(1) பக்கங்களின் எண்ணிக்கை 106

(2) புதுக்கித் திருப்பிய நாள் -3-90

(3) ஆதாரங்குறிப்பவர் கருக்கொப்பம்

தமிழ்நாடு ஆவணக் காப்பகம்.

தமிழ்நாடு அரசு

Pw துறை

அரசாணை எண். மு. கோப்புத் தாள் எண். 22 SC	அச்சகம் பலவகை
நாள் : 10.1.1893	198 .

வோ கண்டபடி கையாளவோ கூடாது

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அந்துவன்

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15th December 1892, No. 462, Marine.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

Read—the following paper:—

From H. A. STREET, Esq., Commander, R.I.M., Presidency Port Officer, to the Chief Secretary to Government, dated Madras, 6th October 1892, No. 1407—353 G.

I have the honour to forward herewith the Administration Report of the Madras Port Department for the official year 1891–92, with appendices, also the Reports of the Deputy Conservator of the Port and of the Agent for Government Consignments, Madras, for the same period.

Enclosure.

ADMINISTRATION REPORT OF THE MADRAS PORT DEPARTMENT FOR THE OFFICIAL YEAR 1891–92.

Official Staff.—Commander H. A. Street, Royal Indian Marine, Presidency Port Officer, was granted furlough to Europe for 9 months, which was subsequently extended to one year. During his absence Commanders M. Bean and B. P. Creagh, Royal Indian Marine, respectively officiated as Presidency Port Officer. Commander H. B. Simpson, Royal Indian Marine, also officiated as Presidency Port Officer during the interval between Commander Bean returning to Bombay to take up his appointment as Port Officer of that port and Commander Creagh assuming charge of office at Madras.

Mr. G. W. Wicks, Port Officer and Deputy Conservator of the port of Cocanada, was granted privilege leave for 3 months, Mr. C. S. Johnson, Reserve Port Officer, officiating for him.

Mr. M. Woodhouse, Port Officer, Vizagapatam, was granted privilege leave for 3 months, Mr. C. S. Johnson, Reserve Port Officer, officiating for him.

Mr. H. D. Baddeley, Agent for Government Consignments, Madras, and Personal Assistant to the Presidency Port Officer, was granted leave on medical certificate for one year, Mr. C. S. Johnson (Acting Port Officer, Vizagapatam) officiating for him, and Mr. L. F. Lisely, Port Conservator of Calingapatam, officiating as Port Officer at Vizagapatam.

Mr. J. P. James, Port Officer, Negapatam, was granted leave on private affairs for 6 months, Mr. R. Minto, Port Officer of Bimlipatam, officiating for him. Mr. H. S. Brown, Lieutenant, Royal Naval Reserve, was appointed to officiate as Port Officer at Vizagapatam pending the return of Mr. Woodhouse from leave, and to afterwards act as Port Officer at Bimlipatam pending the return of Mr. Minto from other duty, and Mr. Lisely was appointed to act as Port Officer at Bimlipatam until relieved by Mr. Brown.

Mr. J. H. Fletcher, Port and Customs Officer, Mangalore, was granted privilege leave for 1 month and 12 days, during which time the local Assistant Superintendent of Sea Customs was in charge of the office.

Mr. W. S. Carlyon, Port Officer, Pámban, was on temporary deputation to Bombay in charge of the Dredger *Wenlock* in connection with certain repairs to that vessel, and during this period the local Sea Customs Superintendent was in charge of the Port Office.

Mr. G. W. Wicks, Port Officer and Deputy Conservator of the port of Cocanada, was on temporary deputation to Calcutta to take charge of the Tug *Godavari* on her passage from Calcutta to Cocanada, and during this period the Deputy Collector was in charge of the Cocanada Port Office.

Further details and particulars of temporary changes in the gazetted official staff of the Port Department are given in Appendix H.

New Marine Acts.—The following new Acts were passed in the year, namely, Act XVII of 1891 (the "Deck and Load Lines Act, 1891,") and Act XIII of 1891 (an Act to amend the Inland Steam Vessels Act VI of 1884.) The latter enactment is, however, not applicable to Madras at present, as the provisions of Act VI of 1884 have not been extended to this Presidency.

Act X of 1889.—Under section 6 (1) (*j*) of the Indian Ports Act X of 1889, a charge at the rate of 4 annas per ton of cargo shipped or landed was ordered to be levied for the use of the Government cargo boat at the port of Vizagapatam, this charge being exclusive of the hire of the crew engaged to work the boat.

Under the same section a scale of fees was sanctioned for the use of the Government crane at the port of Masulipatam.

Fees were sanctioned also for the use of the Government cranes at Cocanada.

Under section 17 (1), the senior medical officer at the port of Tranquebar was appointed to be Health Officer of that port.

Under the provisions of section 6, clause (*k*), revised boat rules were brought into force on 17th November 1891 at all the ports in the Presidency in supersession of the rules of 30th September 1867. At Madras the Deputy Conservator (executive officer) of the port, and at coast ports the Port Officer or Port Conservator of the respective ports, was appointed registering officer under the revised boat rules.

At Cocanada, Masulipatam, Negapatam, and notably at Calicut, not a little opposition was experienced in putting the new rules in force. At Negapatam and Calicut a general strike among the boatmen was at one time apprehended. By judicious action, however, on the part of the Registering officer and exemplary punishment of some few of the ringleaders who were prosecuted, the conservatism of these men was gradually overcome, and they are beginning to realize the fact that the new rules have been framed as much in their own interests as in the interests of the general public.

The revised schedules of boat-hire rates sanctioned in the previous year for the coast ports were modified so far as they related to the port of Gopálpur and an amended schedule was sanctioned for this port.

For particulars relating to the boat supply at the several ports *vide* Appendix I. The supply of boats maintained at the different ports was found equal to requirements.

Section 31 of the Indian Ports Act having been extended to the port of Mangalore, rules relating to the licensing of pilots and the duties of licensed pilots were brought into force at that port in April of the year under review and rates of pilotage fees were also fixed.

Act V of 1883.—Under the provisions of section 6 (1) of the Indian Merchant Shipping Act V of 1883, as amplified by section 9 of Act VI of 1891, and in supersession of notification of 2nd February 1889, the Deputy Conservator of the port of Madras, the Deputy Conservator of the port of Cocanada, the Deputy Conservators of the ports in Godávari district of which the Board of Conservancy for Godávari

district is the Conservator, and at all the other ports, Port Officers or Port Conservators, as the case may be, were appointed to receive information regarding casualties connected with shipping, to carry out the preliminary investigation authorized by Act VI of 1891 and to make report of the same to Government through the Presidency Port Officer.

Act XVII of 1891.—Under the provisions of section 39 (2) (*b*) of Act XVII of 1891 (the Deck and Load Lines Act, 1891), the Government Surveyor at Madras, and at the ports of Gopálpur, Bimlipatam, Vizagapatam, Cocanada, Masulipatam, Negapatam, Pámban, Tuticorin, Cochin, Calicut and Mangalore, the several Port Officers, were appointed to be the Surveyors at the respective ports for the purpose of approving and certifying the position of discs and every alteration thereof, but the rules as to the load line marks, seasons, certificates, draught of water and free board as required by section 40, sub-sections (1) and (2), of the Indian Merchant Shipping Act VII of 1880, as amended by the Deck and Load Lines Act XVII of 1891, were not issued until after the year under notice.

Madras Act III of 1885.—This Act was extended to the port of Vizagapatam and rules and schedules of fees framed and brought into force there from 1st April 1891. With reference to section 7 of the Act, the Port Officer of Vizagapatam for the time being was appointed to levy the fees and to perform the other duties specified in the said section and in section 8. The Act was extended also in like manner to the port of Masulipatam, the rules and schedules framed for this port taking effect from 15th March 1892.

An additional rate of 2 pies per bag of coppra or cocoanut was sanctioned in the schedule of fees under this Act in force at the port of Negapatam.

Madras Act VII of 1871.—The provisions of this Act and of Madras Act V of 1863 were again extended to the port of Gopalpur, and the levy of pier dues at this port, which was withdrawn in 1884, was re-introduced from 1st November 1891.

Acts X of 1841 *and XI of* 1850.—One hundred native vessels were registered in the Presidency during the year, and 198 changes of masters endorsed on registry certificates. The total amount of fees realized for these services and credited to Government was Rs. 1,402-0-6, resulting in a decrease of Rs. 179-0-6 below the previous year's receipts. Detailed particulars are furnished in Appendices F and G.

Act I of 1859.—Details of shipments and discharges of seamen under this and under the other Merchant Shipping Acts will be found in Appendix K. The figures show a small increase in transactions in respect to Europeans (*vide* remarks under the head of Cocanada in the separate review of ports contained in succeeding pages) and a decrease in respect to Asiatics. The fees realized in connection with these services are dealt with under the head of *Accounts*.

Act X of 1887.—The Report of the Special Commission that sat in the previous year to inquire into various matters connected with the Native Passenger Ships Act with a view to the Act being amended in certain respects was issued in the year.

By vessels that came under the operation of this Act, 41,966 passengers left Madras ports during the year on "long voyages" and 124,833 on "short voyages."

The steam communication established by the British India Steam Navigation Company between Negapatam and Colombo *vid* the Pámban Pass continued to be patronized by native passengers, though two out of the three steamers employed on the line were withdrawn about the middle of the year.

Wrecks and Casualties.—Twenty-two casualties were recorded in the year under the following heads, namely, strandings 11, founderings 2, collisions 2, and miscellaneous 7, being 15 in excess of the total of the previous year. Of these, the most important were the stranding of the British Steamers *Waverley* and *Umlata*. The *Waverley* while coming to anchor in the Madras Harbour parted her cable and took the ground on the south side of the Harbour, but was eventually got off with the aid of the Tug *Retriever* from Calcutta. A Court of Inquiry was held at Madras, and its decision was that the casualty was an accident which could not be said to have been caused by the incompetency or misconduct of any one on board concerned. The

Umtata took the ground on Armeghon Shoal through the master mistaking the Armeghon for the Madras Light. All efforts to tow her out having failed, both steamer and cargo had to be abandoned. In this case also a Court of Inquiry was held at Madras. The master of the vessel was censured for entirely relying on the Armeghon Light and not resorting to the great safeguard he had in the lead which would have averted the disaster had it been used.

The foundering of the Brig *Shagool Hamid* would have been attended with serious disaster to life had it not been for the services rendered by the Brig *Dhairia Lakshmi*. The crew of the *Shagool Hamid* were 10 in number, one of whom was found missing immediately after the vessel sank. The other nine men had been eighteen hours in the water supporting themselves on a cabin, when the Brig *Dhairia Lakshmi*, which was passing by, came to their assistance and rescued them. The matter was brought to the special notice of Government and a reward of Rs. 100 was sanctioned for payment to the crew of the Brig *Dhairia Lakshmi*.

