 153 8 6 | 153 8 6 |
| | | .. | .. | + 132 10 9 | + 132 10 9 |
| South Arcot .. | 1889–90 .. .. | 2,768 5 10 | 2,567 11 9 | 2,726 1 5 | 8,062 3 0 |
| | 1890–91 .. .. | 1,976 8 10 | 1,640 15 2 | 17,544 13 3 | 21,162 5 3 |
| | | — 791 13 0 | — 926 12 7 | + 14,818 11 10 | + 13,100 2 3 |
| Tanjore .. .. | 1889–90 .. .. | 5,273 10 7 | 4,891 7 6 | 26,352 13 6 | 36,517 15 7 |
| | 1890–91 .. .. | 4,729 12 9 | 3,926 11 6 | 11,494 7 1 | 20,150 15 4 |
| | | — 543 13 10 | — 964 12 0 | — 14,858 6 5 | — 16,367 0 3 |
| Madura .. .. | 1889–90 .. .. | 1,893 0 11 | 1,755 13 10 | 7,593 11 6 | 11,242 10 3 |
| | 1890–91 .. .. | 2,685 14 10 | 2,229 14 1 | 5,156 13 4 | 10,072 10 3 |
| | | + 792 13 11 | + 474 0 3 | — 2,436 14 2 | — 1,170 0 0 |
| Tinnevelly .. | 1889–90 .. .. | 3,194 8 11 | 2,963 0 8 | 10,062 15 9 | 16,220 9 4 |
| | 1890–91 .. .. | 3,268 4 9 | 2,713 6 0 | 13,544 13 11 | 19,526 8 8 |
| | | + 73 11 10 | — 249 10 8 | + 3,481 14 2 | + 3,305 15 4 |
| Madras .. .. | 1889–90 .. .. | 9,220 3 0 | 8,551 15 8 | 3,27,876 9 2 | 3,45,648 11 10 |
| | 1890–91 .. .. | 8,051 5 5 | 6,684 4 4 | 3,12,063 12 4 | 3,26,799 6 1 |
| | | — 1,168 13 7 | — 1,867 11 4 | — 15,812 12 10 | — 18,849 5 9 |
| Malabar .. .. | 1889–90 .. .. | 12,827 13 5 | 2,534 4 8 | 30,363 13 2 | 45,725 15 3 |
| | 1890–91 .. .. | 13,743 15 4 | 3,186 10 11 | 30,596 11 6 | 47,527 5 9 |
| | | + 916 1 11 | + 652 6 3 | + 232 14 4 | + 1,801 6 6 |
| South Canara .. | 1889–90 .. .. | 3,151 15 9 | 622 11 4 | 6,432 11 9 | 10,207 6 10 |
| | 1899–91 .. .. | 2,459 12 1 | 570 5 1 | 7,538 12 2 | 10,568 13 4 |
| | | — 692 3 8 | — 52 6 3 | + 1,106 0 5 | + 361 6 6 |
| Grand Total .. | 1889–90 .. .. | 56,867 0 0 | 41,081 0 0 | 4,52,870 6 7 | 5,50,818 6 7 |
| | 1890–91 .. .. | 53,192 0 0 | 34,465 0 0 | 4,38,566 7 1 | 5,26,223 7 1 |
| | | — 3,675 0 0 | — 6,616 0 0 | — 14,303 15 6 | — 24,594 15 6 |

## APPENDIX C (iv).

STATEMENT showing tonnage of vessels that entered the Eastern and Western Group districts during the official year 1890–91.

| Districts. | Tonnage of Coasting Steamers. | Tonnage of all vessels including Coasting Steamers. |
|---|---|---|
| *Eastern Group.* | | |
| Ganjam .. .. .. | 4,47,292 | 4,58,415 |
| Vizagapatam .. .. | 6,58,932 | 7,11,488 |
| Godávari .. .. .. | 4,42,966 | 5,27,817 |
| Kistna .. .. .. | 3,55,506 | 3,79,700 |
| Nellore .. .. .. | 5,668 | 6,765 |
| Chingleput .. .. .. | .. | .. |
| Madras .. .. .. | 4,48,302 | 10,30,968 |
| South Arcot .. .. .. | 1,74,478 | 2,53,097 |
| Tanjore .. .. .. | 4,24,155 | 6,05,649 |
| Madura .. .. .. | 1,10,110 | 3,43,932 |
| Tinnevelly .. .. .. | 3,28,708 | 4,18,505 |
| Total .. | 33,96,117 | 47,36,336 |
| *Western Group.* | | |
| Malabar .. .. .. | 13,41,012 | 17,59,909 |
| South Canara .. .. .. | 2,11,230 | 3,14,971 |
| Total .. | 15,52,242 | 20,74,880 |
| Grand Total .. | 49,48,359 | 68,11,216 |

## APPENDIX C (v).

STATEMENT showing particulars of General Receipts and General Charges of the Maritime Districts in the Madras Presidency (under Act X of 1889) for the official year 1890–91.

| Districts. | Receipts. | | | Charges. | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Survey and registration of vessels. | Sale of surplus stores. | Total. | Officers of the Administrative Department. | Presidency Port Office Establishment. | Contingencies. | Travelling allowance of officers of the Administrative Department. | Leave allowance of Port Officers. | Miscellaneous. | Pensions and gratuities. | Tide Gauge. Establishment. | Tide Gauge. Contingencies. | Total. |
| | RS. A. P. | RS. A. P. | RS. A. P. | RS. A. P. | RS. A. P. | RS. A. P. | RS. A. P. | RS. A. P. | RS. A. P. | RS. A. P. | RS. A. P. | RS. A. P. | RS. A. P. |
| Ganjam .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 495 12 0 | .. | .. | 495 12 0 |
| Vizagapatam .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 48 0 0 | 442 1 0 | .. | 490 1 0 |
| Godávari .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 44 0 0 | .. | .. | 44 0 0 |
| Kistna .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Nellore .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Chingleput .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 17,005 1 10 | 498 12 11 | .. | 17,503 14 9 |
| Madras (Madras Presidency Port Office) .. | 77 5 9 | 1 10 3 | 79 0 0 | 17,859 5 6 | 10,164 0 4 | (a) 3,034 5 0 | 1,646 11 0 | .. | (b) 686 1 3 | .. | .. | .. | 33,390 7 1 |
| South Arcot .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Tanjore .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 164 0 0 | .. | .. | 164 0 0 |
| Madura .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Tinnevelly .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 25 9 1 | 399 0 0 | 9 12 0 | 434 5 1 |
| Malabar .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 220 3 1 | 444 0 0 | 5 5 0 | 669 8 1 |
| South Canara .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Total .. | 77 5 9 | 1 10 3 | 79 0 0 | 17,859 5 6 | 10,164 0 4 | 3,034 5 0 | 1,646 11 0 | .. | 686 1 3 | 18,002 10 0 | 1,783 13 11 | 15 1 0 | 53,192 0 0 |

(a) Contingencies for 1890–91 .. .. .. .. .. .. .. .. .. .. .. .. .. .. .. .. .. .. .. .. RS. A. P. 3,408 5 7

Deduct—

Telephone charges for 1889-90 debited to "Port Fund" instead of to "Provincial" adjusted by deduction in charges .. .. .. RS. A. P. 192 0 0

Share of Public Works charges payable on account of Agent for Government Consignment's Office as per G.O., No. 136, Marine, dated 4th April 1889, adjusted by deduction in general charges .. .. .. .. .. .. .. .. .. .. .. .. 182 0 7

374 0 7

* Ordinary contingencies of the Presidency Port Office .. .. .. .. .. .. .. .. .. RS. A. P. 1,769 12 9

Cost of Stationery and Printing .. .. .. .. .. .. .. .. .. .. .. .. 1,220 8 1

Share of Public Works charges on Port Office building debitable to General charges .. .. .. .. .. 44 0 2

3,034 5 0 * 3,034 5 0

(b) Amount paid to Messrs. Oakes and Co. on account of stores supplied to steam tug "Madras" as per G.O., No. 195, Marine, dated 17th May 1890 .. .. .. .. .. .. .. RS. A. P. 321 1 6

Books and periodicals supplied from England during 1890–91 .. .. .. .. .. .. 364 15 9

686 1 3

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

STATEMENT of Fees received during 1890–91.

| 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 .. .. | 114 0 0 | 1,274 3 2 | 79 5 10 | 1,467 9 0 | 1,872 15 1 |
| | Calingapatam .. .. | 105 0 0 | 360 6 1 | .. | 405 6 1 | |
| Vizagapatam .. | Vizagapatam .. .. | 228 10 0 | 1,062 8 9 | 204 5 5 | 1,495 8 2 | 2,413 0 8 |
| | Bimlipatam .. .. | 148 0 0 | 594 1 1 | 175 7 5 | 917 8 6 | |
| Godávari .. | Cocanada .. .. | 650 12 0 | 1,083 5 4 | 190 12 11 | 1,924 14 3 | 1,924 14 3 |
| Kistna .. | Masulipatam .. .. | 103 8 0 | 1,368 7 10 | 198 13 1 | 1,670 12 11 | 1,670 12 11 |
| South Arcot .. | Porto Novo .. .. | 418 13 6 | 57 4 0 | .. | 476 1 6 | 853 14 11 |
| | Cuddalore .. .. | 143 0 0 | 151 13 7 | 82 15 10 | 377 13 5 | |
| Tanjore .. | Negapatam .. .. | 1,276 6 0 | 2,265 0 0 | 469 5 2 | 4,010 11 2 | 4,010 11 2 |
| Madura .. | Pámban .. .. | 473 10 6 | 883 9 4 | 87 3 10 | 1,444 7 8 | 1,444 7 8 |
| Tinnevelly .. | Tuticorin .. .. | 362 3 0 | 1,904 2 7 | 550 3 0 | 2,816 8 7 | 2,816 8 7 |
| Madras .. | Madras .. .. | 1,683 9 3 | 1,240 5 2 | 1,723 3 10 | 4,647 2 3 | 4,647 2 3 |
| | Calicut .. .. | 403 2 0 | 1,605 8 4 | 485 9 0 | 2,494 3 4 | |
| Malabar .. | Cochin .. .. | 264 6 0 | 1,020 13 4 | 109 0 4 | 1,394 3 8 | 4,347 2 2 |
| | Tellichery .. .. | 84 0 0 | 202 1 2 | .. | 286 1 2 | |
| | Cannanore .. .. | 6 0 0 | 166 10 0 | .. | 172 10 0 | 1,189 10 4 |
| South Canara | Mangalore .. .. | 310 0 0 | 765 5 2 | 114 5 2 | 1,189 10 4 | |
| | Total .. | 6,775 0 3 | 15,945 8 11 | 4,470 10 10 | 27,191 4 0 | 27,191 4 0 |

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

STATEMENT of Fees paid during 1890–91.