Further details in connection with the several casualties will be found in Appendix A.

Life-saving Apparatus.—Quarterly exercises with the rocket life-saving apparatus were held throughout the year at Madras, Gopálpur, Vizagapatam and Bimlipatam. The several Volunteer Companies were found generally efficient in the working of the apparatus.

Marine Manual.—The Manual drawn up by the Presidency Port Officer for the guidance of Port Officials in the Madras Presidency received the approval of Government and copies were issued not long after the close of the year under review.

Passenger Traffic.—Details of the general passenger traffic of the Presidency for the year are furnished in Appendix I. Including those that came under the operation of the Native Passenger Ships Act 260,793 passengers sailed from Madras ports and 208,217 arrived at Madras ports during the year, being an increase of 92,253 in departures and 75,505 in arrivals over the figures of the preceding year. The largest passenger traffic was carried on at the ports of Pámban, Tuticorin and Negapatam, the total number of arrivals and departures at those ports having been 98,910 and 89,578 respectively.

Tidal Observations.—The Tidal Observatory at Cocanada was abolished early in the year, sufficient data having been obtained at this port for the purposes of the Great Trigonometrical Survey of India.

The Observatory at Cochin was also abolished for the same reason at the close of the year under review. The Observatory at Tuticorin is still maintained.

Meteorological.—The usual daily observations were regularly taken throughout the year at the Meteorological Observatory at the Presidency Port Office and communicated to the Meteorological Departments at Calcutta and Bombay. Special observations were also recorded and communicated to the Meteorological Reporter to the Government of Bengal when required by that officer on each occasion of unsettled or suspicious weather in the Bay.

Weather, Storm-warning System and Cyclone Code.—From the subjoined notes taken from storm observations communicated to the Presidency Port Officer by the Meteorological Reporter to the Government of Bengal, it would appear that the weather in the Bay on several occasions was unsettled and threatening, but the slight disturbances noticed did not materially affect the ports of this Presidency nor render any action necessary under the provisions of the Cyclone Code beyond the hoisting of the ordinary storm-warning signals. Shipping and landing operations were consequently carried on without interruption, and so far then as the ports of this Presidency are concerned, another year may be said to have passed away without anything very extraordinary to record in connection with the weather.

On 21st May, a cyclonic storm formed in the extreme south of the Bay with its centre opposite Negapatam, which gradually advanced in a northerly direction, keeping far off from the coast, and eventually, becoming moderate in intensity, drifted inland over Orissa after five days' suspicious weather along the coast. On 28th May, a small storm formed in the north-west angle of the Bay with intensity slight to moderate.

On the 30th May, a feeble storm formed inland with squally weather in the Bay. On 25th July, a small cyclonic storm formed close to Saugor Island with strong monsoon blowing over the whole of the Bay; its centre was traced to west of Akyab and it eventually disappeared advancing in a north-westerly direction. On 22nd August, a barometric depression formed with centre east of False Point and squally weather in the whole of the northern half of the Bay. On 31st August, another barometric depression formed off South Orissa coast; its centre, which was east of Gopálpur, shifted eventually to near Pooree, and it passed inland near that station and practically disappeared on the 2nd September 1892. On 20th September, a barometric depression formed in the Gulf of Martaban with slight intensity; on 21st September, it shifted to northward of Diamond Island with intensity still slight but the weather conditions in the Bay still remaining suspicious, and finally it advanced rapidly into the north-west angle of the Bay with increasing intensity and disappeared after it was well inland of Orissa. On 21st October, a shallow and motionless depression formed off the Coromandel coast with winds moderate and strong towards the south-westerly direction of the depression; it moved northwards with centre between Cuddalore and Madras, and, becoming more diffused and shallow, passed inland south of Madras on 23rd October. On 2nd November, a cyclonic storm formed south of the centre of the Bay, moved towards the west coast of the Bay, centre opposite Nellore, and moderate in intensity; intensified rapidly on 4th November with centre opposite Vizagapatam, moving north-westwards; then moving northwards recurved with centre south-east of Saugor Island and moved away to the north-eastward. On 12th November, a barometric depression or possibly cyclonic storm again formed to the north-west of Diamond Island or west of the Andamans, and concentrating with centre west of Andamans remained practically stationary for some time, then moving slowly westwards filled up on 15th November. On 18th November, a barometric depression formed between Andamans and Madras coast and moving westwards with feeble intensity disappeared. On 22nd November, a rather severe storm formed west-south-west of Diamond Island, which gradually shifted to north-eastwards, filled over Burma and broke up rapidly.

Dredging Operations.—A steam dredger of 400 tons hopper capacity for service at Pámban and other ports in the Madras Presidency, constructed by Messrs. W. Symons and Co., of Renfrew, arrived at Pámban in August 1891, and dredging operations were commenced forthwith at that port with a view to remove the inconvenience caused by the constant silting of the channels. The dredger was named *Wenlock*.

For results obtained by dredging operations at the ports of Cocanada, Cuddalore and Pámban, *vide* Appendices J, J (i) and J (ii).

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

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, 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.	Remarks.
					Rs.	
Madras ..	British .. Coasting		331	595,580	39,945	Men-of-war, Government ships, hired transports and vessels that only called for orders are not included here, hence the variation in the figures representing the number and tonnage of vessels that called at Madras, as given in this statement and as contained in the Deputy Conservator's report.
	British .. Other than coasting.		243	505,595	66,379	
	Foreign		73	92,223	9,378	
	Native		118	16,302	1,320	
		Total ..	815	1,209,800	1,16,922	
Coast Ports..	British .. Coasting		2,395	4,640,406	1,40,403	
	British .. Other than coasting.		298	401,107	36,347	
	Foreign		629	113,826	12,127	
	Native		12,314	690,553	24,851	
		Total ..	28,636	5,845,892	2,13,728	

The total number of merchant vessels which visited the port of Madras was 815, whereof 381 were (*a*) British, coasting, of 595,580 tons burthen; 243 were (*b*) British, other than coasting, of 505,695 tons burthen; 73 were (*c*) Foreign, of 92,223 tons burthen; and 118 were (*d*) Native, of 16,302 tons burthen.

Of the 73 foreign vessels which visited Madras, 27 were German, 22 French, 23 Austrian, and 1 American.

Class (*a*) paid Rs. 39,945 in port dues or 13 pies per ton.
" (*b*) " " 66,279 " or 25 " "
" (*c*) " " 9,378 " or 20 " "
" (*d*) " " 1,320 " or 16 " "

The actual rate of port dues paid at Madras averaged thus from 13 to 25 pies per ton. The rate of port dues in force at Madras during the year under review was the same as in the previous year; hence the small increase in the number and tonnage of (*a*) British coasting vessels, (*c*) Foreign vessels, and (*d*) Native vessels, shows a corresponding increase in the amount of port dues paid by them, while in the case of (*b*) British vessels other than coasting, though there has been a decrease in the number, there has yet been an increase in port dues, due to the increase in their tonnage, some of the vessels of this class that called at Madras this year having presumably been of larger capacity than those of the same class that visited the port in the previous year—*vide* statement annexed:—

	Vessels.	Number.		Tonnage.		Port Dues.		Rate per ton.	
		1890-91.	1891-92.	1890-91.	1891-92.	1890-91.	1891-92.	1890-91.	1891-92.
						Rs.	Rs.	A. P.	A. P.
Coast Ports.	British { Coasting ..	314	381	448,362	595,580	28,936	39,945	1 0	1 1
	British { Other than coasting ..	252	243	485,104	505,695	64,292	66,279	2 1	2 1
	Foreign	59	73	86,582	92,223	8,504	9,378	1 6	1 8
	Native	86	118	10,980	16,302	969	1,320	1 3	1 4
	Total ..	721	815	1,030,968	1,209,800	1,02,101	1,16,942	5 10	6 2

Of the vessels that entered the coast ports, 3,395 were (*a*) British, coasting, of 4,640,406 tons burthen; 293 were (*b*) British, other than coasting, of 401,107 tons burthen; 629 were (*c*) Foreign, of 113,826 tons burthen; and 19,314 were (*d*) Native, of 690,553 tons burthen.

Class (*a*) paid Rs. 1,40,403 in port dues or 6 pies per ton.
" (*b*) " " 36,347 in " or 17 " "
" (*c*) " " *12,127 in " or 20 " "
" (*d*) " " 24,851 in " or 7 " "

The actual rate of port dues paid at the coast ports averaged thus from 6 to 20 pies per ton. The rate of port dues in force at the coast ports during the year under review was the same as in the preceding year. In the case of (*a*) British coasting vessels, there was a decrease in the number but an increase in the tonnage and consequently an increase in port dues as compared with the preceding year's figures. The increase in tonnage apparently indicates that some of the smaller coasting vessels had given place to vessels of larger carrying capacity this year. In the case of (*b*) British vessels other than coasting, it is evident that the vessels employed in the trade were most of them, if not all, of much larger tonnage than those that called in the previous year, for in the number of these vessels there has been a very large increase, while the decrease in tonnage is very small comparatively. In the amount of dues collected from these vessels there has also been a decrease, which, however, is small and almost in proportion to the decrease in tonnage. In the case of (*c*) Foreign vessels, there has been an increase in both the number and tonnage and a corresponding increase in the income from port dues. In (*d*) Native craft, there has been a slight decrease in number, tonnage and dues. Compared with the tonnage the amount of port dues paid by this class of

vessels may seem small. It has, however, to be borne in mind that the majority of vessels coming under this class are those employed in the coasting trade between Bombay and the Malabar coast ports, and that they are called upon to pay port dues but once in 60 days under the schedule, while they are enabled to make more than one voyage during the 60 days, and their tonnage has been taken into account each time a vessel called at such ports in Malabar or South Canara. The figures for for the two years are annexed for comparison:—

	Vessels.	Number.		Tonnage.		Port Dues.		Rate per ton.	
		1890-91.	1891-92.	1890-91.	1891-92.	1890-91.	1891-92.	1890-91.	1891-92.
						Rs.	Rs.	As. P.	As. P.
Coast Ports.	British { Coasting	3,610	3,395	4,800,667	4,640,406	1,25,771	1,19,403	0 5 6	0 4 6
	British { Other than Coasting	714	293	462,302	401,107	38,567	36,347	0 1 4	0 1 5
	Foreign ..	547	629	45,486	113,826	5,455	12,127	0 1 8	0 1 8
	Native	19,833	19,314	771,623	690,553	24,991	24,851	0 0 6	0 0 7
	Total ..	24,834	23,636	5,780,248	5,845,892	1,93,274	2,12,728	0 3 6	0 4 2

The principal coast ports visited by British vessels, and the number of such vessels that called, were as follows:—Cocanada 340, Negapatam 322, Tuticorin 286, Bimlipatam 270, Vizagapatam 266, Masulipatam 235, Cochin 216, Calicut 212, Tellicherry 196, Mangalore 153, Gopálpur 149, Calingapatam 137, Cannanore 133, Cuddalore 127, Malpe 116, Kundapur 107, Pámban 101, other ports 327; total 3,693.