| Districts. | Ports. | Overtime fees paid to Port officers and Conservators. | Overtime fees paid to establishment. | Total of each port. | Total of districts. |
|---|---|---|---|---|---|
| | | RS. A. P. | RS. A. P. | RS. A. P. | RS. A. P. |
| Ganjam .. | Gopálpur .. .. | 637 1 2 | 79 5 10 | 716 7 0 | 814 9 11 |
| | Calingapatam .. .. | 98 2 11 | .. | 98 2 11 | |
| Vizagapatam .. | Vizagapatam .. .. | 556 14 8 | 204 5 5 | 761 4 1 | 1,176 7 6 |
| | Bimlipatam .. .. | 239 12 0 | 175 7 5 | 415 3 5 | |
| Godávari .. | Cocanada .. .. | 541 10 8 | 190 12 11 | 732 7 7 | 732 7 7 |
| Kistna .. | Masulipatam .. .. | 684 3 8 | 198 13 1 | 883 0 9 | 883 0 9 |
| South Arcot .. | Porto Novo .. .. | 25 3 0 | .. | 25 3 0 | 193 9 5 |
| | Cuddalore .. .. | 85 6 7 | 82 15 10 | 168 6 5 | |
| Tanjore .. | Negapatam .. .. | 1,132 8 0 | 469 5 2 | 1,601 13 2 | 1,601 13 2 |
| Madura .. | Pámban .. .. | 15 0 0 | 87 3 10 | 102 3 10 | 102 3 10 |
| Tinnevelly .. | Tuticorin .. .. | 952 1 3 | 550 3 0 | 1,502 4 3 | 1,502 4 3 |
| Madras .. | Madras .. .. | .. | 1,723 3 10 | 1,723 3 10 | 1,723 3 10 |
| | Calicut .. .. | 802 12 1 | 485 9 0 | 1,288 5 1 | |
| Malabar .. | Cochin .. .. | 510 6 8 | 109 0 4 | 619 7 0 | 2,042 7 9 |
| | Tellicherry .. .. | 101 0 7 | .. | 101 0 7 | |
| | Cannanore .. .. | 33 11 1 | .. | 33 11 1 | |
| South Canara | Mangalore .. .. | 382 10 7 | 114 5 2 | 496 15 9 | 496 15 9 |
| | Total .. | 6,798 8 11 | 4,470 10 10 | 11,269 3 9 | 11,269 3 9 |



## APPENDIX C (vii).

STATEMENT showing the receipts and charges of the Shipping and Landing Dues at Cocanada (under Act III of 1885) for the official year 1890–91.

| — | Balance on 31st March 1890. | | 1890–91. | | Balance on 31st March 1891. | |
|---|---|---|---|---|---|---|
| | 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 1885 .. .. .. .. | 5,271 11 10 | .. | 21,269 4 9 | 11,193 1 4<br>*4,649 0 0 | 10,698 15 3 | .. |

* Dredger charges of Cocanada for 1889–90, debited to Landing and Shipping Dues in the accounts for 1890–91, as per G.O., No. 471, Marine, dated 31st December 1890.

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## 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 1890–91.

| — | Balance on 31st March 1890. | | 1890–91. | | Balance on 31st March 1891. | |
|---|---|---|---|---|---|---|
| | 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 .. .. .. .. | 9,035 8 1 | .. | 11,004 0 2 | 3,227 14 0 | 16,811 10 3 | .. |

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## APPENDIX C (ix).

STATEMENT showing the receipts and charges of the Pilotage Funds at Madras, Cochin and Pámban for the official year 1890–91, and the balance that remained to their credit on the 31st March 1891.

| — | Balance on 31st March 1890. | | 1890–91. | | Balance on 31st March 1891. | |
|---|---|---|---|---|---|---|
| | 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 .. .. .. .. | 21,542 15 8 | .. | 28,673 12 0<br>(*a*)71,708 5 11 | 23,112 4 5 | 98,812 13 2 | .. |
| Cochin .. .. .. .. | 1,763 15 6 | .. | 3,217 4 0<br>(*b*)12,516 1 8 | 2,145 0 0 | 15,352 5 2 | .. |
| Pámban and Kilakarai .. | 22,693 0 7 | .. | 11,145 4 2 | 1,796 0 6<br>(*c*)8,993 15 0<br>(*d*) 665 11 6 | 22,382 9 9 | .. |

(*a*) Madras Pilotage balance on 31st March 1888 hitherto accounted for by the Accountant-General under Port Funds now transferred to Pilotage account.
(*b*) Cochin Pilotage balance on 31st March 1888 credited to Malabar Port Funds now transferred to credit of Pilotage account.
(*c*) Contribution to Madura District Port Fund to meet the deficits of 1888-89 and 1889-90.
(*d*) Do. do. do. of 1890-91.

## APPENDIX C (x).

### MADRAS Loan Account.

| Districts. | Loan to meet deficit of 1888–89. | 1889–90. | | | | 1890–91. | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | Loan to meet deficit of the year. | Loan to meet interest on previous loan. | Repayment of loan. | Net loan outstanding on 31st March 1890. | Loan to meet deficit of the year. | Loan to meet interest on previous loan. | Repayment of loan. | Net loan outstanding on 31st March 1891. |
| | 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 | 1,89,394 15 5 | (a) .. | (a) .. | .. | 1,89,394 15 5 | .. | (b) .. | .. | 1,89,394 15 5 |
| Vizagapatam | .. | (c) 1,834 6 10 | .. | .. | 1,834 6 10 | .. | .. | (d) 610 4 8 | 1,224 2 2 |
| Godávari | 6,125 12 8 | .. | .. | (d) 1,422 1 0 | 4,703 11 8 | .. | .. | (d) 4,703 11 8 | .. |
| Kistna | 3,115 7 11 | 1,905 6 4 | 124 9 11 | .. | 5,145 8 2 | .. | .. | (d) 484 12 0 | 4,660 12 2 |
| Tanjore | 22,595 6 3 | 10,966 3 1 | 903 13 0 | .. | 34,465 6 4 | .. | .. | (d) 8,843 5 3 | 25,622 1 1 |
| South Arcot | .. | .. | .. | .. | .. | (e) 1,569 0 10 | .. | .. | 1,569 0 10 |
| Total | 2,21,231 10 3 | 14,706 0 3 | 1,028 6 11 | 1,422 1 0 | 2,35,544 0 5 | 1,569 0 10 | .. | 14,642 1 7 | 2,22,470 15 8 |

(a) The deficit of Ganjam for 1889–90 and interest on loan from Madras met by Provincial contribution—*vide* Appendix C.
(b) The difference between the interest on loan and surplus of the year 1890–91 met by Provincial contribution—*vide* Appendix C.
(c) Loan from Madras to raise the balance on 31st March 1890 to Rs. 90,000, being amount ordered to be invested in Government securities and which has been invested in June 1890.
(d) Repayment of loan from the surplus of the year.
(e) Loan from Madras to raise the balance on 31st March 1891 to Rs. 20,000, being amount invested in Government securities on account of South Arcot District Port Fund in June 1890.



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

### PLUS and MINUS entries to be made in Port Fund Receipts (Act X of 1889) for 1890–91 to arrive at the figures given in Appendix C (i).

| 1 | 2 | 3 | | 4 | | 5 | | 6 | 7 | | 8 | | 9 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Districts. | Total Receipts as per monthly accounts sent to Accountant-General. | Adjustments for 1889–90 accounted for separately in Appendix C. | | Receipts in one District on account of another. | | Other Adjustments. | | Net Receipts as per Appendix C (i-*a*). | Adjustments of Coasting Steamers' Dues. | | Adjustments of General Receipts. | | Net Receipts as per Appendix C (i). |
| | | Add. | Deduct. | Add. | Deduct. | Add. | Deduct. | | Add. | Deduct. | Add. | Deduct. | |
| | Rs. A. P. | Rs. | 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 | 24,060 11 1 | .. | 11,882 8 5 | .. | .. | .. | * 521 13 0 | 11,656 5 8 | 11,462 10 5 | 8,071 3 0 | 5 5 1 | .. | 15,053 2 2 |
| Vizagapatam | 16,106 4 5 | .. | .. | .. | .. | .. | .. | 16,106 4 5 | 16,886 4 10 | 7,746 0 0 | 8 4 0 | .. | 25,254 13 3 |
| Godávari | 30,760 1 10 | .. | 4,649 0 0 | .. | .. | .. | .. | 26,111 1 10 | 11,351 12 8 | 11,673 0 0 | 6 1 11 | .. | 25,796 0 5 |
| Kistna | 12,926 0 4 | .. | .. | .. | .. | .. | .. | 12,926 0 4 | 9,110 7 7 | 9,928 0 0 | 4 6 6 | .. | 12,112 14 5 |
| Nellore | 995 7 10 | .. | .. | .. | .. | .. | .. | 995 7 10 | 145 4 1 | 383 0 0 | 0 1 3 | .. | 757 13 2 |
| Chingleput | 620 2 5 | .. | .. | .. | .. | .. | .. | 620 2 5 | .. | .. | .. | .. | 620 2 5 |
| Madras. Administration | 565 13 1 | .. | .. | .. | 0 4 3 | .. | 486 8 10 | .. | .. | .. | .. | .. | .. |
| Madras. Madras Port Fund. | 4,849 12 4 | .. | .. | 1,00,040 4 5 | .. | 79 0 0 | 79 0 0 * 57 2 6 | 1,04,911 14 3 | 28,578 13 6 | 28,578 13 6 | 11 15 4 | 79 0 0 | 1,04,844 13 7 |
| Madras. Sea Customs | 1,00,040 0 2 | .. | .. | .. | 1,00,040 0 2 | .. | .. | .. | .. | .. | .. | .. | .. |
| South Arcot | 9,250 11 6 | .. | .. | .. | .. | .. | .. | 9,250 11 6 | 4,471 4 11 | 2,848 4 9 | 2 15 0 | .. | 10,876 10 8 |
| Tanjore | 27,575 2 5 | .. | .. | .. | .. | .. | * 159 9 9 | 27,415 8 8 | 10,869 11 7 | 7,919 6 3 | 7 0 5 | .. | 30,372 14 5 |
| Madura | 17,150 1 8 | .. | 8,993 15 0 | .. | .. | .. | * 36 15 0 | 8,119 3 8 | 2,821 12 3 | 1,538 1 0 | 3 15 10 | .. | 9,406 14 9 |
| Tinnevelly | 44,578 4 8 | .. | .. | .. | .. | .. | * 153 15 0 | 44,424 5 8 | 8,423 11 8 | 25,436 1 0 | 4 13 8 | .. | 27,416 14 0 |
| Total | 2,89,478 9 9 | .. | 25,525 7 5 | 1,00,040 4 5 | 1,00,040 4 5 | 79 0 0 | 1,495 0 1 | 2,62,537 2 3 | 1,04,121 13 6 | 1,04,121 13 6 | 54 15 0 | 79 0 0 | 2,62,513 1 3 |
| Malabar | 76,637 2 10 | .. | .. | .. | .. | .. | .. | 76,637 2 10 | 42,639 9 8 | 46,965 0 0 | 20 6 7 | .. | 72,332 3 1 |
| South Canara | 8,499 6 4 | .. | .. | .. | .. | .. | .. | 8,499 6 4 | 6,716 6 4 | 2,391 0 0 | 3 10 5 | .. | 12,828 7 1 |
| Total | 85,136 9 2 | .. | .. | .. | .. | .. | .. | 85,136 9 2 | 49,356 0 0 | 49,356 0 0 | 24 1 0 | .. | 85,160 10 2 |
| Grand Total | 3,74,615 2 11 | .. | 25,525 7 5 | 1,00,040 4 5 | 1,00,040 4 5 | 79 0 0 | 1,495 0 1 | 3,47,673 11 5 | 1,53,477 13 6 | 1,53,477 13 6 | 79 0 0 | 79 0 0 | 3,47,673 11 5 |

* Coasting steamer dues refunded.

REMARKS.—Column 4.—Port dues collections at Madras amounting to Rs. 1,00,040–0–2 accounted for by the Sea Customs Department, and a small sum of As. 4-3 credited to "General Receipts" instead of to Madras Port in the accounts of this office for October 1890, are now adjusted to the credit of Madras Port Fund.

Column 5.—Coasting steamer dues subsequently refunded have been deducted from the receipts of the districts, in accordance with the rules for the distribution of the coasting steamer dues laid down in G.O., No 24, Marine, dated 27th January 1890.

The following sums, accounted for under "General Administration Receipts," the first two being adjustments on account of previous year and the other a write-back of a wrong debit, have been deducted on both sides of the account :—

| | Rs. A. P. |
|---|---|
| Share of Public Works charges payable by "Provincial" on behalf of the office of the Agent for Government Consignments for cost of repairs of the Port office building (G.O., No. 136, dated 4th April 1890) | 182 0 7 |
| Telephone charges debited to General Charges in the accounts for 1889–90, instead of to Provincial, reversed in 1890–91 | 192 0 0 |
| Pay of Mr. Baddeley while acting as Deputy Conservator Madras erroneously debited to General Charges instead of to Madras Port Fund now reversed and deducted on both sides | 112 8 3 |
| Total | 486 8 10 |

The remainder Rs. 79 under "General Receipts" realized in Madras is accounted for under Madras district, that the same may be distributed to all the districts on the lines laid down by Government for the purpose.

Column 6.—The figures in this column show the *actual* receipts of the district.

Column 7.—The figures under "Add" in this column represent the share of coasting steamer dues of the several districts distributed (Madras excepted) in accordance with the rules of Government, while those in the column "Deduct" shew the actual collections on that account in each district which have been revised as above.

Column 8.—General receipts of Rs. 79 realised in Madras have been distributed to all the districts.

Column 9.—The receipts of the districts for the year, revised in respect to the coasting steamer dues and general receipts, and the other adjustments alluded to above being made, are those contained in this column.

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

PLUS and MINUS entries to be made in Port Fund Charges (Act X of 1889) for 1890–91, to arrive at the figures given in Appendix C (ii).

| 1 Districts. | 2 Total charges as per monthly accounts sent to Accountant-General. | 3 Adjustments for 1889–90 accounted for separately in Appendix C. Add. | 3 Deduct. | 4 Payments in one district on account of another. Add. | 4 Deduct. | 5 Other adjustments. Add. | 5 Deduct. | 6 Net charges as per Appendix C (ii-*a*). | 7 Adjustments on account of General charges. Add. | 7 Deduct. | 8 Adjustments of Light-house charges. Add. | 8 Deduct. | 9 Net charges as per Appendix C (ii). |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 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. | Rs. A. P. |
| Ganjam .. .. | 9,733 8 4 | .. | .. | .. | .. | .. | * 521 13 0 | 9,211 11 4 | 3,579 15 8 | .. | 2,972 2 1 | 2,002 5 9 | 13,761 7 4 |
| Vizagapatam .. .. | 1,06,870 8 8 | .. | .. | .. | .. | 495 12 0 | 90,000 0 0 | 17,366 4 8 | 5,556 5 6 | 495 12 0 | 4,612 14 10 | 2,468 10 5 | 24,571 2 7 |
| Godávari .. .. | 16,505 1 3 | .. | .. | .. | .. | 490 1 0 | .. | 16,995 2 3 | 4,121 15 6 | 490 1 0 | 3,422 1 " | 3,958 12 7 | 20,090 5 9 |
| Kistna .. .. | 8,498 10 8 | .. | .. | .. | .. | 44 0 0 | .. | 8,542 10 8 | 2,965 4 1 | 44 0 0 | 2,461 12 8 | 2,503 6 2 | 11,422 5 3 |
| Nellore .. .. | 9,293 1 3 | .. | .. | .. | .. | .. | 6,000 0 0 | 3,293 1 3 | 52 13 3 | .. | 43 13 9 | 2,973 3 3 | 416 9 0 |
| Chingleput .. .. | 8,354 6 11 | .. | .. | .. | .. | .. | 4,000 0 0 | 4,354 0 11 | .. | .. | .. | 4,200 8 5 | 153 8 6 |
| Madras { Administration .. | 53,678 10 4 | .. | .. | .. | 0 1 6 | .. | 486 8 10 53,192 0 0 | 3,66,336 9 7 | 8,051 5 5 | 50,894 5 10 | 6,684 4 4 | 3,378 7 5 | 3,26,709 6 1 |
| Madras { Madras Port Fund. | 3,15,499 4 9 | .. | .. | 0 1 6 | .. | 50,894 5 10 | * 57 2 6 | | | | | | |
| Madras { Sea Customs .. | .. | .. | .. | .. | .. | .. | .. | | | | | | |
| South Arcot .. .. | 37,783 5 7 | .. | .. | .. | .. | .. | 20,000 0 0 | 17,783 5 7 | 1,976 8 10 | .. | 1,640 15 2 | 238 8 4 | 21,162 5 3 |
| Tanjore .. .. | 13,726 11 10 | .. | .. | .. | .. | 164 0 0 | * 159 9 9 | 13,731 2 1 | 4,729 12 9 | 164 0 0 | 3,926 11 6 | 2,072 11 0 | 20,150 15 4 |
| Madura .. .. | 25,756 8 7 | .. | .. | .. | .. | .. | 20,000 0 0 * 36 15 0 | 5,719 9 7 | 2,685 14 10 | .. | 2,229 14 1 | 562 12 3 | 10,072 10 3 |
| Tinnevelly .. .. | 1,40,047 7 4 | .. | .. | .. | .. | 434 5 1 | 1,20,000 0 0 * 153 15 0 | 20,327 13 5 | 3,268 4 9 | 434 5 1 | 2,713 6 0 | 6,348 10 5 | 19,526 8 8 |
| Total .. | 7,45,746 15 6 | .. | .. | 0 1 6 | 0 1 6 | 52,522 7 11 | 3,14,608 0 1 | 4,83,661 7 4 | 36,988 4 7 | 52,522 7 11 | 30,708 0 0 | 30,708 0 0 | 4,68,127 4 0 |
| Malabar .. .. | 1,45,821 14 3 | .. | 12,516 1 8 | .. | .. | 669 8 1 | 1,00,000 0 0 | 33,975 4 8 | 13,743 15 4 | 669 8 1 | 3,186 10 11 | 2,709 1 1 | 47,527 5 9 |
| South Canara .. .. | 30,586 11 1 | .. | .. | .. | .. | .. | 22,000 0 0 | 8,586 11 1 | 2,459 12 1 | .. | 570 5 1 | 1,047 14 11 | 10,568 13 4 |
| Total .. | 1,76,408 9 4 | .. | 12,516 1 8 | .. | .. | 669 8 1 | 1,22,000 0 0 | 42,561 15 9 | 16,203 11 5 | 669 8 1 | 3,757 0 0 | 3,757 0 0 | 58,096 3 1 |
| Grand Total .. | 9,22,155 8 10 | .. | 12,516 1 8 | 0 1 6 | 0 1 6 | 53,192 0 0 | 4,36,608 0 1 | 5,26,223 7 1 | 53,192 0 0 | 53,192 0 0 | 34,465 0 0 | 34,465 0 0 | 5,26,223 7 1 |

* Refund of Coasting Steamers' dues.

REMARKS.—Column 3.—Rs. 12,516-1-8 debited to Malabar District Post Fund in the accounts for the year 1890-91, being Cochin Pilotage collections up to 31st March 1888 credited to Port funds and now reversed, is treated as an adjustment for 1889-90 in view to the actual charges of the year being arrived at.

Column 4.—A sum of anna 1 and pies 6 charged to General Administration, instead of to Madras Port, in the contingent bill for March 1891, has been adjusted in this column.

Column 5.—The sum of Rs. 53,192 charged to General Administration charges has now been debited to the districts in which they were actually incurred, in order that the actual charges of the district, prior to the revision of General and Light-house charges, may be ascertained. Charges on account of refund of Coasting Steamer dues have been deducted from the District charges, as receipts on the same account have also been deducted from the district receipts. Rupees 486-8-10, particulars of which are furnished in statement of receipts has been deducted from the General charges to bring both sides of the account into an equilibrium, and all sums invested in Government securities on account of District Port funds, amounting to Rs. 3,82,000, and which were treated in the accounts by the Accountant-General as charges, were deducted therefrom as they now remain as money in hand in Government paper in favour of those District Port Funds. The charges, however, incurred in purchasing the Government promissory notes, were debited to the several District Port funds as final charges.

Column 6.—The actual charges of the district for the year prior to the revision of General and Light-house charges are those contained in this column.

Columns 7 and 8.—The actuals of General charges and Light-house charges, in column "Deduct," were revised in accordance with the rules of Government and charged to the districts concerned under column "Add."

Column 9.—The final charges of the district for the year, as ascertained after the above revision has been made, are those contained in this column.



## 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 1890–91.

| Description of establishments. | Number of officers. | Number of men. | Total annual cost. | Total annual earnings. |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| *Madras.* | | | Rs. | Rs. |
| Port establishment .. .. .. | | 96 | 51,416 | .. |
| Lighthouse establishment .. .. .. | | 5 | 1,267 | .. |
| Divers' do. .. .. .. | | 2 | 1,800 | .. |
| Tide Gauge do. .. .. .. | 4 | 2 | 499 | .. |
| Marine Police do. .. .. .. | | .. | 5,382 | .. |
| Marine dispensary .. .. .. | | 2 | 5,232 | 28,074 |
| Pilotage (Madras) .. .. .. | | .. | 23,262 | .. |
| *Coast Ports.* | | | | |
| Port Officers and Conservators .. .. | 16 | 149 | 64,118 | .. |
| Lighthouses .. .. .. | .. | 83 | 17,105 | 14,362 |
| Pilotage (Pamban and Cochin) .. .. | .. | .. | 3,941 | .. |

## APPENDIX E.

STATEMENT showing the various Government Vessels, &c., under the Madras Government in the year 1890–91.

| 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. | | |
| S.S. "Margaret Northcote." | .. | .. | .. | .. | .. | Revenue Department Vessel. |
| *River-going Vessels.* | | | | | | |
| Steam Dredge (Priestmari's). | Two horse power. | 1 | 9 | 2,544 | .. | At Cocanada. |
| Steam Dredge "Connemara." | .. | .. | 11 | 3,683 | .. | At Cocanada; charge debitable to Landing and Shipping dues. |
| Steam Dredge "Cuddalore." | .. | 1 | 5 | 316 | .. | At Cuddalore. |

## 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 1890 to 31st March 1891, in the various districts of the Madras Presidency.

| Districts. | Number of vessels on the register of which changes of Masters have been endorsed. | Amount of fees. | Remarks. |
|---|---|---|---|
| Madras | 6 | Rs. 12 | |
| Ganjam | 3 | 4 | |
| Vizagapatam | .. | .. | |
| Godavari | .. | .. | |
| Kistna | 17 | 34 | |
| Nellore | .. | .. | |
| Chingleput | .. | .. | |
| South Arcot | .. | .. | |
| Tanjore | 7 | 14 | |
| Madura | 44 | 84 | |
| Tinnevelly | 39 | 78 | |
| Malabar | 35 | 69 | |
| South Canara | 19 | 38 | |
| Total .. | 71 | 142 | |
| | 329 | 438 | |

STATEMENT showing the number of Vessels registered under Act X of 1841 from 1st April 1890 to 31st March 1891, in the various districts of the Madras Presidency.