Of foreign vessels, 7 called at Cocanada, 7 at Negapatam, 2 at Cuddalore, 1 at Gopálpur and 1 at Bimlipatam, 611 called at ports on the Western Coast (Malabar ports 199 and South Canara ports 412), making a total of 629. The foreign vessels that called at the East Coast ports were those sailing under French, German, Russian and Norwegian colours, and those that frequented the West Coast ports were principally of German, Norwegian, Swedish and American colours; the rest being country craft flying Portuguese colours and belonging to the Goa Coast.

Trade.—The subjoined statement, compiled from the Revenue Board's Volume of Sea-borne Trade and Navigation, exhibits the value of, and duty on, the import and export trade of the ports of the Presidency for the year under review, as also the total of Madras and Coast ports, respectively, for the past two years:—

[Statement.

Ports.	Tonnage of vessels entered.	Value of Imports.	Value of Exports.	Value of Total.	Duty on Imports.	Duty on Exports.	Duty on 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.
Madras	1,209,800	6,90,93,642 0 0	4,41,42,806 0 0	11,32,36,448 0 0	11,45,574 11 6	183 3 7	11,45,757 15 1
Tuticorin	383,877	68,42,724 0 0	1,47,57,916 0 0	2,16,00,640 0 0	3,195 15 9	5,508 4 0	8,704 3 9
Calicut	483,751	82,90,290 0 0	1,01,45,623 0 0	1,84,35,913 0 0	25,800 13 5	7 1 3	25,807 14 8
Cochin	467,718	69,05,323 0 0	1,08,33,870 0 0	1,77,39,193 0 0	26,172 13 8	75 12 0	26,248 9 8
Cocanada	546,112	87,34,627 0 0	1,36,54,265 0 0	1,73,88,892 0 0	2,355 7 1	17,836 10 4	20,192 1 5
Tellicherry	370,864	62,98,431 0 0	1,11,65,708 0 0	1,64,64,139 0 0	5,202 0 4	....	5,202 0 4
Mangalore	216,682	37,37,912 0 0	1,13,81,348 0 0	1,51,19,260 0 0	7,744 7 2	3,709 8 7	11,453 15 9
Negapatam	629,365	50,79,640 0 0	58,82,407 0 0	1,09,62,047 0 0	1,229 6 3	1,17,648 3 0	1,18,877 9 3
Bimlipatam	424,688	24,89,834 0 0	55,64,818 0 0	80,54,652 0 0	279 9 4	....	279 9 4
Cuddalore	185,511	10,53,102 0 0	35,89,555 0 0	46,42,657 0 0	....	1,255 14 9	1,255 14 9
Vizagapatam	413,647	17,90,498 0 0	26,18,230 0 0	44,08,728 0 0	1,537 15 2	....	1,537 15 2
Masulipatam	376,939	13,35,888 0 0	30,33,244 0 0	43,69,132 0 0	301 12 0	42,404 5 2	42,706 1 2
Gopālpur	234,000	15,64,421 0 0	22,54,516 0 0	38,18,937 0 0	1,850 7 5	1,611 12 0	3,462 3 5
Cannanore	233,469	20,96,754 0 0	12,20,273 0 0	33,17,027 0 0	377 2 8	....	377 2 8
Beypore	53,100	3,47,084 0 0	24,97,009 0 0	28,44,093 0 0	....	0 4 1	0 4 1
Badagara	126,814	8,39,757 0 0	13,46,093 0 0	21,85,850 0 0	....	....	....
Ponāni	44,477	11,00,476 0 0	8,05,913 0 0	19,06,389 0 0	148 12 0	....	148 12 0
Calingapatam	204,543	3,91,724 0 0	13,96,621 0 0	17,88,345 0 0	....	....	....
Malpe	53,760	5,62,399 0 0	5,38,847 0 0	11,01,246 0 0	4 10 0	375 13 8	380 7 8
Porto Novo	85,288	2,22,128 0 0	8,54,531 0 0	10,76,659 0 0	....	12,450 1 6	12,450 1 6
Kulasekharapatnam	48,983	5,24,387 0 0	3,06,156 0 0	8,31,143 0 0	7 12 11	....	7 12 11
Pāmban	54,630	4,73,054 0 0	3,26,530 0 0	7,99,584 0 0	27 3 0	1,269 13 6	1,297 0 6
Bārkūr	10,358	2,00,052 0 0	5,58,785 0 0	7,58,837 0 0	2 8 1	9,952 11 2	9,955 3 3
Coondapoor	48,750	3,05,021 0 0	4,18,745 0 0	7,23,766 0 0	43 1 0	3,051 5 10	3,094 6 10
Adirāmpatnam	12,445	1,25,435 0 0	4,20,710 0 0	5,46,145 0 0	....	21,691 7 1	21,691 7 1

Ports.	Tonnage of vessels entered.	Value of Imports.	Value of Exports.	Value of Total.	Duty on Imports.	Duty on Exports.	Duty on 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.
Quilandy	8,170	2,34,015 0 0	3,05,832 0 0	5,39,847 0 0	..	..	..
Mutupet	10,576	18,248 0 0	5,19,913 0 0	5,38,161 0 0	..	39,031 14 9	39,031 14 9
Mulki	5,693	1,03,279 0 0	2,48,191 0 0	3,51,470 0 0	..	..	..
Tondi	24,045	3,11,203 0 0	23,907 0 0	3,35,110 0 0	5 14 0	153 0 0	158 14 0
Tirumalavasal	16,517	13,220 0 0	2,90,952 0 0	3,04,172 0 0	..	17,023 10 8	17,023 10 8
Kāsaragōd	5,054	1,46,408 0 0	1,50,919 0 0	2,97,327 0 0	..	..	..
Toputorai	7,753	45,847 0 0	2,37,207 0 0	2,83,054 0 0	..	14,634 2 3	14,634 2 3
Tranquebar	24,993	4,432 0 0	2,64,605 0 0	2,69,037 0 0	..	17,270 10 9	17,270 10 9
Kīlakarai	17,731	2,23,004 0 0	38,035 0 0	2,61,039 0 0	..	192 12 0	192 12 0
Devipatam	11,573	1,68,469 0 0	47,984 0 0	2,16,453 0 0	0 0 5	668 12 0	668 12 5
Kallai	6,143	1,49,467 0 0	54,766 0 0	2,04,233 0 0	..	..	..
Kāyalpatam	9,630	1,28,837 0 0	63,214 0 0	1,92,051 0 0	..	..	..
Kottapatam	5,738	49,385 0 0	42,957 0 0	92,342 0 0	..	..	..
Kottaipatnam	2,818	16,935 0 0	54,345 0 0	71,280 0 0	....	3,275 7 0	3,275 7 0
Ammapatam	2,789	3,093 0 0	61,203 0 0	64,296 0 0	....	4,652 10 8	4,652 10 8
Nagore	3,622	8,168 0 0	3,345 0 0	11,513 0 0	....	....	....
All other ports with an aggregate trade of less than 2 lakhs	83,336	5,06,786 0 0	8,97,888 0 0	14,04,674 0 0	....	7,188 3 9	7,188 3 9
Abstract. Madras 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
Abstract. Madras 1891-92	1,209,800	6,90,93,642 0 0	4,41,42,806 0 0	11,32,36,448 0 0	11,45,574 11 6	183 3 7	11,45,757 15 1
Increase	178,832	26,09,574 0 0	....	....	....	....	....
Decrease	..	....	69,38,065 0 0	43,28,491 0 0	31,866 2 2	2,651 9 4	34,517 11 6
Abstract. Coast ports 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
Abstract. Coast ports 1891-92	5,845,892	5,74,42,357 0 0	10,88,66,976 0 0	16,63,09,333 0 0	76,287 11 8	3,42,940 3 9	4,19,227 15 5
Increase	65,644	42,14,190 0 0	34,51,543 0 0	76,65,733 0 0	15,789 10 2	....	....
Decrease	..	....	....	....	....	63,013 4 11	47,223 10 9

It will be seen from the abstract appended to the foregoing statement that in the year under review there was at Madras an increase in the value of imports but a decrease in the value of exports, or a net decrease to a small extent in the total value of the import and export trade of the port. In Customs duty also there has been a decrease at the port of Madras, which is owing to smaller importations of European spirits, wines, &c., as compared with the previous year's figures. The variation in the figures in respect to the trade of the more important ports on the coast as compared with the figures of the preceding year will be noticed in the separate review of such ports contained below. Taking the totals as given in the abstract, it will be seen that at the coast ports there has been a marked improvement in the trade, the increase under both imports and exports amounting to Rs. 76,65,733 over the previous year's figures. In the revenue under the head of "Duty on exports and imports" the total figures for the coast ports show a net decrease of Rs. 47,224 as compared with the previous year's figures. The decrease occurred principally at Cocanada, where, owing to partial failure of crops, the exportation of rice (on which duty is payable) was not so abundant this year, and at Negapatam and Masulipatam where shipments of rice and paddy (duty-payable goods) were very small owing to the want of sufficient rain at the proper seasons and the comparative cheapness of these commodities at Ceylon, which was plentifully supplied from Calcutta and British Burma ports, and the income from export duty thus fell perceptibly short of that of last year. The ports, as entered in the foregoing statement, are arranged in order of precedence according to the total value of the trade carried on by each. Tuticorin again heads the list among the coast ports, while Calicut, Cochin, Cocanada, Tellicherry, Mangalore and Negapatam come next in order, as compared to Cocanada, Tellicherry, Cochin, Calicut, Mangalore and Negapatam in the previous year.

The year's operations at the more important coast ports of the Presidency will now be briefly reviewed :—

GANJAM DISTRICT.

Gopálpur.

Trade.—Statistics, compared with those of the past year, show an increase of over $1\frac{3}{4}$ lakhs in the value of imports, but a small decrease in the value of exports owing to a bad season.

Passenger Traffic.—Statistics show an increase in departures, due to extensive emigration to Assam in consequence of a bad season in the district, and a decrease in arrivals, due to the weekly steamer from Rangoon to Madras *vid* the northern ports not calling at this port.