## APPENDIX G.

| Districts. | Total number of vessels. | Total tonnage. | Total amount of fees. |
|---|---|---|---|
| | | | Rs. A. P. |
| Madras | 1 | 130 | 13 2 0 |
| Ganjam | .. | .. | .. .. .. |
| Vizagapatam | .. | .. | .. .. .. |
| Godavari | 1 | 161 | 17 2 0 |
| Kistna | 10 | 1,726 | 211 12 0 |
| Nellore | 5 | 847 | 53 8 0 |
| Chingleput | .. | .. | .. .. .. |
| South Arcot | .. | .. | .. .. .. |
| Tanjore | 4 | 608 | 115 5 6 |
| Madura | 13 | 1,584 | 212 14 0 |
| Tinnevelly | 13 | 933 | 106 2 0 |
| Malabar | 7 | 635 | 85 11 0 |
| South Canara | 16 | 979 | 105 8 0 |
| | 22 | 449 | 131 0 0 |
| Total .. | 90 | 7,770 | 1,133 1 0 |

PARTICULARS of changes in the Official Staff of the Port Department by absence on leave, or other duties, &c., during the official year 1890–91.

| Names of Officers. | Designation. | Cause and period of absence. | Names of acting incumbents. |
|---|---|---|---|
| Mr. T. H. Baker | Port Officer, Tuticorin. | Privilege leave .. 2 months .. .. | Reserve Port Officer Mr. C. S. Jackson. |
| Mr. H. D. Eddaleby | Agent for Government Consignments and Vessel Assistant to Presidency Port Officer. | Do. .. 1 month and 17 days. | Do. |
| Mr. J. P. James | Port Officer, Negapatam. | | |
| Captain H. A. Street, R.N., Her Majesty's Indian Marine. | Presidency Port Officer. | Do. .. 6 days .. .. | Vice Commander Sayers, R.N., Her Majesty's Indian Marine. |
| | As a member of Native Passenger Ships Act Committee. | 3 months and 19 days. | Captain H. E. Sayers, R.N., Her Majesty's Indian Marine. |

## APPENDIX H.

## APPENDIX I.

I.—Statement of Passengers sailed from the undermentioned ports in the Presidency of Madras during the official year 1890–91.

| Names of Ports. | Adults. Male. | Adults. Female. | Children under 12. | Total. |
|---|---|---|---|---|
| I.—FROM GOPALPUR. | | | | |
| (a) Ports within the Presidency .. .. .. .. | 763 | 93 | 98 | 954 |
| (b) Ports beyond the Presidency, but within British India. | 1,811 | 1,161 | 1,531 | 4,503 |
| (c) Ports in Burma .. .. .. .. .. .. | 2,255 | 13 | 148 | 2,416 |
| (d) Ports in Ceylon .. .. .. .. .. .. | 2 | .. | .. | 2 |
| (e) Ports in Straits Settlements .. .. .. .. | .. | .. | .. | .. |
| (f) Other ports .. .. .. .. .. .. | .. | .. | .. | .. |
| Total .. | 4,831 | 1,267 | 1,777 | 7,875 |
| I.—FROM BARWAH. | | | | |
| (a) Ports within the Presidency .. .. .. .. | .. | .. | .. | .. |
| (b) Ports beyond the Presidency, but within British India. | .. | .. | .. | .. |
| (c) Ports in Burma .. .. .. .. .. | 3,835 | 18 | 137 | 3,990 |
| (d) Ports in Ceylon .. .. .. .. .. .. | .. | .. | .. | .. |
| (e) Ports in Straits Settlements .. .. .. .. | .. | .. | .. | .. |
| (f) Other ports .. .. .. .. .. .. | .. | .. | .. | .. |
| Total .. | 3,835 | 18 | 137 | 3,990 |
| I.—FROM CALINGAPATAM. | | | | |
| (a) Ports within the Presidency .. .. .. .. | 205 | 77 | 70 | 352 |
| (b) Ports beyond the Presidency, but within British India. | 27 | 7 | 4 | 38 |
| (c) Ports in Burma .. .. .. .. .. .. | 4,785 | 71 | 366 | 5,222 |
| (d) Ports in Ceylon .. .. .. .. .. .. | 1 | .. | .. | 1 |
| (e) Ports in Straits Settlements .. .. .. .. | .. | .. | .. | .. |
| (f) Other ports .. .. .. .. .. .. | .. | .. | .. | .. |
| Total .. | 5,018 | 155 | 440 | 5,613 |
| I.—FROM BIMLIPATAM. | | | | |
| (a) Ports within the Presidency .. .. .. .. | 534 | 116 | 65 | 715 |
| (b) Ports beyond the Presidency, but within British India. | 60 | 14 | 15 | 89 |
| (c) Ports in Burma .. .. .. .. .. .. | 1,566 | 96 | 140 | 1,802 |
| (d) Ports in Ceylon .. .. .. .. .. .. | .. | .. | .. | .. |
| (e) Ports in Straits Settlements .. .. .. .. | .. | .. | .. | .. |
| (f) Other ports .. .. .. .. .. .. | .. | .. | .. | .. |
| Total .. | 2,160 | 226 | 220 | 2,606 |

II.—Statement of Passengers arrived at the undermentioned ports in the Presidency of Madras during the official year 1890–91.

| Names of Ports. | Adults. Male. | Adults. Female. | Children under 12. | Total. |
|---|---|---|---|---|
| II.—AT GOPALPUR. | | | | |
| (a) Ports within the Presidency .. .. .. .. | 871 | 126 | 96 | 1,093 |
| (b) Ports beyond the Presidency, but within British India. | 427 | 9 | 7 | 443 |
| (c) Ports in Burma .. .. .. .. .. .. | 168 | .. | 2 | 170 |
| (d) Ports in Ceylon .. .. .. .. .. .. | .. | .. | .. | .. |
| (e) Ports in Straits Settlements .. .. .. .. | .. | .. | .. | .. |
| (f) Other ports .. .. .. .. .. .. | .. | .. | .. | .. |
| Total .. | 1,466 | 135 | 105 | 1,706 |
| II.—AT BARWAH. | | | | |
| (a) Ports within the Presidency .. .. .. .. | .. | .. | .. | .. |
| (b) Ports beyond the Presidency, but within British India. | .. | .. | .. | .. |
| (c) Ports in Burma .. .. .. .. .. .. | 110 | .. | .. | 110 |
| (d) Ports in Ceylon .. .. .. .. .. .. | .. | .. | .. | .. |
| (e) Ports in Straits Settlements .. .. .. .. | .. | .. | .. | .. |
| (f) Other ports .. .. .. .. .. .. | .. | .. | .. | .. |
| Total .. | 110 | .. | .. | 110 |
| II.—AT CALINGAPATAM. | | | | |
| (a) Ports within the Presidency .. .. .. .. | 126 | 8 | 12 | 146 |
| (b) Ports beyond the Presidency, but within British India. | 44 | 14 | 6 | 64 |
| (c) Ports in Burma .. .. .. .. .. .. | 5,024 | 45 | 85 | 5,154 |
| (d) Ports in Ceylon .. .. .. .. .. .. | .. | .. | .. | .. |
| (e) Ports in Straits Settlements .. .. .. .. | .. | .. | .. | .. |
| (f) Other ports .. .. .. .. .. .. | .. | .. | .. | .. |
| Total .. | 5,194 | 67 | 103 | 5,364 |
| II.—AT BIMLIPATAM. | | | | |
| (a) Ports within the Presidency .. .. .. .. | 487 | 105 | 76 | 668 |
| (b) Ports beyond the Presidency, but within British India. | 181 | 19 | 14 | 214 |
| (c) Ports in Burma .. .. .. .. .. .. | 6,445 | 141 | 126 | 6,712 |
| (d) Ports in Ceylon .. .. .. .. .. .. | .. | .. | .. | .. |
| (e) Ports in Straits Settlements .. .. .. .. | .. | .. | .. | .. |
| (f) Other ports .. .. .. .. .. .. | .. | .. | .. | .. |
| Total .. | 7,113 | 265 | 216 | 7,594 |

I.—*Statement of Passengers sailed from the undermentioned ports in the Presidency of Madras during the official year 1890–91—cont.*

| Names of Ports. | Adults. Male. | Adults. Female. | Children under 12. | Total. |
|---|---|---|---|---|
| **I.—FROM VIZAGAPATAM.** | | | | |
| (a) Ports within the Presidency | 1,126 | 77 | 59 | 1,262 |
| (b) Ports beyond the Presidency, but within British India. | 180 | 31 | 28 | 239 |
| (c) Ports in Burma | 4,073 | 223 | 124 | 4,420 |
| (d) Ports in Ceylon | .. | .. | .. | .. |
| (e) Ports in Straits Settlements | .. | .. | .. | .. |
| (f) Other ports | .. | .. | .. | .. |
| Total | 5,379 | 331 | 211 | 5,921 |
| **I.—FROM COCANADA.** | | | | |
| (a) Ports within the Presidency | 865 | 118 | 50 | 1,033 |
| (b) Ports beyond the Presidency, but within British India. | 17 | 3 | .. | 20 |
| (c) Ports in Burma | 14,287 | 354 | 341 | 14,982 |
| (d) Ports in Ceylon | .. | .. | .. | .. |
| (e) Ports in Straits Settlements | .. | .. | .. | .. |
| (f) Other ports | .. | .. | .. | .. |
| Total | 15,169 | 475 | 391 | 16,035 |
| **I.—FROM MASULIPATAM.** | | | | |
| (a) Ports within the Presidency | 547 | 145 | 108 | 800 |
| (b) Ports beyond the Presidency, but within British India. | 1 | .. | .. | 1 |
| (c) Ports in Burma | 253 | 55 | 31 | 339 |
| (d) Ports in Ceylon | .. | .. | .. | .. |
| (e) Ports in Straits Settlements | .. | .. | .. | .. |
| (f) Other ports | .. | .. | .. | .. |
| Total | 801 | 200 | 139 | 1,140 |
| **I.—FROM CUDDALORE.** | | | | |
| (a) Ports within the Presidency | 1 | .. | .. | 1 |
| (b) Ports beyond the Presidency, but within British India. | .. | .. | .. | .. |
| (c) Ports in Burma | 43 | .. | .. | 43 |
| (d) Ports in Ceylon | 15 | 1 | .. | 16 |
| (e) Ports in Straits Settlements | 21 | .. | .. | 21 |
| (f) Other ports | .. | .. | .. | .. |
| Total | 80 | 1 | .. | 81 |

II.—*Statement of Passengers arrived at the undermentioned ports in the Presidency of Madras during the official year 1890–91—cont.*

| Names of Ports. | Adults. Male. | Adults. Female. | Children under 12. | Total. |
|---|---|---|---|---|
| **II.—AT VIZAGAPATAM.** | | | | |
| (a) Ports within the Presidency | 1,169 | 12 | 14 | 1,195 |
| (b) Ports beyond the Presidency, but within British India. | 158 | 2 | 3 | 163 |
| (c) Ports in Burma | 4,112 | 4 | 16 | 4,132 |
| (d) Ports in Ceylon | .. | .. | .. | .. |
| (e) Ports in Straits Settlements | .. | .. | .. | .. |
| (f) Other ports | .. | .. | .. | .. |
| Total | 5,439 | 18 | 33 | 5,490 |
| **II.—AT COCANADA.** | | | | |
| (a) Ports within the Presidency | 1,038 | 78 | 35 | 1,154 |
| (b) Ports beyond the Presidency, but within British India. | 101 | 7 | 7 | 115 |
| (c) Ports in Burma | 8,485 | 284 | 144 | 8,913 |
| (d) Ports in Ceylon | .. | .. | .. | .. |
| (e) Ports in Straits Settlements | .. | .. | .. | .. |
| (f) Other ports | 4 | .. | .. | 4 |
| Total | 9,628 | 369 | 189 | 10,186 |
| **II.—AT MASULIPATAM.** | | | | |
| (a) Ports within the Presidency | 470 | 104 | 27 | 601 |
| (b) Ports beyond the Presidency, but within British India. | 3 | .. | .. | 3 |
| (c) Ports in Burma | 225 | 28 | 8 | 261 |
| (d) Ports in Ceylon | .. | .. | .. | .. |
| (e) Ports in Straits Settlements | .. | .. | .. | .. |
| (f) Other ports | .. | .. | .. | .. |
| Total | 698 | 132 | 35 | 865 |
| **II.—AT CUDDALORE.** | | | | |
| (a) Ports within the Presidency | .. | .. | .. | .. |
| (b) Ports beyond the Presidency, but within British India. | .. | .. | .. | .. |
| (c) Ports in Burma | 25 | 1 | .. | 26 |
| (d) Ports in Ceylon | 3 | .. | .. | 3 |
| (e) Ports in Straits Settlements | 6 | .. | .. | 6 |
| (f) Other ports | .. | .. | .. | .. |
| Total | 34 | 1 | .. | 35 |