Pier.—The levy of pier dues was resumed from 1st November 1891, and Rs. 518-15-0 were realized in the year. A 5 ton travelling crane was supplied and has proved highly convenient in lifting heavy weights at any suitable point on the pier. The pier was repaired and painted at a cost of Rs. 3,500.

Port Flagstaff.—This was in good order and condition, the spars having been painted and rigging repaired and tarred.

Boundary Pillars.—These were whitewashed and in order.

Calingapatam.

Trade.—In the value of imports there was an increase of nearly a lakh, and in that of exports an increase of nearly 8 lakhs. The regular call once a week of the steamer from Rangoon to Madras *vid* the northern ports, and once in a fortnight of the steamer *vice versâ*, combined with the abolition of double boat-hire on Sundays and close holidays, helped in a great measure to stimulate the trade and passenger traffic of this port.

Port Flagstaff.—This was in good condition. A shed for the use of the signaller and for keeping the flags in store was in course of construction.

Boundary Pillars.—These were whitewashed and in good condition. The view from seaward of the northern boundary pillar was interfered with by a number of cocoanut trees and wild plants, and the matter having been referred to the Collector, these trees and plants were cut down and a clear view of the pillar restored.

Minor Ports.

The port flagstaves and boundary marks at Poondy and Baruva were maintained in satisfactory condition. The port of Sonapur was formally abolished, no trade whatever having been carried on there for the past seven years.

VIZAGAPATAM DISTRICT.

Bimlipatam.

Trade.—The value of the import trade shows an increase of nearly 1½ lakhs, and that of the export trade an increase of nearly 11 lakhs. The increase in imports is attributable to the arrival of large consignments of cotton twist and yarn and cotton goods, grain and pulse, liquors, &c., and in exports to large shipments of seeds and jaggery to Europe and of dyeing and coloring materials, provisions and seeds to other Indian ports.

Passenger Traffic.—Returns show a decrease in arrivals and an increase in departures, the latter being attributable to an unfavorable season.

Port Flagstaff.—This was in good condition, the masts and yards having been painted and the [illegible] tarred. The [illegible] quarters attached to the flagstaff were also maintained in good condition.

Boundary Pillars.—These were whitewashed and in good condition.

Casualty.—Mr. W. H. Young, Chief Mate of the S.S. *Clan Murray*, accidentally fell into the [illegible] on the morning of the 22nd November 1891, and was picked up dead. An inquest was held at the Port Office and the deceased's effects disposed of in accordance with the instructions of the Board of Trade.

Vizagapatam.

Trade.—There was a marked improvement in the trade of this port, the statistics exhibiting an increase of nearly 12 lakhs in the value of imports and a similar increase in the value of exports. The causes which contributed towards this healthy sign in the trade of Vizagapatam are more or less the same as those assigned under the head of *Bimlipatam*, but the increase in imports is specially attributable to the large consignments of railway material that arrived in the year for the East Coast Railway.

Passenger Traffic.—The remarks under the head of *Bimlipatam* apply here also.

Port Flagstaff and Boundary Pillars.—These were in good condition.

Landing and Shipping Dues.—The fees levied under Madras Act III of 1885 yielded a fair income. Details are dealt with under the head of *Accounts*. Committee meetings were held monthly, the members of the previous year having been re-elected for the year under review with the sanction of Government.

Harbour.—The scheme for an improved inner harbour for this port was resuscitated, and, as a preliminary towards a definite decision being arrived at on this subject, Mr. P. N. Thorowgood, M.C.E., under deputation from the India Office, surveyed the roadstead, bar and backwater, tested the variations in the rise and fall of tide, and made several borings in the sand. Mr. Thorowgood was ably assisted in this work by Mr. R. S. Brown, of the Port service.

Port Improvements.—A 10-ton hand derrick crane was received from England and brought into use.

Buoys.—The storm mooring buoy at this port broke adrift and sunk [illegible] during heavy weather in November and was replaced in February with a stronger mooring gear.

Godavari District.

Cocanada.

Trade.—In the value of imports there was an increase of nearly 5 lakhs, due to the arrival of large consignments of railway material for the East Coast and Nizam's Guaranteed State Railways, while in exports there was a small decrease to the extent of a little over 2 lakhs, due to smaller shipments of rice, cotton, castor seeds, castor oil and tobacco, in consequence of short crops in some instances and high prices in others.

Passenger Traffic.—The construction of the East Coast Railway afforded employment for many coolies, and not only prevented the labour supply of the district from finding its way out, but induced many who had already migrated to return to their homes for employment. The returns, therefore, shew a decrease in departures and an increase in arrivals.

Registration of Ships.—There was a decrease in the number of vessels registered under Act X of 1841 during the year. This is owing to the coasting steamers doing nearly all the trade which was formerly carried on by country craft.

Shipping and Discharging of Seamen.—The increase under the head of European seamen discharged in the year at this port is owing to the British Barque *Lady Agnes* having been abandoned as unseaworthy and her whole crew being discharged and sent home as distressed seamen.

Godávari District Ports Conservancy Board.—Sixteen meetings were held by the Board during the year.

Landing and Shipping Fees.—There was an increase in the revenue under this head compared with the previous year's figures. The matter is dealt with in detail under the head of *Accounts*.

Government Boats, Tugs, &c.—The Steam-launch *Empress* was supplied with two new fresh-water tanks and a new funnel. Repairs were effected to the boiler and machinery. The boiler was also tested and the vessel put in every respect in a thoroughly seaworthy condition.

A steam-tug named the *Godávari*, constructed by Messrs. John King and Co., of Calcutta, was obtained in the year and is utilized in towing mud barges.

Port Flagstaff.—This was maintained in fair condition; signalling is carried on from Vakalapudi Lighthouse with telephonic connection with the Port Office.

Wharves and Cranes.—Both the goods and passenger wharves were in good condition. A new 12-ton steam crane was obtained from England at a cost of Rs. 22,371, which was met from landing and shipping fees. A new stone jetty for the use of this crane was constructed between the sheer-legs jetty and the goods wharf. A short wooden jetty was also built for the steam-launches. The sheer-legs and the cranes (both hand and steam) were all painted and kept in working order. A scale of fees for the use of the port cranes was sanctioned by Government and brought into force on 11th May 1891, and a clerk on Rs. 15 per mensem was entertained to look after the collection of these fees.

Dredging Operations.—The *Priestman's* Dredger was worked outside on the bar for three months during the year, and for the remainder of the year at the mouth of the river and along the banks inside. This dredger underwent her annual overhaul and repairs on the slip for about two months and a half, having had six new patches put on the bilges and ends. The machinery was thoroughly overhauled and the vessel painted inside and outside, and boiler tested.

The Dredger *Connemara* worked two months outside on the bar and during the remainder of the year at the mouth and inside of the river. During September and October, the dredger was hauled up on the slip for cleaning and repairing. The machinery was also overhauled and repaired and the copper steam-pipes fitted to replace the iron ones worn out.

Punts Nos. 2, 3, 4 and 6 were thoroughly repaired, caulked and tarred, and sundry repairs were also done to Punts Nos. 1, 7, 8, 9 and 11.

Marine Buildings.—The Port Office building was whitewashed and woodwork painted. The Marine Godowns were in good condition. The "Marine Villa" was under repairs by the Public Works Department.

Buoys and Beacons.—The large red spit buoy off Point Godávari was periodically inspected by the Port Officer, and in February the moorings were lifted and the buoy scraped, painted and tarred. In July, the middle bar buoy parted from its moorings and drifted away. All attempts to recover it having proved unsuccessful, a spare buoy was put in its place. The shackles and chains of the bar buoys, having become old and worn, were replaced by new ones. The bar buoys were also scraped, painted and tarred. The beacon on Point Godávari was also inspected.

Coringa River, Bay and Anchorage.—The Coringa River was inspected twice in the year by the Port Officer. Portions of the bank of the river were found to have given way and fallen in during the floods of September. It was found also from soundings taken over the flat at the south portion of the bay leading to Coringa that it was dry at low-water spring tides. Six new mark-posts were placed in the channel leading to the Coringa River in place of old ones which had disappeared. The sand bank to the north of the Cocanada bar greatly extended into the fairway channel between the end of the north groyne and middle buoy and close up to the inner buoy. Soundings were taken at regular intervals on the bar, and in February and March a survey of the river was made. The least water found on 19th February was only one foot at some portions of the channel at low water.

Cocanada River—was dredged for about 5 months near the jetties and alongside the banks, and boats were thus enabled to get near the jetties without much difficulty.

Groynes—were maintained in good condition by the permanent establishment employed for the purpose.

Tidal Observatory—was abolished as already noticed.

Survey.—The coast near Sattapalli, in Omalapur taluk, was surveyed in April, and the coast near Narsápur in February, by the R.I.M. Steamer *Investigator*.

Minor Ports.

Narsápur is the only minor port in this district. Here a small trade was carried on exclusively by native craft.

Kistna District.

Masulipatam.

Trade.—A decrease of 2 lakhs in imports and of 2 lakhs in exports occurred in the year. The falling off in the trade of the port was in consequence of a partial failure of crops for want of rain.

Landing and Shipping Fees.—Madras Act III of 1885 was introduced at this port as elsewhere noticed.

Goods Shed.—A second goods shed, the construction of which was commenced in the previous year, was completed.

Quay.—The containing wall of the old quay was repaired.

Port Flagstaff—was in good condition.

Boundary Marks.—Sundry repairs to these were in course of execution at the end of the year.

Buoys—were cleaned and painted.

NELLORE DISTRICT.

Kottapatam.

This is the principal port in this district. Three coasting steamers called here bringing rice from Bombay, &c., also 35 country vessels which brought paddy from neighbouring small ports.

Minor Ports.

The trade of the other ports in the district was very small and was carried exclusively by a few country vessels.

SOUTH ARCOT.

Cuddalore.

Trade.—Returns show an increase of nearly 4 lakhs in the value of imports, and a decrease of nearly 18 lakhs in the value of exports, as compared with the previous year's figures. The demand this year at Marseilles for ground-nut was very small and the crops partially failed also. These causes led to the large falling off in the export trade of the port.

Port Flagstaff and Boundary Pillars.—These were painted and repaired and in good condition. The signalling and light establishments at this port were amalgamated, and arrangements were made with the Public Works Department for providing quarters for the men.

Bar.—The Fort Saint David Bar opened itself and measures were taken for closing it.

Dredging.—The channels in front of Messrs. Parry and Co.'s godowns, with the exception of the one between the old jail and the old godown along the foreshore, were deepened, and dredging in front of the Custom House for the convenience of other merchants was in progress. For details of dredging operations at this port see Appendix J (1).

Porto Novo.

Trade.—There was comparatively a decrease in the value of the import trade, and an increase in that of the export trade, both to a small extent. There was an improvement in the trade with the Straits Settlements, three steamers employed in this trade having regularly called every month at Porto Novo.

Port Flagstaff and Boundary Pillars.—These were repaired and in good condition.

Minor Ports.

There was practically no trade whatever at the minor port of Merkanam.

TANJORE DISTRICT.

Negapatam.

Trade.—The import trade figures show an increase of nearly 10 lakhs in value, while in exports there was a decrease of a little over 5 lakhs, due to less shipments of paddy and rice to Ceylon, and other places in consequence of a bad season.

Bar.—The groynes erected on the eastern face of the south sandspit prevented the bar from shifting its position further south in the south-west monsoon and enabled boats this year to cross the bar with less difficulty except at dead low water.

Jetty.—The whole shipping and landing operations of the year were carried on from the jetty, with the exception of the landing of timber and railway materials and coal and iron consigned to the South Indian Railway. Repairs to the steps of the jetty by the Public Works Department were in progress. A 5-ton moveable crane was supplied for use at the jetty in shipping and discharging cattle and heavy loads. Further consideration of the question of constructing a pier extending from the end of the present jetty into a depth of two fathoms of water at low water was deferred on financial grounds.

Dredging.—Towards the close of the year under report dredging by manual labour was undertaken in order to remove the silt in the centre of the river along the jetty wall. This improved the river a little and helped the boats to move freely in and out.

Buoys.—The buoy marking the wreck of the Barque *Sivagnanasoundry* in 4½ fathoms water was twice removed, painted and replaced in position.

Passenger Traffic—at this port was brisk as usual.

Landing and Shipping Dues Committee.—Twelve Committee meetings were held in the year. The financial condition of the Fund is dealt with under the head of Accounts.

Establishments.—The signalling and light-house establishments at this port were amalgamated.

Minor Ports.

At Tirumalaivasal and Tranquebar a fair trade was carried on in the year by 44 British steamers in addition to a large number of country craft. The trade of the other minor ports in the district, namely, Nagore, Velangany, Toputorai, Mutupet, Adirampatnam, Ammapatam and Kottapatam was also fair, and was carried on exclusively by country coasting craft.

MADURA DISTRICT.

Pamban.

Trade.—There was a small increase both in the import and export trade of this port. In the class of vessels that resorted to this port there was a decrease in coasting steamers, due to the withdrawal of two of the steamers on the line between Negapatam and Colombo *via* Pámban. In native craft there was an increase.

Dredging.—The Dredger *Wenlock* arrived from England on 2nd August and dredging operations were successfully carried out in the Sand Bank channel, which has been widened and where a depth of 12 feet now obtains. An attempt was made to dredge in the Reef channel, but operations here had to be abandoned owing to the rocky nature of the bottom.

Ceylon Steamers.—The Ceylon steamship service, which had been running one steamer round the Island of Ceylon *via* Pámban, added another steamer to this service during the year.

Buoys and Beacons.—All the buoys and beacons about Pámban were kept in good order, and in the Kílakarai channel three beacons were put in thorough state of repair.

Meteorological.—The Meteorological Observatory established at this port on 2nd January 1891 worked satisfactorily and was favorably reported on by the Meteorological Reporter to the Government of Bengal.

Port Flagstaff—was maintained in good condition, and wire rigging was substituted for the coir rigging hitherto in use.

Minor Ports.

A large import trade was carried on in timber at the port of Tondi, and passengers also shipped in large numbers from here to Colombo. The trade at Kilakarai and Devipatam was small.

TINNEVELLY DISTRICT.

Tuticorin.

Trade.—In the value of the import trade there was an increase of 13 lakhs and in that of exports a decrease of 38 lakhs, but taking the total value of imports and exports, Tuticorin again stands first among the coast ports.

Pier.—The wooden pier proved utterly inadequate to meet the growing requirements of this port. The construction of a more suitable pier was recommended to Government and the matter was under consideration in the Public Works Department.

Goods Shed.—The goods shed sanctioned for this port was in course of rapid construction at the close of the year under notice.

Passenger Traffic—was brisk and was carried on chiefly with Ceylon.

Port Flagstaff.—This was maintained in good condition. The signalling establishment was amalgamated with that of the lighthouse.

Buoys.—The buoy marking the position of the wreck of the S.S. *Galatia* was maintained in position.

Minor Ports.

Kulasekharapatnam carried on a fair trade in exports of jaggery to, and imports of paddy from Ceylon, and Kayalpatnam, in exports of salt and jaggery to and imports of paddy, piece-goods, &c., from Ceylon and Alleppy. The vessels employed in the trade of these ports were mostly country craft.

MALABAR.

Cochin.

Trade.—The year was one of marked activity in export trade at this port, which in the case of foreign vessels was carried on chiefly with the United Kingdom, France, Germany, America and Arabia. Statistics show an increase of nearly 16½ lakhs in the value of exports compared with the preceding year's figures, but a decrease of nearly 3 lakhs in the value of imports. The decrease in imports was probably owing to the large increase under this head in the previous year.

Marine Buildings.—These were repaired and in fairly good order.

Port Flagstaff and rigging were in good order.

Departmental Boats.—These were repaired and maintained in good condition.

Foreshore.—The southern bank of the river face was revetted with stone boulders and some portions which were too low were raised, the whole work being carried out by the Public Works Department.

Groynes Works.—Groynes N and O were dismantled in order to repair groyne P, the northernmost of all the groynes lying on the western seaboard to the north of the river, which work was completed in July. Groynes K and L were dismantled to repair and extend the revetment on the Vypeen side. This work was completed in January.

Cruz Milagre Gap.—This was well cared for, necessary repairs to the bund of the gap having been carried out in September and October.

Buoys.—The bar and spit buoys were removed for the south-west monsoon and replaced in position at the re-opening of the port in September.

Bar.—The average water obtained on the bar was 14 feet at high-water neap tides, and 16 feet at spring tides. Lowest water obtained on the bar at low water springs was 11 feet 9 inches.

Tidal Observations.—Sufficient data having been obtained from the observations taken during five years at this port, the observatory was abolished.

Calicut and Beypore.

Trade.—There was a marked improvement in the trade at Calicut as compared with the previous year, the statistics exhibiting an increase of nearly 21 lakhs under the head of imports and a little over 17 lakhs in exports.

Port Flagstaff at Calicut was maintained in good condition. The wooden posts supporting the Beypore flagstaff were found decayed and defective underground, and necessary improvements were in course of execution by the Public Works Department and nearly completed at the close of the year.

Buoys.—The Cootee Reef buoy and the Calicut anchorage buoy were maintained in position.

Tellicherry.

Trade.—In the value of the import trade there was a falling off of a little over 6 lakhs, while in that of the export trade there was an increase of a little over 6 lakhs, as compared with the past year's figures. The increase in exports is due to larger shipments of coffee to Europe, and the decrease in imports to smaller consignments of rice obtained this year from Calcutta.

Port Flagstaff.—Sundry repairs were effected.

Boundary Marks.—The boundary pillars newly erected here were maintained in good condition.

Cannanore.

Trade.—There was a decrease of nearly 6 lakhs in the value of the imports and an increase of nearly 1½ lakhs in that of the export trade.

Port Flagstaff.—Annual repairs to this and to the signallers' quarters attached thereto were carried out.

Boat Jetty—was in fair condition.

Minor Ports.

There are numerous minor ports in this district, at all of which coasting trade was carried on to some extent. The largest trade was carried on at the following ports, which are named in the order in which they stand in comparison of the value of the trade of each port, namely, Badagara, Ponani, Quilandy and Kallai.

SOUTH CANARA.

Mangalore.

Trade.—Returns show a general increase in the trade of this port to the extent of a little over 2 lakhs in imports and nearly 28 lakhs in exports. The large increase under the head of exports is due to more activity in coffee shipments to Europe and extensive shipments of rice to Goa, which usually received its supply from Mysore, but failed to obtain it this year from that province owing to scarcity.

Harbour and Backwater.—No material change occurred in the harbour during the year under report. The mouth of the bar widened itself by the washing away of the sand to the south. The backwater became shallow and boats could only approach the shore at high water.

Dredging Operations.—It is proposed to utilize the *Wenlock* in dredging at this port as soon as practicable.

Landing and Shipping Fees.—The question of levying landing and shipping fees under Madras Act III of 1885 at this port was reconsidered, but nothing definite was done till after the close of the year.

Port Flagstaff.—On examination by the Public Works Department the lower mast was found to be rotten. An estimate for renewing it was sanctioned but as a suitable spar could not be obtained locally and one had to be got from Burma, the work could not be undertaken until after the year.

Boundary Pillars.—These were in good condition but the erosion of the sea in the vicinity of the southern boundary pillar threatened its collapse, and it was under consideration to re-erect it in a position more to the southward of the site where it now stands.

Passenger Traffic.—Messrs. Shepherd & Co.'s steamers were again largely patronized by native passengers proceeding to and from ports in the district and Bombay.

MINOR PORTS.

There are numerous minor ports in this district also; the following among them rank in the order named in point of importance as regards the value of the trade carried on by each of them, namely, Malpé, Barkur, Coondapoor, Mulki and Kásaragód. 115 coasting steamers called at Malpé and 105 at Coondapoor in addition to a large number of native craft. The trade at the other ports was carried on exclusively by native vessels. Malpé and Coondapoor also enjoyed a large share of the passenger trade of the district.

ACCOUNTS.

A statement showing the financial position of the several Port and Marine funds of this Presidency on the 31st March 1892 is herewith submitted as Appendix C. Particulars of receipts and charges of Port funds (Act X of 1889) for the year under review are furnished in detail in Appendices C (i) and C (ii), and those of the other funds—*i.e.*, Landing and Shipping Dues and Pilotage funds—in Appendices C (vii) and C (viii). Appendices C (i-*a*) and C (ii-*a*) represent the *actual* receipts and charges of Port funds (Act X of 1889) for 1891–92, and these being revised in accordance with the orders of Government contained in G.O., No. 24, Marine, dated 27th January 1890, in respect to Coasting Steamer dues, General receipts, General charges, and Lighthouse charges, the figures set forth against the several District Port funds under these heads represent the proportionate receipts and charges which fell to their share. Before proceeding to deal with the transactions of the several District Port funds for the year under review, the variations under the chief heads of receipts and charges of the year as specified in Appendices C (i) and C (ii), compared with those of the previous year, are explained as follows:—

RECEIPTS.