I.—*Statement of Passengers sailed from the undermentioned ports in the Presidency of Madras during the official year 1890–91—cont.*

| Names of Ports. | Adults. Male. | Adults. Female. | Children under 12. | Total. |
|---|---|---|---|---|
| **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 | 195 | .. | 4 | 199 |
| (e) Ports in the Straits Settlements | 252 | 10 | 23 | 285 |
| (f) Other ports | .. | .. | .. | .. |
| Total | 447 | 10 | 27 | 484 |
| **I.—FROM NEGAPATAM.** | | | | |
| (a) Ports within the Presidency | 72 | 3 | 2 | 77 |
| (b) Ports beyond the Presidency, but within British India. | .. | .. | .. | .. |
| (c) Ports in Burma | 12,991 | 1,133 | 1,111 | 15,235 |
| (d) Ports in Ceylon | 1,668 | 120 | 103 | 1,891 |
| (e) Ports in Straits Settlements | * 15,775 | 1,625 | 1,598 | 18,998 |
| (f) Other ports | .. | .. | .. | .. |
| Total | 30,506 | 2,881 | 2,814 | 36,201 |
| **I.—FROM PAMBAN.** | | | | |
| (a) Ports within the Presidency | 772 | 119 | 38 | 929 |
| (b) Ports beyond the Presidency, but within British India. | .. | .. | .. | .. |
| (c) Ports in Burma | .. | .. | .. | .. |
| (d) Ports in Ceylon | 34,582 | 9,900 | 2,175 | 46,657 |
| (e) Ports in Straits Settlements | .. | .. | .. | .. |
| (f) Other ports | .. | .. | .. | .. |
| Total | 35,354 | 10,019 | 2,213 | 47,586 |
| **I.—FROM TUTICORIN.** | | | | |
| (a) Ports within the Presidency | 898 | 241 | 110 | 1,249 |
| (b) Ports beyond the Presidency, but within British India. | 52 | 3 | 5 | 60 |
| (c) Ports in Burma | .. | .. | .. | .. |
| (d) Ports in Ceylon | 14,120 | 2,099 | 1,646 | 17,865 |
| (e) Ports in Straits Settlements | .. | .. | .. | .. |
| (f) Other ports | 3 | .. | .. | 3 |
| Total | 15,073 | 2,343 | 1,761 | 19,177 |

II.—*Statement of Passengers arrived at the undermentioned ports in the Presidency of Madras during the official year 1890–91—cont.*

| Names of Ports. | Adults. Male. | Adults. Female. | Children under 12. | 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 | 34 | .. | .. | 34 |
| (e) Ports in the Straits Settlements | 107 | 1 | 1 | 109 |
| (f) Other ports | .. | .. | .. | .. |
| Total | 141 | 1 | 1 | 143 |
| **II.—AT NEGAPATAM.** | | | | |
| (a) Ports within the Presidency | 2,050 | 194 | 103 | 2,347 |
| (b) Ports beyond the Presidency, but within British India. | 62 | .. | .. | 62 |
| (c) Ports in Burma | 8,215 | 449 | 429 | 9,093 |
| (d) Ports in Ceylon | 1,425 | 139 | 86 | 1,650 |
| (e) Ports in Straits Settlements | 12,642 | 730 | 786 | 14,158 |
| (f) Other ports | 59 | 13 | 7 | 79 |
| Total | 24,453 | 1,525 | 1,411 | 27,389 |
| **II.—AT PAMBAN.** | | | | |
| (a) Ports within the Presidency | 454 | 53 | 21 | 528 |
| (b) Ports beyond the Presidency, but within British India. | .. | .. | .. | .. |
| (c) Ports in Burma | .. | .. | .. | .. |
| (d) Ports in Ceylon | 14,829 | 2,398 | 608 | 17,835 |
| (e) Ports in Straits Settlements | .. | .. | .. | .. |
| (f) Other ports | .. | .. | .. | .. |
| Total | 15,283 | 2,451 | 629 | 18,363 |
| **II.—AT TUTICORIN.** | | | | |
| (a) Ports within the Presidency | 1,053 | 80 | 57 | 1,190 |
| (b) Ports beyond the Presidency, but within British India. | 1,491 | 81 | 24 | 1,596 |
| (c) Ports in Burma | .. | .. | .. | .. |
| (d) Ports in Ceylon | 24,374 | 2,637 | 1,626 | 28,637 |
| (e) Ports in Straits Settlements | .. | .. | .. | .. |
| (f) Other ports | 1 | .. | .. | 1 |
| Total | 26,919 | 2,798 | 1,707 | 31,424 |

* Including emigrants 3,197 adults.

I.—*Statement of Passengers sailed from the undermentioned ports in the Presidency of Madras during the official year 1890–91—cont.*

| Names of Ports. | Adults. Male. | Adults. Female. | Children under 12. | Total. |
|---|---|---|---|---|
| **I.—FROM COCHIN.** | | | | |
| (a) Ports within the Presidency | 119 | 10 | .. | 129 |
| (b) Ports beyond the Presidency, but within British India. | 123 | 27 | 4 | 154 |
| (c) Ports in Burma | 4 | .. | .. | 4 |
| (d) Ports in Ceylon | 19 | 3 | 4 | 26 |
| (e) Ports in Straits Settlements | .. | .. | .. | .. |
| (f) Other ports | 2 | .. | .. | 2 |
| Total | 267 | 40 | 8 | 315 |
| **I.—FROM CALICUT.** | | | | |
| (a) Ports within the Presidency | 1,208 | 129 | 111 | 1,448 |
| (b) Ports beyond the Presidency, but within British India. | 190 | 10 | 1 | 201 |
| (c) Ports in Burma | .. | .. | .. | .. |
| (d) Ports in Ceylon | 30 | 2 | 1 | 33 |
| (e) Ports in Straits Settlements | .. | .. | .. | .. |
| (f) Other ports | 49 | 3 | .. | 52 |
| Total | 1,477 | 144 | 113 | 1,734 |
| **I.—FROM TELLICHERRY.** | | | | |
| (a) Ports within the Presidency | 398 | 54 | 30 | 482 |
| (b) Ports beyond the Presidency, but within British India. | 82 | 5 | 4 | 91 |
| (c) Ports in Burma | .. | .. | .. | .. |
| (d) Ports in Ceylon | 25 | 5 | 7 | 37 |
| (e) Ports in Straits Settlements | .. | .. | .. | .. |
| (f) Other ports | 36 | 4 | .. | 40 |
| Total | 541 | 68 | 41 | 650 |
| **I.—FROM CANNANORE.** | | | | |
| (a) Ports within the Presidency | 262 | 39 | 20 | 321 |
| (b) Ports beyond the Presidency, but within British India. | 80 | 22 | 21 | 123 |
| (c) Ports in Burma | .. | .. | .. | .. |
| (d) Ports in Ceylon | 2 | .. | .. | 2 |
| (e) Ports in Straits Settlements | 1 | .. | .. | 1 |
| (f) Other ports | 6 | 3 | .. | 9 |
| Total | 351 | 64 | 41 | 456 |

II.—*Statement of Passengers arrived at the undermentioned ports in the Presidency of Madras during the official year 1890–91—cont.*

| Names of Ports. | Adults. Male. | Adults. Female. | Children under 12. | Total. |
|---|---|---|---|---|
| **II.—AT COCHIN.** | | | | |
| (a) Ports within the Presidency | 158 | 12 | 5 | 175 |
| (b) Ports beyond the Presidency, but within British India. | 139 | 31 | 5 | 175 |
| (c) Ports in Burma | 5 | .. | .. | 5 |
| (d) Ports in Ceylon | 13 | 5 | 2 | 20 |
| (e) Ports in Straits Settlements | .. | .. | .. | .. |
| (f) Other ports | 6 | .. | .. | 6 |
| Total | 321 | 48 | 12 | 381 |
| **II.—AT CALICUT.** | | | | |
| (a) Ports within the Presidency | 1,452 | 96 | 66 | 1,614 |
| (b) Ports beyond the Presidency, but within British India. | 180 | 21 | 12 | 213 |
| (c) Ports in Burma | .. | .. | .. | .. |
| (d) Ports in Ceylon | 25 | 2 | 2 | 29 |
| (e) Ports in Straits Settlements | .. | .. | .. | .. |
| (f) Other ports | 74 | 2 | .. | 76 |
| Total | 1,731 | 121 | 80 | 1,932 |
| **II.—AT TELLICHERRY.** | | | | |
| (a) Ports within the Presidency | 455 | 84 | 27 | 566 |
| (b) Ports beyond the Presidency, but within British India. | 90 | 10 | 5 | 105 |
| (c) Ports in Burma | .. | .. | .. | .. |
| (d) Ports in Ceylon | 4 | 4 | 2 | 10 |
| (e) Ports in Straits Settlements | .. | .. | .. | .. |
| (f) Other ports | 27 | 1 | 2 | 30 |
| Total | 576 | 99 | 36 | 711 |
| **II.—AT CANNANORE.** | | | | |
| (a) Ports within the Presidency | 192 | 28 | 13 | 233 |
| (b) Ports beyond the Presidency, but within British India. | 54 | 15 | 10 | 79 |
| (c) Ports in Burma | 1 | .. | .. | 1 |
| (d) Ports in Ceylon | 1 | .. | .. | 1 |
| (e) Ports in Straits Settlements | .. | .. | .. | .. |
| (f) Other ports | 2 | .. | .. | 2 |
| Total | 250 | 43 | 23 | 316 |



I.—*Statement of Passengers sailed from the undermentioned Ports in the Presidency of Madras during the official year 1890–91—cont.*

| Names of Ports. | Adults. Male. | Adults. Female. | Children under 12. | Total. |
|---|---|---|---|---|
| **I.—FROM MANGALORE.** | | | | |
| (a) Ports within the Presidency | 2,869 | 476 | 157 | 3,502 |
| (b) Ports beyond the Presidency, but within British India. | 3,365 | 614 | 174 | 4,153 |
| (c) Ports in Burma | .. | .. | .. | .. |
| (d) Ports in Ceylon | 1 | .. | .. | 1 |
| (e) Ports in Straits Settlements | .. | .. | .. | .. |
| (f) Other ports | 1,247 | 501 | 116 | 1,864 |
| Total | 7,482 | 1,591 | 447 | 9,520 |
| **I.—FROM MADRAS.** | | | | |
| (a) Ports within the Presidency | 1,235 | 119 | 67 | 1,421 |
| (b) Ports beyond the Presidency, but within British India. | 1,010 | 111 | 46 | 1,167 |
| (c) Ports in Burma | 2,828 | 123 | 144 | 3,095 |
| (d) Ports in Ceylon | 165 | 22 | 7 | 194 |
| (e) Ports in Straits Settlements | 427 | 9 | 5 | 441 |
| (f) Other ports | 2,512 | 203 | 123 | 2,838 |
| Total | 8,177 | 587 | 392 | 9,156 |
| Grand Total | 136,948 | 20,420 | 11,172 | 68,540 |

II.—*Statement of Passengers arrived at the undermentioned ports in the Presidency of Madras during the official year 1890–91—cont.*

| Names of Ports. | Adults. Male. | Adults. Female. | Children under 12. | Total. |
|---|---|---|---|---|
| **II.—AT MANGALORE.** | | | | |
| (a) Ports within the Presidency | 2,323 | 457 | 227 | 3,007 |
| (b) Ports beyond the Presidency, but within British India. | 1,739 | 445 | 126 | 2,310 |
| (c) Ports in Burma | .. | .. | .. | .. |
| (d) Ports in Ceylon | 1 | .. | .. | 1 |
| (e) Ports in Straits Settlements | .. | .. | .. | .. |
| (f) Other ports | 795 | 177 | 93 | 1,065 |
| Total | 4,858 | 1,079 | 446 | 6,383 |
| **II.—AT MADRAS.** | | | | |
| (a) Ports within the Presidency | 4,767 | 589 | 425 | 5,781 |
| (b) Ports beyond the Presidency, but within British India. | 2,259 | 396 | 134 | 2,789 |
| (c) Ports in Burma | 3,678 | 305 | 209 | 4,192 |
| (d) Ports in Ceylon | 239 | 46 | 16 | 301 |
| (e) Ports in Straits Settlements | 405 | 26 | 12 | 443 |
| (f) Other ports | 480 | 200 | 131 | 811 |
| Total | 11,828 | 1,562 | 927 | 14,317 |
| Grand Total | 116,942 | 10,714 | 5,053 | 132,709 |

## APPENDIX J.

STATEMENT showing the particulars of Dredging operations at the Port of Cocanada, during the official year 1890–91.