Coasting Steamer Dues.—As per abstract statement of Appendix B appended to this report, the total collections of Coasting Steamer Dues during the last official year amounted to Rs. 1,80,348–7–0 and is set down as 1,80,348 in round numbers. This sum exceeds the collections of 1890–91 by Rs. 25,941, and there has been a steady increase in receipts under this head during the last three years. Of Rs. 1,80,348 collected in 1891–92, Rs. 39,945 appertained to Madras, and the remainder Rupees 1,40,403 to the other Maritime districts. In the revision of the Coasting Steamer Dues, the collections at Madras were not interfered with, as under section 37 of Act X of 1889 the collections at this port will have to be wholly credited to it; there was, however, a small refund of Rs. 39–7–6 which has been deducted on both sides of the account in view to the actual collections being shown. Of Rs. 1,40,403, Rs. 86,461 formed the collections of the Eastern Group districts (Madras excepted), and Rupees 53,942 those of the Western. From the collections of the Eastern and Western Group districts, refunds of Coasting Steamer Dues amounting to Rs. 1,392–7–3 in the Eastern Group and Rs. 223–7–6 in the Western Group have been deducted, and the net receipts only—*i.e.*, Rs. 85,108 of the Eastern Group and Rs. 53,719 of the Western Group—were distributed to the several districts in these respective groups (Madras excepted) in proportion to the tonnage of coasting steamers that entered them during the year and particulars of which are found in Appendices B and C (iv). From Appendix C (iii-*a*), it will be observed that the excess in the total of Coasting Steamer Dues thus arrived at over those of the previous year's figure was Rs. 25,254–10–9, a large increase arising in Madras to the extent of Rs. 11,327 and a fair increase in all other districts except in Nellore and Madura, where, however, a small deficit arose amounting to Rs. 1,729, *i.e.*, Rs. 14 in the former and Rs. 1,715 in the latter. The fall in Nellore, which is very trifling, needs no mention, and that in Madura is attributable to the tonnage of coasting steamers that visited the district during the past year having been very much below that of the year previous. The trade in the Chingleput district was *nil*, and hence no dues fell to its share.

Other Dues.—The total collections during 1891–92 under this head of receipts amounted to Rs. 1,53,792–3–9, and are Rs. 15,129–13–5 in excess of the collections of the previous year. In this excess is included, however, a sum of Rs. 3,490, outstanding collections of the previous year brought to account in the year under review.

The increase in collections of dues on vessels other than coasting steamers was large in Vizagapatam, Godávari, Madras and Malabar, and very slight in Kistna, Nellore, Tanjore, Tinnevelly and South Canara. There was also a fall in dues in the Ganjam, South Arcot and Madura districts, and the net result, as pointed out above, shewed an excess of Rs. 15,129–13–5 over the collections of the previous year. Referring to abstract statement of Appendix B, it will be seen that collections of dues from other British vessels were nearly the same as those of 1890–91, and collections from foreign vessels and Native crafts were Rs. 8,646 and Rs. 311, respectively, more than those of that year.

The total collection of dues from all classes of vessels which actually visited the districts during the year under review was Rs. 3,30,650, as per abstract statement to Appendix B, and the amount of port dues collections specified in Appendix C (i)—including collections of outstanding dues in the previous year (*i.e.*), Rs. 3,490, but excluding the refund of coasting steamer dues—was Rs. 3,32,525. Adding to this sum Rs. 1,616, refund of Coasting Steamers dues deducted on both sides of the account, the actual port dues collections during the year under review brought to account amounted to Rs. 3,34,141.

Other Receipts.—This head includes General, Miscellaneous, and Public Works receipts, also receipts on account of fees and interest specified in Appendix C (i). The total transactions under this head would appear from Appendix C (iii-*a*) to be Rs. 1,08,466–3–1 in excess of similar receipts of 1890–91. But excluding from this sum Rs. 1,00,544–8–6, sale of Government securities of South Arcot, Madura and Tinnevelly District Port Funds, ordered in G.O., No. 287, Financial, dated 8th March 1892, and brought to the credit of these districts, the actual surplus over similar receipts of 1890–91 was Rs. 7,921–10–7.

The variations under each head of the receipts specified above compared with the receipts of the previous year are explained as follows:—

(*a*) *General Receipts.*—Particulars of these receipts will be found in Appendix C (v). The receipts under this head are Rs. 62 less than those of the previous year, the decrease being chiefly due to fees realized for registering, change of master, and survey of vessels, &c., by the Presidency Port Officer not having been as large as those realized in 1890–91. These receipts were distributed to all the districts in proportion to the total tonnage that entered them during the year under review.

(*b*) *Miscellaneous Receipts.*—Excluding Rs. 1,00,544–8–6, sale-proceeds of Government securities sold out of the investments of the South Arcot, Madura and Tinnevelly Port Funds, as ordered in G.O., No. 287, Financial, dated 8th March 1892, the actual miscellaneous receipts of the year under review amounted to Rs. 21,223–4–4 against Rs. 21,463–5–8 in the year 1890–91, resulting in a slight decrease of Rs. 240–1–4, which hardly calls for an explanation.

(*c*) *Public Works Receipts.*—The receipts for the year amounted to Rs. 719–0–1 against Rs. 783–3–7 in 1890–91, resulting in a slight deficit of Rs. 64–3–6 and constitute refunds by Public Works Department of unspent balances and rent of Marine Villa at Coconada.

(*d*) *Fees.*—There was also a slight decrease under this head below the figures for 1890–91, the figures for 1891–92 being Rs. 22,867–7–2 against Rs. 23,238–2–10 of 1890–91, resulting in a deficit of Rs. 370–11–8, which need hardly be explained. The actual fees collected during the year under review were Rs. 26,861–3–10, as would appear from Appendix C (vi-*a*), and of this sum, Rs. 3,993–12–8, apparently collections made during the latter part of March 1891, were not accounted for in the accounts for 1891–92. The actual amount therefore brought to account was Rupees 22,867–7–2, as pointed out above. Particulars of fees collected during the year under review, fees levied under Acts distinguished from overtime fees for Port Officers, Conservators and Establishment, are furnished in Appendix C (vi-*a*). Comparing the figures in this statement with those in the similar statement for 1890–91 published in G.O., No. 496, Marine, dated 10th November 1891, it will be observed that there was an increase in 1891–92 of Rs. 1,743–2–7 in fees levied under Acts and a decrease of Rs. 2,072–2–9 in collections on account of overtime fees for Port Officers, Conservators and Establishments, resulting in a net deficit of a small sum of Rs. 329–0–2.

(*e*) *Interest.*—The receipts in this column represent interest realized on Port Fund balances invested in Government securities, and are Rs. 8,658–11–1 more than the sum credited on the same account in 1890–91, the excess being chiefly due to the realization of interest on further investments of Rs. 86,000 made in the beginning of 1891–92 in accordance with paragraph 11 of G.O., No. 211, Financial, dated 26th March 1892, and partly to the interest for the second half-year 1890–91 on investments of Rs. 3,82,000 made in that year being realized and accounted for in the accounts for the year under review.

The receipts of Port Funds under Act X of 1889 for 1891–92 taken as a whole amounted to Rs. 4,96,524–6–8 against Rs. 3,47,673–11–5 in 1890–91. Deducting from the former sum Rs. 1,00,544–8–6, sale-proceeds of Government securities of the South Arcot, Madura and Tinnevelly Port Funds brought to the credit of these districts, the ordinary receipts of the year under review amounted to only Rupees 3,95,979–14–2 and are Rs. 48,306–2–9 over those of the previous year, an increase of Rs. 25,254–10–9 arising in coasting steamer dues, Rs. 15,129–13–5 in other vessels dues and Rs. 7,921–10–7 in other receipts—*vide* Appendix C (iii-a).

Charges.

General Charges.—Particulars of the charges for 1891–92 will be found in Appendix C (v) and are Rs. 10,991 in excess of those for 1890–91. Rs. 7,979–13–4, leave allowance of Port officers paid in 1891–92, largely account for this increase, as also Rs. 4,060–6–4, increase in pensionary charges, and Rs. 1,884–15–10 in contingencies and miscellaneous. These increases, however, have been partly met by a decrease in other charges specified in the statement to the extent of Rs. 2,277–8–1 and resulted in a net surplus charge of Rs. 10,991 over those of 1890–91 as noticed above. Leave allowance of Port officers has been treated as a general charge in accordance with the instruction of Government contained in G.O., No. 85, Marine, dated 5th March 1890, and charges of this nature did not appear in the accounts for 1890–91. The increase in pensionary charges was due in a great measure to a payment of Rs. 1,508, arrears of pension paid to Mr. C. H. Rowland, late Agent for Government Consignments, and also to the retirement on pension and gratuities of [illegible] of the employees of the Port Department, and that under contingencies and miscellaneous charges of Administration contingencies, stationery and printing, books and periodicals received [illegible] the year under review being in excess of charges of a similar nature incurred in 1890–[illegible] Charges for contingencies and miscellaneous incurred in 1891–92 were, however, within the budget grants sanctioned for the year. The general charges of the year under review have been distributed to all the districts (Madras included) in proportion to the total tonnage of vessels that entered them during the year.

Lighthouse Charges.—Particulars of these charges are furnished in Appendix A to this office letter to Government, No. 1409–315-G., dated 17th September 1892, submitting the annual report on the lights and lighthouses in the Madras Presidency for the official year 1891–92. Charges under this head of account for the year 1891–92, including pay of lighthouse mechanic and other charges connected with him, amounted to Rs. 44,934 in round numbers and were Rs. 10,469 more than those of the year previous. The transactions of the year disclosed an increase in charges on account of establishment and contingencies to the extent of Rs. 11,866 and a decrease of Rs. 1,397 in Public Works charges over and below those of 1890–91 and resulted in a net increase of Rs. 10,469. Of the increase of Rs. 11,866 noticed above, Rs. 1,273 was on account of establishment and the balance, Rs. 10,593, on account of stores and contingencies. The excess in establishment charges was due to the inclusion therein of charges of lighthouse mechanic amounting to Rs. 784 and the balance in light-keepers' pay due to the amalgamation during the year under review of the signalling and lighthouse establishments at Cuddalore, Tuticorin and Negapatam, and also to charges on account of additional light-keepers sanctioned for Pámban, Malpe and Coondapoor lights. The increase under contingencies was, as has been already pointed out to Government, chiefly due to cost of new lights from

England at a cost of about Rs. 9,737 for the Gopalpur, Cuddalore, Tondi, Malpe and Coondapoor lights. Lighthouse charges for 1891–92 incurred in the Eastern and Western group districts were distributed to the several districts in these groups in proportion to the total tonnage of vessels that entered them during the year. In the absence of any specific ruling on the subject, the pay and allowances of the lighthouse mechanic for the period he was under instruction in the Barberyn lighthouse, and allowances paid to the Board of Trade Engineer in Colombo were debited to all the districts in proportion to the total tonnage that entered them during the year, and his pay and allowance after his return from Ceylon were debited to the groups in which he was actually employed on lighthouse duty. It would, however, be more convenient to treat charges on this account as a general charge and included in Appendix C (v). The total charges for a year, including his pay and allowances, are estimated to be about Rs. 1,400 and the proportionate cost which the districts will have to bear, if it were treated as a general charge, will be very small.