| Particulars. | 1888–89. | 1889–90. | 1890–91. |
|---|---|---|---|
| *Priestman Dredger.* | | | |
| (*a*) Days working | 184. | 182 | 195 |
| (*b*) Hours dredging | 1,380 | 1,392 | 1,600 |
| (*c*) Barges loaded, giving number of tons each barge will hold. | 1,232 of $29\frac{7}{16}$ tons each. | 290 of $59\frac{1}{2}$ tons each and 887 of $29\frac{7}{16}$ tons each. | 273 of $59\frac{1}{2}$ tons 1,054 of $29\frac{7}{16}$ tons. |
| (*d*) Cubic yards dredged | 27,104 | 32,051 | 35,200 |
| (*e*) Tons dredged | $36,596\frac{8}{9}$ | 43,269 | 47,520 |
| (*f*) Average outturn per day | $198\frac{127}{425}$ | $239\frac{119}{476}$ | $243\frac{1}{19}$ |
| (*g*) Working expenses per ton | Rs. 0-2-3 | Rs. 0-1-11 | Rs. 0-1-6 |
| *Dredger "Connemara."* | | | |
| (*a*) Days working | .. | 29 | 121 |
| (*b*) Hours dredging | .. | 192 | 1,022 |
| (*c*) Barges loaded, giving number of tons each barge will hold. | .. | 7 of $59\frac{1}{2}$ tons each and 111 of $29\frac{7}{16}$ tons each. | 299 of $59\frac{1}{2}$ tons 242 of $29\frac{7}{16}$ tons. |
| (*d*) Cubic yards dredged | .. | 2,750 | 18,480 |
| (*e*) Tons dredged | .. | $3,712\frac{1}{2}$ | 24,948 |
| (*f*) Average outturn per day | .. | $125\frac{144}{175}$ | $206\frac{5}{14}$ |
| (*g*) Working expenses per ton | .. | Rs. 0-2-0 | * Rs. 0-2-8 |

* Including cost of repairing machinery, but not cost of new mud buckets holding $\frac{1}{2}$ cubic yard.

## APPENDIX J (1).

STATEMENT showing the particulars of Dredging operations at the Port of Cuddalore during the official year 1890–91.

| Particulars. | 1888–89. | 1889–90. | 1890–91. |
|---|---|---|---|
| (*a*) Days working | .. | .. | 89 |
| (*b*) Hours dredging | .. | .. | 670 |
| (*c*) Barges loaded, giving number of tons each barge will hold. | .. | .. | $849\frac{1}{2}$ of 4 tons each. |
| (*d*) Cubic yards dredged | .. | .. | 2,517 |
| (*e*) Tons dredged | .. | .. | 3,399 |
| (*f*) Average outturn per day | .. | .. | 254 |
| (*g*) Working expenses per ton | .. | .. | Rs. 0-5-4 |

## APPENDIX K.

PARTICULARS of Seamen shipped and discharged at ports in the Madras Presidency under the various Merchant Shipping Acts in the official year 1890–91.

| Names of Ports. | Europeans. | | Asiatics. | | Total. | |
|---|---|---|---|---|---|---|
| | Shipped. | Discharged. | Shipped. | Discharged. | Shipped. | Discharged. |
| Madras .. | 7 | 41 | 220 | 521 | 227 | 562 |
| Cocanada .. | 1 | .. | 28 | 61 | 29 | 61 |
| Negapatam .. | 10 | 11 | 608 | 545 | 618 | 556 |
| Tuticorin .. | .. | 3 | 19 | 32 | 19 | 35 |
| Cochin .. | .. | 1 | 26 | 20 | 26 | 21 |
| Total 1890–91 .. | 18 | 56 | 901 | 1,179 | 919 | 1,235 |
| „ 1889–90 .. | 38 | 67 | 916 | 869 | 954 | 936 |
| Increase .. | .. | .. | .. | 310 | .. | 299 |
| Decrease .. | 20 | 11 | 15 | .. | 35 | .. |



## APPENDIX L.

STATEMENT showing the number of cargo and other license boats at the principal ports in the Madras Presidency in the official year 1890–91.

| Ports. | Number of boats serviceable. | Number of boats unserviceable. | Total. |
|---|---|---|---|
| Gopálpur .. | 69 | .. | 69 |
| Baruva .. | 38 | .. | 38 |
| Calingapatam .. | 90 | .. | 90 |
| Vizagapatam .. | 135 | 16 | 151 |
| Bimlipatam .. | 60 | 74 | 134 |
| Cocanada .. | 108 | .. | 108 |
| Masulipatam .. | 41 | 12 | 53 |
| Kistnapatam .. | 73 | .. | 73 |
| Iskapalle .. | 90 | .. | 90 |
| Kottapatam .. | 22 | 4 | 26 |
| Madras .. | 126 | 73 | 199 |
| Cuddalore .. | 94 | 14 | 108 |
| Porto Novo .. | 37 | 5 | 42 |
| Tranquebar .. | 22 | 14 | 36 |
| Negapatam .. | 136 | 32 | 168 |
| Pámban .. | 106 | 19 | 125 |
| Tuticorin .. | 64 | .. | 64 |
| Cochin .. | 120 | 54 | 174 |
| Calicut and Beypore .. | 120 | .. | 120 |
| Tellicherry .. | 56 | .. | 56 |
| Cannanore .. | 56 | 3 | 59 |
| Ponani .. | 20 | .. | 20 |
| Badagara .. | 30 | .. | 30 |
| Mangalore .. | 93 | 72 | 165 |

ADMINISTRATION REPORT of the Deputy Conservator of the Port of Madras for the year 1890–91.

During the past year the number of vessels entering the port of Madras was as shown below and again shows an increase on the preceding year:—

| | 1889–90. | | 1890–91. | |
|---|---|---|---|---|
| | No. | Tonnage. | No. | Tonnage. |
| Steam Ships, Mercantile .. | 570 | 978,251 | 638 | 994,891 |
| Sailing do. .. | 11 | 13,764 | 2 | 2,842 |
| Do. Native Craft .. | 84 | 10,597 | 91 | 11,038 |
| Men-of-War, Government Ships and hired Transports .. | 16 | 18,925 | 22 | 18,079 |
| Total .. | 681 | 1,021,537 | * 753 | 1,026,850 |

* Including { 26 French steam ships, 20 Austrian do., 23 German do., 1 American do.

Total foreign .. 70

Increase in number of vessels 72, and of tonnage 5,312. Ten of the steam vessels mentioned above did not enter the harbour.

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

| | No. | Tonnage. |
|---|---|---|
| Steam ships .. | 675 | 1,006,237 |
| Sailing native craft .. | 89 | 10,765 |
| Total .. | 746 | 1,017,002 |

The annexed statement shows the number and tonnage of vessels calling at the Port during the last 10 years.

STATEMENT of number and tonnage of Vessels entering the Port of Madras during the past ten years 1881—91.

| Class of vessels. | 1881-82. | | 1882-83. | | 1883-84. | | 1884-85. | | 1885-86. | |
|---|---|---|---|---|---|---|---|---|---|---|
| | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| Steam Trading | 345 | 540,065 | 377 | 603,177 | 382 | 648,123 | 393 | 668,499 | 463 | 754,855 |
| Sail | 52 | 4,111 | 67 | 55,169 | 53 | 44,448 | 41 | 37,743 | 39 | 33,270 |
| Native | 265 | 33,752 | 275 | 36,274 | 204 | 26,545 | 199 | 30,076 | 194 | 28,847 |
| Men-of-War, &c. | 9 | 7,329 | 10 | 10,229 | 8 | 10,319 | 10 | 7,913 | 13 | 18,143 |
| Hired Transports | 1 | 910 | 3 | 4,133 | .. | .. | 1 | 910 | 12 | 20,842 |
| Total | 672 | 623,107 | 732 | 708,982 | 647 | 729,435 | 644 | 745,141 | 721 | 855,957 |
| Piloted inwards | 266 | .. | 398 | .. | 388 | .. | 390 | .. | 459 | .. |

| Class of vessels. | 1886-87. | | 1887-88. | | 1888-89. | | 1889-90. | | 1890-91. | |
|---|---|---|---|---|---|---|---|---|---|---|
| | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. |
| | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| Steam Trading | 532 | 834,963 | 562 | 905,597 | 518 | 879,860 | 570 | 978,251 | 638 | 994,891 |
| Sail | 31 | 31,681 | 21 | 18,753 | 15 | 14,495 | 11 | 13,764 | 2 | 2,542 |
| Native | 121 | 15,982 | 112 | 23,078 | 85 | 9,860 | 84 | 10,597 | 91 | 11,038 |
| Men-of-War, &c. | 21 | 33,100 | 25 | 41,751 | 11 | 16,560 | 16 | 18,926 | 22 | 18,079 |
| Hired Transports | 18 | 31,792 | .. | .. | 1 | 1,039 | .. | .. | .. | .. |
| Total | 723 | 947,518 | 720 | 989,179 | 630 | 921,814 | 681 | 1,021,537 | 753 | 1,026,850 |
| Piloted inwards | 562 | .. | 569 | .. | 524 | .. | 604 | .. | 680 | .. |

3. The revenue amounted to Rs. 1,35,622 against Rs. 1,47,007 for 1889-90:—

| | Rs. |
|---|---|
| Port dues | 1,01,831 |
| Salvage | 316 |
| Divers' services | 498 |
| Hire of port raft | 1,529 |
| Boat licenses | 648 |
| Shipping Office fees | 705 |
| Office fees for overtime | 1,040 |
| | 1,06,567 |
| Pilotage and Boat charges connected | 29,055 |
| Total .. | 1,35,622 |

Pilotage fees have been reduced since 1st June 1890.

4. *Artificial Harbour.*—No interruption of shipping work has occurred during the year within the harbour, the weather having been fine during the whole year, and the shelter of the Harbour efficient; it is probably the first time such a thing has happened in the history of the port. On three occasions troop-ships were brought alongside the northern groyne for the purpose of landing and embarking troops.

5. Erosion has still been going on to the north of the harbour, and accretion to the south.

6. *Weather.*—The warning signals have only been hoisted once for a few hours (31st October) during the course of the year.

7. *Accidents and Casualties.*—There are fortunately very few accidents to record. The S.S. "Egremont Castle" on 29th May carried away the mooring of the buoy off the Biden Sailors' Home, and on 31st May parted her port cable.

The S.S. "Clan Matheson" on the 28th June dragged the south anchor of No. 3 buoy.

The S.S. "Mount Lebanon" on 14th July parted her stern lines while berthed off the Biden Home.



The S.S. "Kohinur" on 31st August, having commenced unmooring before the Harbour Master arrived on board, got the moorings of No. 4 buoy foul of her propeller.

Two lighters were sunk alongside vessels while receiving cargo, two more were damaged and rendered unserviceable alongside vessels, the cargoes in all cases being iron; the sunken lighters were recovered by the port diver.

Eight masulah boats were damaged and rendered unserviceable on the beach, two of them outside the harbour.

One masulah boat was damaged and rendered unserviceable alongside a vessel.

No loss of life has been reported during the year.

Three men were slightly injured while overhauling the moorings of No. 8 berth on 26th August by the breaking down of the winch.

8. *Moorings.*—An additional small buoy was laid in 16 feet L.W.S., inside the inner row of buoys and moored to a screw anchor which had been put down before the harbour was destroyed in 1881.

This mooring has been utilized by many small vessels calling at the port, leaving all the nine outer moorings available for the larger ships.

The head buoy of No. 8 berth was damaged by coming in contact with vessels' sterns and was removed and replaced by another.

The moorings of the northern buoy off Cassimode were found to be much more worn where the chain takes the bottom, and the bad piece had to be cut out; the wear on the moorings inside the harbour is very slight.

On one or two occasions more vessels have been accommodated inside the harbour than there have been moorings for; at these times, the additional vessel was moored near the entrance, and it had to be arranged that it was a vessel leaving before night which was thus berthed.