Other Charges.—Charges specified in Appendix C (ii), other than general Administration charges and lighthouse charges, are classed under this head, and the decrease of Rs. 46,827–2–4 noticed in Appendix C (iii-b) is explained under the several detailed heads—

(*a*) *Port Officers and Conservators.*—There was a decrease of Rs. 1,094–12–0 below charges of a similar nature for 1890–91 which was due to acting allowance only, and charge allowance in some instances, having been allowed to the acting men during the absence on leave of the permanent incumbents whose absentee allowance has been treated as a general charge.

(*b*) *Other Establishments.*—Charges under this head for 1891–92 were Rs. 2,674–2–1 below those of last year, the decrease being chiefly due to the abolition of the appointment of boat overseer at Madras on pay of Rs. 150 per mensem and also to the amalgamation of the signalling establishments at Cuddalore, Tuticorin and Negapatam with those of the lighthouse establishments at those ports. There remained also a small sum forming as general savings in the port establishments of Madras and other districts.

(*c*) *Contingencies and Miscellaneous.*—In the sum of Rs. 2,77,587–15–1 charged under this head for 1891–92 are included Rs. 92,605–10–11, amount paid for purchase of Government securities ordered in G.O., No. 211, Financial, dated 26th March 1891, and Rs. 24,476–3–4, Madura Port Fund balance on the 31st March 1890, transferred to Pilotage Funds, Pámban, to meet cost of dredger, and Rs. 50,000, contribution paid to Harbour Trust Board. Excluding these special charges, the ordinary charges of the year amounted to Rs. 1,10,506–0–10, the details of which will be noticed when dealing with the several District Port Fund Accounts.

(*d*) *Public Works Charges.*—The total charges for the year 1891–92 amounted to Rs. 9,835–0–8 against Rs. 12,153–7–1 in the previous year, the decrease being due to original works and repairs not having been carried out to such an extent as in the year 1890–91.

(*e*) *Fees.*—Charges on account of overtime fees paid to Port officers, Conservators and other Establishments during the year under review amounted to Rs. 7,552–5–11 as accounted for in the Port Fund accounts received from the Collectors of the Maritime Districts, while those actually received by Port officers, Conservators and their Establishments amounted to Rs. 9,801–2–1 as per Appendix C (vi-b). The figures furnished in this statement are compiled from the annual returns received from Port officers and Conservators, and it is believed that the difference in charges set down in this statement and those furnished by Collectors in their Port Fund accounts should apparently be sums paid at the end of March 1892 but not brought to Government accounts in the accounts for 1891–92. Out of the total of fees levied under Acts and overtime fees collected for Port officers and Conservators during 1891–92 amounting to Rs. 23,739–14–11 [*vide* Appendix C (vi-a)], overtime fees to the extent of Rs. 6,679–13–2 as per Appendix C (vi-b) and personal allowance of Rs. 10,740 were paid them during the year, in all amounting to Rs. 17,4[illegible]–13–2. Thus there remained to the credit of Government under "Fees" Rs. 6,320–1–9 during 1891–92.

Overtime fees collected for establishment have been paid in full except in the case of the present boat overseer at Madras, who credits to Government half overtime fees under G.O., No. 167, Marine, dated 27th April 1891.

Charges of Port funds under Act X of 1889 for the year 1891-92 taken as a whole amounted to Rs. 5,00,856-4-9 as per Appendix C (ii). Deducting from this sum the following special charges, viz.:—

	RS.	A.	P.
(1) Amount paid for investing in Government securities Port fund balances of the Malabar, South Canara, Nellore, Chingleput and South Arcot districts ..	92,605	10	11
(2) Contribution to Harbour Trust Board, Madras ..	50,000	0	0
(3) Loan from Tinnevelly Port fund to Pámban Pilotage to meet cost of dredger	70,200	0	0
(4) Transfer to Pámban Pilotage fund the sale-proceeds of the funded capital of the Madura district of the nemifal value of Rs. 20,000	21,622	7	8
(5) Transfer of Madura surplus on 31st March 1890 to Pámban Pilotage	2,853	11	8
Total ..	2,37,281	14	3

the ordinary charges for the year were only Rs. 2,63,574-6-6 against Rupees 2,47,228-7-1 of the previous year, which has been arrived at as follows:—

	RS	A.	P.
Total charges as per Appendix C (ii) published in page 62 of G.O., No. 496, Marine, dated 10th Nov. 1891 ..	5,26,223	7	1
Deduct—			
Contribution to Harbour Trust Board in 1890-91	2,62,000		
Premium, &c., paid for purchasing Government securities for Rs. 3,82,000	16,995		
	2,78,995	0	0
Total ..	2,47,228	7	1

The transactions of the year 1891-92 disclose an increase of Rs. 10,991 in general charges and Rs. 10,469 in lighthouse charges over those of 1890-91 and a decrease of about Rs. 5,114 in other charges (ordinary), resulting in a net increase of Rs. 16,346 over the charges of the previous year.

The increase and decrease in the receipts and charges for 1891-92 of the detailed heads specified in Appendix C (i) and C (ii) over and below those of the previous year having been explained, the transactions of the individual District Port funds for 1891-92 and their financial position on the 31st March 1892 will now be noticed.

GANJAM.

Receipts.—The receipts of this district for the year 1891-92 were Rs. 2,001-6-10 in excess of those for 1890-91, an increase of Rs. 2,088-7-3 arising in the share of coasting steamer dues and Rs. 417-12-7 in other receipts which had to meet a fall in the receipts of other vessels dues to the extent of Rs. 504-13-0. Of Rs. 759-7-3 accounted for under "Miscellaneous Receipts," Rs. 518-15-0 represent pier receipts at Gopálpur—*vide* Appendix C (i).

Charges.—The charges for the year, *i.e.*, Rs. 15,507-15-0 [*vide* Appendix C (ii)] were Rs. 1,746-7-8 more than those of 1890-91, an increase of Rs. 939-2-0 arising in the share of general charges, Rs. 630-2-10 in lighthouse charges and Rs. 177-2-10 in other charges. Rs. 1,890-15-5 debited to contingencies and miscellaneous were on account of charges of an ordinary nature only and do not include any special charge.

The transactions of the year resulted in a surplus of Rs. 1,546-10-0—*vide* Appendix C. This District Port fund had, however, to meet a sum of Rs. 7,575-12-9, being loan from Madras amounting to its deficit balance on the 31st March 1891.

Taking credit to the extent of the surplus pointed out, there still remained Rupees 6,029-2-9 to be adjusted against interest on loan, and this sum will, in accordance with G.O., No. 137, Marine, dated 11th April 1891, have to be met by a contribution from "Provincial." In the column of adjustment a sum of Rs. 6,029-2-9 has therefore been taken to the credit of this district to continue the debit balance of the district on the 31st March 1891. The Ganjam district on the 31st March 1892 had thus a debit balance of Rs. 1,89,394-15-5. As under G.O., No. 287, Financial, dated 8th March 1892, sums treated as loan between different districts should be taken in even hundreds of rupees, Rs. 1,89,300 has been treated as loan borrowed from Madras and the small balance of Rs. 94-15-5 retained as a deficit balance of the district to be met from the surplus of the current year, if any.

VIZAGAPATAM.

Receipts.—The receipts for the year amounted to Rs. 34,289-12-3 and are Rs. 9,034-15-0 over those of 1890-91, an increase of Rs. 4,538-8-8 arising in the share of coasting steamer dues, Rs. 1,363-0-3 in other vessels dues, and Rupees 3,128-6-1 in other receipts specified in Appendix C (i). Of Rs. 627-3-2 credited to "Miscellaneous Receipts," Rs. 239-5-9 was sale-proceeds of stores and Rupees 305-11-4 those of property recovered from the sea. The fees collected in this district were much larger than those of last year, and the interest on Government securities standing to the credit of this fund realised during the year was Rs. 3,591 against Rs. 1,989-12-8 in the previous year. There were no special receipts in this district during the year.

Charges.—Charges of this district, as specified in Appendix C (ii) were a little below those of 1890-91. There was, however, an increase of Rs. 2,069-10-10 in the share of general charges and Rs. 1,465-15-11 in the share of lighthouse charges. The decrease of Rs. 3,807-11-0 under other charges below those of 1890-91 was due to a large sum of Rs. 3,613-3-11 having been included in the accounts of this district for 1890-91 on account of charges for investment of its balance in Government securities. There were no special charges incurred in the district during the year under review.

The transactions of the year under review resulted in a surplus of Rs. 9,990-9-11. The deficit balance of this district on the 31st March 1891, exclusive of Rs. 90,000, Government securities standing to the credit of this District Port fund, has been treated from the beginning of 1891-92 as loan from Madras and interest paid thereon. The interest thus payable amounted to Rs. 46-0-8 and has been adjusted in the column of adjustment in Appendix C. Out of the surplus of Rs. 9,990-9-11 of the year 1891-92, the deficit balance of the district (loan from Madras) was met, as also the interest payable to Madras, and there remained to the credit of this District Port fund on the 31st March 1892 a surplus cash balance of Rs. 8,793-13-1 exclusive of Rs. 90,000 standing to its credit in Government securities.

GODAVARI.

Receipts.—The receipts of the year for 1891-92 were Rs. 28,894-13-2 and were Rs. 3,098-12-9 more than those of the previous year, an increase of Rs. 690-10-4 arising in the share of coasting steamer dues and Rs. 4,352-7-6 in other vessels dues. There was a fall in other receipts to the extent of Rs. 1,944-5-1 below receipts of a similar nature in the previous year. The increase in receipts of 1890-91 over those of the year under review was due to wharfage fees, amounting to Rs. 1,142-0-5, having been accounted for in the former year under Port Funds Act X of 1889, while those receipts were accounted for in the year under review under Act III of 1885, Landing and Shipping dues at Cocanada. Rs. 540 shown as Public Works receipts in Appendix C (i) represent rent of Marine Villa at Rs. 45 per mensem. There were no special receipts during the year.