It has also happened that vessels have had to wait a short time outside before a berth could be given them, but with these exceptions, the mooring accommodation has been found sufficient; if the increase of shipping continues, provision will have to be made for more moorings, the original number intended (according to Mr. Thorowgood's plan of 1881) for the harbour being sixteen.

9. *Boats.*—Two new boats were procured during the year—a cutter for a reserve boat for the Harbour Masters and a gig for the Deputy Conservator; both were obtained from the Indian Marine Dock-yard, Calcutta. It is intended to sell the oldest of the Harbour Masters' boats.

Four additional boatmen have been entertained for the Harbour Masters' establishment.

A set of iron rollers was manufactured and supplied by Messrs. Borham & Co., which facilitates the beaching of the boats.

10. *Port Rafts.*—The work of landing heavy weights is still being carried on by means of rafts as no lighters have yet been built of a sufficiently large size; the raft has been in requisition 26 times during the year, earning Rs. 968.

11. *Cargo Boats.*—The number of boats on the register shows an increase in the number of masulah boats since last year, 75 lighters and 108 masulah boats being now shown. Three water-boats fitted with efficient pumps have been established and are a great benefit to shipping, it being now an easy matter for vessels to water in Madras. A better supply of water on the pier is required.

12. *Time Signal.*—The time signal has not shown any improvement on last year's performance, 41 failures having been recorded. It is to be hoped it has reached its maximum in this direction, as it seems difficult to assign any cause for the too frequent failures.

13. *Leading and Buoy Lights.*—A new illuminant (Cera) has been brought into use for the lights, which has been found more efficient than cocoanut oil and requiring less attention, as it burns throughout the night without retrimming.

14. *Life-saving Apparatus.*—Monthly practice with the rocket apparatus took place up to December 1890; since that date, only quarterly practice has been allowed under G.O., No. 49, dated 9th February 1891.

15. *Harbour Masters.*—1,331 vessels have been conducted in and out of the harbour during the year by the Harbour Masters, being an increase of 154 over the figures of last year. Fortunately, another year's work in this way can be recorded without accident.

The Harbour Masters' office was given up to the Secretary's staff after the fire at the Board's offices, and they have since that date been accommodated in one of the sheds south of the pier.

but it makes a very inconvenient office and waiting-room. Sanction was given by Government for the erection of a new one on 26th January 1891, but as yet it has not been commenced It is to be hoped it will be soon.

16. *Port Diver.*—The services of the diver have been almost constantly required throughout the year, the greater part of the goods lost has been recovered by him. Several pieces of bridge-work and bar iron remain as yet unrecovered, but most of them will probably be recovered by the diver in the course of his searches. It is difficult to account for the great number of articles lost overboard while discharging, as vessels now lie in smooth water.

17. The Deputy Conservator, Captain H. B. Simpson, officiated as Presidency Port Officer from 28th November 1890 to 18th March 1891. Mr. H D. Baddeley officiating as Deputy Conservator.

### Shipping Office.

The number of seamen engaged and discharged shows a decrease in the case of European seamen and an increase in the case of Native seamen :—

| | Number. | |
|---|---|---|
| Europeans engaged .. .. .. .. .. .. | 7 | |
| Do. discharged .. .. .. .. .. .. | 23 | 30 |
| Do. sent to hospital .. .. .. .. .. .. | 13 | |
| Do. do. jail .. .. .. .. .. .. | 5 | |
| Native seamen engaged .. .. .. .. .. .. | 220 | |
| Do. discharged .. .. .. .. .. .. | 455 | 675 |
| Do. sent to hospital .. .. .. .. .. .. | 3 | |
| Do. do. jail .. .. .. .. .. .. | 63 | |
| | | 705 |

The fees collected amounted to Rs. 705.

Periodical returns and statements have been forwarded to the Board of Trade, London, and the Government of Madras, as they fell due.

Madras,
*4th July* 1891.

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

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From H. D. BADDELEY, Esq., Agent for Government Consignments, to the Presidency Port Officer, Madras, dated Madras, 24th June 1891, No. 8.

I have the honour to submit a report on the administration of this department for the year 1890–91.

2. The accompanying statements show the quantities of stores shipped and landed during the year under report, and also for the two years previous.

3. The remark column contains explanations of the increase or decrease under the various heads.

4. The same contractor was employed as in previous years, and the contracts for landing and removal were embodied in a single contract.

5. The value of stores lost and damaged amounted to Rs. 2,762, of which amount Rs. 2,531 were recovered from the agents of the respective vessels; Rs. 223 from the landing contractor; and Rs. 8–8–0 was borne as a loss by Government, the loss being due to an "accident" of the sea.

6. No changes in the establishment took place.

7. One conicopoly was suspended pending the orders of Government, he having taken the benefit of the Act for Insolvent Debtors.

8. The cost of landing stores, exclusive of establishment, was Rs. 1–2–5 per ton, and cost of removal, including cart-hire for stores sent up-country, As. 8 per ton. The landing charges are slightly in excess of last year owing to the higher rates in the contract.

9. The cost of shipping amounted to As. 14 per ton, slightly in excess of last year's rates; the increase is due to the large number of small consignments, for each of which a whole boat had to be engaged. These consignments consisted of census forms included under the head of Miscellaneous.



Statement showing the quantities of stores landed during the years 1888–89, 1889–90 and 1890–91.

| General Description. | 1890-91. Packages. | 1890-91. Tons. | 1889-90. Tons. | 1888-89. Tons. | Remarks. |
|---|---|---|---|---|---|
| Civil Stores— | | | | | |
| Stamps .. .. .. .. | 1,647 | 268 | 194 | 182 | |
| Stationery .. .. .. .. | 611 | 196 | 200 | 316 | |
| Forest .. .. .. .. | 1,318 | 27 | 8 | 428 | |
| Police .. .. .. .. | 335 | 17 | 17 | 16 | |
| Printing .. .. .. .. | 84 | 11 | 8 | 12 | |
| Jails .. .. .. .. | *Nil.* | | 3 | 1 | |
| Salt .. .. .. .. | 190 | 23 | 15 | 13 | |
| Telegraph .. .. .. | 19,211 | 667 | 533 | 306 | Increase due to railway extension. |
| Post Office .. .. .. | 1,739 | 223 | 166 | 109 | |
| Treasury— | | | | | |
| Boxes copper .. .. .. | No. 3,475 | .. | No. 1,112 | No. 355 | Large quantities of copper coins received from Calcutta probably on account of relief works and for East Coast Railway. |
| ,, silver .. .. .. | ,, 1,176 | .. | ,, 1,379 | ,, 1,270 | |
| Paper Currency .. .. | ,, 8 | 2 | ,, 22 | ,, 4 | |
| Military— | | | Tons | Tons | |
| Clothing .. .. .. | 1,538 | 371 | 569 | 404 | Decrease due to smaller imports of coal. |
| Ordnance .. .. .. | 22,898 | 1,526 | 2,502 | 731 | Increase due to Chin Lushai and Wunthoo Expeditions. |
| Commissariat .. .. .. | 4,384 | 464 | 270 | 261 | |
| Medical .. .. .. | 1,250 | 468 | 484 | 387 | |
| Regimental necessaries .. | 392 | 53 | .. | .. | |
| Marine— | | | | | |
| Port stores .. .. .. | 270 | 40 | 31 | 11 | |
| Madras Harbour Works .. | 31,280 | 6,529 | 8,364 | 6,882 | Decrease due to approaching completion of works. |
| Public Works Department .. | 5,506 | 452 | 985 | 434 | The increase last year being due to High Court buildings; the decrease does not call for remark. |
| Miscellaneous .. .. .. | 427 | 82 | 34 | 337 | |
| Secretariat .. .. .. | 55 | 9 | 7 | 10 | |
| Government Gardens .. .. | 294 | 43 | 4 | 20 | Increase due to large importations of caustic soda. |
| Total .. | 93,028 | 11,411 | 14,394 | 10,860 | |

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Statement showing the quantities of stores shipped during the years 1888–89, 1889–90 and 1890–91.

| General Description. | 1890-91. Packages. | 1890-91. Tons. | 1889-90. Tons. | 1888-89. Tons. | Remarks. |
|---|---|---|---|---|---|
| Civil Stores— | | | | | |
| Stamps .. .. .. .. | 195 | 20 | 57 | 18 | |
| Stationery .. .. .. .. | 799 | 136 | 86 | 155 | |
| Forest .. .. .. .. | 31 | 3 | 4 | 1 | |
| Police .. .. .. .. | 727 | 47 | 73 | 46 | |
| Printing .. .. .. .. | 301 | 23 | 53 | 42 | |
| Jails .. .. .. .. | 71 | 21 | 7 | 8 | |
| Salt .. .. .. .. | 306 | 12 | 60 | 49 | |
| Telegraph .. .. .. | 9,462 | 316 | 86 | 18 | |
| Post Office .. .. .. | .. | .. | .. | .. | |
| Treasury— | | | | | |
| Boxes, copper .. .. .. | No. 330 | .. | No. 256 | No. 136 | Increase probably due to East Coast Railway Works. |
| ,, silver .. .. .. | ,, 20 | .. | ,, 181 | ,, 119 | |
| Paper Currency .. .. | ,, 10 | .. | ,, 4 | ,, 5 | |
| Military— | | | | | |
| Clothing .. .. .. | 1,254 | 173 | 152 | 114 | |
| Ordnance .. .. .. | 5,564 | 663 | 888 | 471 | Increase due to Chin Lushai and Wunthoo Expeditions. |
| Commissariat .. .. .. | 7,761 | 604 | 486 | 655 | |
| Medical .. .. .. | 1,552 | 295 | 285 | 153 | |
| Regimental necessaries .. | 66 | 11 | .. | .. | |
| Marine— | | | | | |
| Port stores .. .. .. | 197 | 32 | 21 | 79 | |
| Madras Harbour Works .. | .. | .. | .. | .. | |
| Public Works Department .. | 429 | 52 | 195 | 53 | |
| Miscellaneous .. .. .. | 576 | 54 | 39 | 64 | |
| Secretariat .. .. .. | .. | .. | 0¼ | .. | |
| Government Gardens .. .. | 25 | 2 | .. | .. | |
| Total .. | 30,676 | 2,464 | 2,492¼ | 1,926 | |

ORDER—dated 10th November 1891, No. 496, Marine.

With his letter, No. 1243–392, dated the 15th October 1891, the Presidency Port Officer submits the Administration Report of the Madras Port department for the year 1890–91, 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.

2. The report is a comprehensive one and contains a short account of all matters of importance relating to the Port department which took place during the year. One of the principal changes was the transfer of the ports of the Godávari district to the charge of a Board of Conservancy. Pilotage was made compulsory at Mangalore, and fees were fixed with the approval of the Government of India. The rates of pilotage fees for vessels entering the artificial harbour at Madras were reduced.

3. There was a most satisfactory decrease in the number of shipping casualties. Only three strandings and four founderings, or a total of seven casualties, occurred as against 37 in the previous year. The most important was the loss of the S.S. "*Nurjehan*" on the Tinnevelly coast. A court-of-enquiry was held, and the certificate of the third officer was suspended for three months.

4. The statement at page 56 of the report exhibits 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:—

Madras.

| | Number of vessels. | Tons. | Dues. |
|---|---|---|---|
| | | | RS. |
| 1889–90 .. .. .. .. | 653 | 990,143 | 1,08,644 |
| 1890–91 .. .. .. .. | 721 | 1,030,968 | 1,02,101 |

All other ports.

| | Number of vessels of all descriptions. | Tonnage. | Dues paid. |
|---|---|---|---|
| | | | RS. |
| 1888–89 .. .. .. .. | 34,096 | 6,261,537 | 2,83,873 |
| 1889–90 .. .. .. .. | 25,092 | 6,106,869 | 2,71,434 |
| 1890–91 .. .. .. .. | 25,555 | 6,811,216 | 2,96,075 |

The figures for the year under review exhibit an increase under each head with one exception, which is satisfactory.

5. The statement at pages 6 and 7 of the report gives 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:—

| At all ports with the exception of Madras. | Tons. | Value of | | | Duty on | | |
|---|---|---|---|---|---|---|---|
| | | Imports. | Exports. | Total. | Imports. | Exports. | Total. |
| | | RS. | RS. | RS. | RS. | RS. | RS. |
| 1889–90 .. .. | 5,116,726 | 4,38,71,573 | 10,71,29,724 | 15,10,01,597 | 56,716 | 4,55,403 | 5,12,119 |
| 1890–91 .. .. | 5,780,248 | 5,32,28,167 | 10,54,15,433 | 15,86,43,600 | 60,498 | 4,05,954 | 4,66,452 |

These show that, whilst there was an increase in the amount and value of the trade, there was a falling off of Rs. 45,667 in the duty paid. This was entirely on exports.

6. The value of the trade of the port of Madras and the duty paid on it during 1890–91 are shown below and compared with the figures for the preceding year:—

| Port of Madras. | Tons. | Value of | | | Duty on | | |
|---|---|---|---|---|---|---|---|
| | | Imports. | Exports. | Total. | Imports. | Exports. | Total. |
| | | RS. | RS. | RS. | RS. | RS. | RS. |
| 1889–90 .. .. | 990,143 | 6,65,85,549 | 5,40,63,184 | 12,06,48,733 | 10,95,357 | 30,655 | 11,26,012 |
| 1890–91 .. .. | 1,030,968 | 6,64,84,068 | 5,10,80,871 | 11,75,64,939 | 11,77,441 | 2,835 | 11,80,276 |



There was an advance in the amount of the trade of the port, but a decline in its value. The duty paid exceeded that for the previous year by Rs. 54,264, and the increase was entirely on imports. The duty paid on exports fell from Rs. 30,655 to Rs. 2,835; this great fall was due to very much smaller shipments of rice to Ceylon in consequence of a bad season.

7. Of the coast ports, Tuticorin continued to enjoy the largest trade, the total value of its imports and exports amounting to Rs. 2,40,98,311 as against Rupees 2,58,40,314 in 1889–90. The value of the trade during the year of the ports of Cocanada, Tellicherry and Cochin exceeded 150 lakhs of rupees each, and that of Calicut, Mangalore and Negapatam was in each case more than 100 lakhs. The places occupied by the ports named in order of the value of their trade is the same as it was in the preceding year. The largest amounts were collected as duty at the ports named below. At Tuticorin, where the value of the trade was 241 lakhs, only Rs. 8,172 was paid as duty:—

| | RS. |
|---|---|
| Negapatam .. .. .. .. .. .. .. .. | 1,39,871 |
| Masulipatam .. .. .. .. .. .. .. .. | 63,098 |
| Cocanada .. .. .. .. .. .. .. .. | 52,837 |
| Mutupet .. .. .. .. .. .. .. .. | 39,669 |
| Tirumalaivasal .. .. .. .. .. .. .. | 26,390 |

8. Full details of the passenger traffic at the various ports during the year are afforded in Appendix I to the report. Pámban had the largest traffic, closely followed by Negapatam, which headed the list in the preceding year. The figures are annexed.

| | Passengers sailed. | Passengers arrived. |
|---|---|---|
| Pámban .. .. .. .. .. .. | 47,586 | 18,363 |
| Negapatam .. .. .. .. .. .. | 36,201 | 27,389 |
| Tuticorin .. .. .. .. .. .. | 19,177 | 31,424 |
| Cocanada .. .. .. .. .. .. | 16,035 | 10,186 |

9. 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. |
| 1888–89 .. .. .. .. .. | 111 | 6,554 | 1,027 |
| 1889–90 .. .. .. .. .. | 113 | 10,983 | 1,527 |
| 1890–91 .. .. .. .. .. | 90 | 7,770 | 1,123 |

10. Turning to the accounts portion of the report, the Government is pleased to find signs of improvement in the state of many of the District funds. It is satisfactory that, with two exceptions, each District fund showed a surplus on the year's transactions. Taking the accounts as a whole, and excluding the two items noted in the margin, they exhibit an increase in receipts of Rs. 24,277 and a decrease in charges of Rs. 28,590 over and below, respectively, the figures for 1889–90.

| | RS. |
|---|---|
| Contribution to Harbour funds .. | 2,62,000 |
| Charges incurred in purchase of Government paper .. .. | 16,995 |

11. A Provincial contribution of Rs. 6,284–1–11 will be made to the Ganjam fund as already promised. It is hoped that the Vizagapatam fund will be able during the current year to clear off the small balance of loan standing to its debit. The same remark applies to the South Arcot fund. These two funds will receive a full year's interest on their investments for 1891–92 and should be in a position to clear themselves. Owing to the write-back of dredge expenses ordered to be charged to landing and shipping dues, the Godávari fund commenced the current year with a credit balance of Rs. 814.

12. The Kistna fund reduced its debit balance by Rs. 691, and the Nellore fund added Rs. 341 to its credit of Rs. 7,044. The Chingleput fund closed the year with Rs. 5,907 in hand. The South Arcot fund was heavily weighted by its dredger expenses, and sustained a loss on the year's transactions of Rs. 10,286. Its credit balance was thus reduced to Rs. 18,431, and the difference between that sum and Rs. 20,000 already invested in Government securities on behalf of the fund had to be treated as a loan from the Madras fund. The fund, therefore, started the current year with no working balance in hand, a small debt, and Rs. 20,000 in Government paper. This is not satisfactory, and, should it appear advisable, the Presidency Port Officer will apply for sanction to sell out a portion of the Government securities before the close of 1891–92.

13. The Tanjore fund reduced its debit balance from Rs. 34,465 to Rs. 25,622, and the Madura fund closed the year with the unusually small deficit of Rs. 666, which will be contributed to it by the Pámban Pilotage fund. The Tinnevelly fund spent Rs. 4,788 in investing its balance in Government securities; it, however, received Rs. 2,588 as interest and had a surplus of Rs. 7,890 on the year's transactions, which raised its credit balance to Rs. 1,37,497. The Malabar fund's surplus was Rs. 24,805 and its closing credit balance Rs. 1,79,204. The South Canara fund continued its steady improvement. It increased its credit balance from Rs. 31,034 to Rs. 33,293. It thus appears that out of twelve District funds, only three—Ganjam, Kistna and Tanjore—were in deficit on the 31st March 1891.

14. The Madras fund receipts were much less than in the preceding year, but so also were the charges. A large contribution of Rs. 2,62,000 was paid over to the Harbour Trust Board, and this left the fund at the end of the year with a credit balance of Rs. 2,91,945, of which Rs. 2,22,471 represented loans to District funds and Rs. 69,474 the net working balance. The fund received credits on account of interest on the various sums advanced by it to other funds. The *plus* and *minus* entries in Appendices C (XI-*a*) and C (XI-*b*) are approved, and will be communicated to the Accountant-General.

15. Landing and shipping dues were levied under Act III of 1885 at Cocanada and Negapatam. The two funds closed the year with credit balances of Rs. 10,699 and Rs. 16,812, respectively. The receipts at Madras on account of pilotage fell owing to the reduction in the rate of fees. The Pilotage fund was credited with the old pilotage balance of 1888 amounting to Rs. 71,708, and closed the year with Rs. 98,813 in hand. The Cochin Pilotage fund increased its credit from Rs. 14,280 to Rs. 15,352, and the Pámban fund, after meeting the deficit in the Madura District fund, had a balance in its favour at the end of the year of Rs. 22,383. All these funds were therefore in a flourishing condition.

16. In Appendices C (VI-*a*) and C (VI-*b*) are given particulars of fees received and paid during the year. The totals were Rs. 27,191 and Rs. 11,269, respectively, leaving a balance of Rs. 15,922 to the credit of Government. Appendices J and J (1) contain particulars of the dredging work done at Cocanada and Cuddalore during the year. At the former, 47,520 tons of spoil were removed at a cost of As. 2–8 per ton, and at the latter 3,399 tons at As. 5–4 per ton. The dredgers worked 195 and 89 days, respectively.

17. It appears from the report of the Deputy Conservator that 753 vessels, with an aggregate tonnage of 1,026,850, called at the port of Madras during 1890–91. As compared with the figures for the previous year, there was an increase of 72 vessels and 5,313 tons. The revenue of the port from all sources was Rs. 1,35,622, against Rs. 1,47,007 in 1889–90 and Rs. 1,48,024 in 1888–89. The attention of the Government Astronomer has been again called in the Public Department to the failure of the time signal, and it is hoped that the necessity for further complaints will be obviated.

18. 11,411 tons of stores were landed by the Agent for Government Consignments against 14,394 in the preceding year. The shipments aggregated 2,464 tons, or about 30 tons less than in 1889–90. The Agent's report calls for no remark.



19. The Presidency Port Officer will, in accordance with G.O., dated 25th March 1890, No. 112, submit a statement, corrected up to 31st March 1891, similar to that embodied in G.O., dated 11th April 1891, No. 137, for publication in the Fort St. George and maritime District Gazettes. It should be submitted through the Accountant-General for verification.

(True Extract.)

W. W. Brodie
*Chief Secretary.*

To the Presidency Port Officer.
„ Chairman, Harbour Trust Board.
„ Chairman, Chamber of Commerce.
„ Financial Department.
„ Public Works Department.
„ Revenue Department.
„ Accountant-General.
„ Government Astronomer (para. 17).

Exd. A. Raitt.

P. W. CURRENT No. 1334

# Govt. of {1891} Madras.

## MARINE.

*Issued*

*Recd.* *Encl.*

**G.O., 10th November 1891, No. 496.**

Recorded.

**NOVEMBER.**

**Madras Port Department.**

Reviewing the administration report of the — for the year 1890–91.



GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—the following paper:—

From the Presidency Port Officer, dated Madras, 25th November 1891, No. 1243—430-G.

ORDER—dated 3rd December 1891, No. 529, Marine.

The following paragraph will be substituted for paragraph 4 of G.O., dated 10th November 1891, No. 496:—

"4. The statement at page 56 of the report exhibits 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. The following are the figures for the last three years:—

| Madras. | Number of vessels. | Tons. | Dues. Rs. |
|---|---|---|---|
| 1888–89 .. .. .. .. .. | 611 | 890,978 | 1,17,723 |
| 1889–90 .. .. .. .. .. | 653 | 990,143 | 1,08,644 |
| 1890–91 .. .. .. .. .. | 721 | 1,030,968 | 1,02,101 |

| All other Ports. | Number of vessels of all descriptions. | Tonnage. | Dues paid. Rs. |
|---|---|---|---|
| 1888–89 .. .. .. .. .. | 33,485 | 5,370,559 | 1,66,150 |
| 1889–90 .. .. .. .. .. | 24,439 | 5,116,726 | 1,62,790 |
| 1890–91 .. .. .. .. .. | 24,834 | 5,780,248 | 1,93,974 |

"The figures for the year under review exhibit an increase under each head with one exception, which is satisfactory."

2. The attention of the Presidency Port Officer will be called to the statement at page 4 of his administration report, printed in G.O., dated 10th November 1891, No. 496. The figures given for "Coast Ports" are those for the whole Presidency, although the figures for Madras only are given just above, and the particulars of vessels that entered coast ports are also incorrect.

(True Extract.)

*Chief Secretary.*

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

Exd. A. Raitt.

P. W. CURRENT No.

# Govt. of {1891} Madras.

## MARINE.

19.12.91—3117

Issued

Recd. Encl.

Recorded in continuation of G.O. 3117 W dt/ 19th Nov: 91

G.O., 3rd December 1891, No. 529.

DECEMBER.

B

No. 3121 Wdy. 18th Dec/91

B & B
16-12-91

R 16—

**Madras Port Department.**

Substituting, with remarks, a revised paragraph 4 in G.O., dated 10th November 1891, No. 496, reviewing the administration report of the — for 1890-91.

R.B. G.O. 19-12-91 / 5/4/1.