Charges.—The charges for the year were Rs. 21,538–5–9 and exceeded those of 1890–91 by Rs. 1,548, an increase of Rs. 850–6–9 arising in the share of administration charges, Rs. 541–8–7 in lighthouse charges and Rs. 156–0–8 in other charges. No special charges were incurred during the year.

As in 1890–91, the transactions of the year resulted in a surplus of Rs. 7,256–7–5, and this sum added to the surplus balance of the district (*i.e.*, Rs. 813–12–7) amounted to Rs. 8,070–4–0 on the 31st March 1892.

KISTNA.

Receipts.—The receipts of this district for 1891–92 were Rs. 13,885–0–4 and exceeded those of the previous year by Rs. 1,772–1–11 — an increase of Rs. 787–9–1 arising in the share of coasting steamer dues, Rs. 248–14–3 in other vessels dues, and Rs. 735–10–7 in other receipts specified in Appendix C (i). In the sum of Rs. 553–15–4 credited to miscellaneous receipts, Rs. 218–1–0, sale-proceeds of property recovered from the sea, has been included, and the remainder form the ordinary receipts of the district. There was also a small increase in the fees collected during the year, the collections in 1891–92 being Rs. 2,155–6–8 against Rs. 1,707–2–0 in 1890–91.

Charges.—The charges for 1891–92 were Rs. 1,413–14–0 in excess of those of the year previous, and are specified in Appendix C (ii). There was an increase of Rs. 787–9–1 in the share of general charges, Rs. 248–14–3 in lighthouse charges and Rs. 735–10–7 in other charges. Charges on account of Port officers and establishments were nearly the same as those of the previous year, and there was a slight increase in contingencies and miscellaneous. Public works charges of the district were Rs. 363–3–0 more than charges of a similar nature incurred in 1890–91 and the excess was due to charges incurred in clearing silt in salt creek below tidal lock at Masulipatam. The fees paid during the year were Rs. 1,024–14–11 against Rs. 890–3–10 in 1890–91.

As in 1890–91, past year's transactions resulted in a surplus of Rs. 1,048–13–1. A sum of Rs. 186–6–11 being interest on loan outstanding on the 31st March 1891, which was the deficit balance of the district on that date, has been adjusted as a debit against this district in the column of adjustment in Appendix C. Deducting this small debit from the surplus of the year, the balance of Rs. 862–6–2 has been treated as a repayment of the loan, the result being that the loan (deficit balance of the district) on the 31st March 1891 was reduced to Rs. 3,798–6–0 on the 31st March 1892. Of this sum Rs. 3,700 only has been, in accordance with G.O., No. 287, Financial, dated 8th March 1892, treated as loan from Madras outstanding on the 31st March 1892, the balance of Rs. 98–6–0 being retained as a deficit of the district to be met from the next year's surplus.

NELLORE.

Receipts.—The receipts of the district for 1891–92 were Rs. 1,025–8–6, and were Rs. 267–11–4 more than those of the previous year, an increase of Rs. 136–1–10 and Rs. 146–1–9 arising in other vessels dues and other receipts, respectively. There was a slight fall in the share of coasting steamer dues. Of Rs. 248–8–7 credited to miscellaneous receipts, Rs. 230–13–1 represent sale-proceeds of property recovered from the sea, and the remainder sale of unserviceable stores. A sum of Rs. 318–2–6 has been realised as interest on the funded capital of this district. With these exceptions, there were no special receipts in the district.

Charges.—The charges for the year were Rs. 2,475–6–4 and comprise Rs. 66–10–1, share of general charges, Rs. 52–1–10, that of lighthouse charges and Rs. 2,196–4–11 under other charges. Of this latter sum, Rs. 2,153–10–0 constitute charges incurred in the purchase of Government securities to the value of Rs. 2,000 as ordered in G.O., No. 211, Financial, dated 26th March 1891, and the balance formed the ordinary charges of the district. There was a charge of Rs. 159–5–6 on account of public works incurred in repairing the obelisk at Kottapatam.

The transactions of the year including charges incurred in the purchase of Government securities resulted in a deficit of Rs. 1,449–13–10, and this sum adjusted with the credit balance of the district (*i.e.*) Rs. 7,384–14–0 (Rs. 6,000 in Government paper + Rs. 1,384–14–0, surplus balance on the 31st March 1891), and Rs. 2,000, the capital of the district invested in Government securities during 1891–92, amounted to Rs. 7,935–0–6, thus falling short of its total invested capital of Rs. 8,000 by only Rs. 64–15–6, which latter sum has been retained as a deficit balance of the district on the 31st March 1892.

CHINGLEPUT.

Receipts.—The receipts for 1891–92 were Rs. 304–2–0 comprising of only two sums, Rs. 65–12–3, sale-proceeds of property recovered from the sea, and Rs. 238–5–9, interest on its funded capital.

Charges.—A sum of Rs. 2,153–10–0 has been charged in the accounts of this district for 1891–92, being cost of Government securities purchased on behalf of this district for a nominal value of Rs. 2,000 in addition to the Government paper for Rs. 6,000 standing to the credit of this district.

The receipts for the year being only Rs. 304–2–0 and charges Rs. 2,153–10–0, the year's transaction resulted in a deficit of Rs. 1,849–8–0 (*vide* Appendix C), and this sum adjusted with the credit balance of Rs. 5,907–2–6 (Rs. 4,000 in Government paper + Rs. 1,907–2–6, surplus balance on the 31st March 1891) and Rs. 2,000, the nominal value of Government securities purchased during the year on this district account, amounted to Rs. 6,057–10–6 on the 31st March 1892. Of this sum, Rs. 6,000 were in Government securities and the balance of Rs. 57–10–6 remained as the surplus cash balance of the district on that date.

SOUTH ARCOT.

Receipts.—The receipts of the district for the year under review were Rupees 19,000–0–7, and included a large sum of Rs. 8,648–15–11 being sale-proceeds of the funded capital of this district of the nominal value of Rs. 8,000, as ordered in G.O., No. 287, Financial, dated 8th March 1892. From Appendix C (iii-*a*) it will be observed that there was an increase in the share of coasting steamer dues and a decrease in other vessels dues, resulting in a net deficit in port dues to the extent of Rs. 421–1–3. Of Rs. 10,059–11–5 credited to miscellaneous receipts, Rs. 8,648–15–11, sale-proceeds of Government securities above noticed, formed a part, and of the remainder Rs. 1,410–11–6, wharfage fees at Porto Novo amounted to Rs. 1,134–15–6. The balance then remaining formed the ordinary miscellaneous receipts of the year. A large sum of Rs. 994–14–0, interest on the funded capital of the district, added much to the receipts of the year in question.

Charges.—Charges of the district for 1891–92 were Rs. 16,276–7–4, and in this sum was included Rs. 5,384–1–0, charges incurred in purchasing Government securities to the nominal value of Rs. 5,000, as ordered in G.O., No. 211, Financial, dated 26th March 1891. From Appendix C (iii-*b*) it will be observed that there was an increase in the share of general charges to the extent of Rs. 486–12–11, and Rs. 322–10–8 in Lighthouse charges. In the sum of Rs. 6,861–13–1 debited to contingencies and miscellaneous of this district in Appendix C (ii), was included Rs. 5,384–1–0 referred to above, and the balance Rs. 1,477 formed the ordinary charges of the district. Of Rs. 2,197–7–7 charged on account of public works, Rs. 1,000 were spent in strengthening embankments at Cuddalore and Rs. 1,030–2–3 for repairing the jetty and signaller's shed at Porto Novo.

Excluding the sale-proceeds and purchase of Government securities to the nominal value of Rs. 8,000 and Rs. 5,000, respectively, the actual receipts and charges were Rs. 10,951–0–8 and Rs. 10,892–6–4 which nearly balanced each other. But the transactions of the year including the above receipts and charges, as recorded in the accounts, resulted in a surplus balance of Rs. 3,323–9–3 (*vide* Appendix C). The deficit balance of this district on the 31st March 1891 (*i.e.*, Rs. 1,569–0–10), was treated as a loan from Madras from the beginning of the official year 1891–92.

Rs. 62–12–2, interest on this loan, has been adjusted to the debit of this district in the column of adjustment in Appendix C. Adjusting, therefore, this deficit and the charge on account of interest with the surplus of the year's transactions, the value of the funded capital that was to the credit of this district on the 31st March 1891 and the nominal value of Government securities sold in excess of those purchased during the year (*i.e.*, Rs. 3,000), there remained to the credit of this district on the 31st March 1892 Rs. 18,691–12–3, of which sum Rs. 17,000 were in Government securities and the balance Rs. 1,691–12–3 as surplus cash balance (*vide* Appendix C).

Tanjore.

Receipts.—The receipts of the year were Rs. 32,007–7–1 and exceeded those of the previous year by Rs. 1,634–8–8, the increase arising in the share of coasting steamer dues to the extent of Rs. 1,281–11–11, and Rs. 784–6–0 in other vessels dues. There was a slight fall in other receipts below those of 1890–91, and was due chiefly to sale-proceeds of flotsam and jetsam during the year under review not having been so large as in 1890–91, and also to fees realized in 1891–92 being Rs. 3,609–13–1 against Rs. 3,760 in the previous year.

Charges.—Rupees 20,761, charges for 1891–92 were slightly in excess of those of the previous year. There was an increase in the share of General Administration charges to the extent of Rs. 844–9–0 ; and Rs. 516–12–3 in that of Lighthouse charges, and a decrease in other charges amounting to Rs. 751–4–7, the result being that the charges of the year were Rs. 610–0–8 more than those of 1890–91. Charges under contingencies and miscellaneous were a little in excess of charges of a similar nature incurred in 1890–91. Charges on account of public works were much below those of 1890–91, and fees paid during the year were Rs. 1,197–7–1 against Rs. 1,299–10–0 in 1890–91. There were no special charges during the year.

From Appendix C, it will be observed that the year's transactions resulted in a surplus balance of Rs. 11,246–7–1. A sum of Rs. 1,024–14–1, interest on the deficit balance of the district on the 31st March 1891, which represented loan from Madras outstanding on that date, has been debited to this district in the column of adjustment in the appendix referred to. Deducting from the surplus of the year the interest thus paid there remained only Rs. 10,221–9–0 as the surplus of the district for the year under review, and this sum adjusted with the deficit of the district on the 31st March 1891 left a debit balance of Rs. 15,400–8–1 on the 31st March 1892. Of this sum, Rs. 15,400 has been treated as loan from Madras, in accordance with paragraph 2 of G.O., No. 287, Marine, dated 8th March 1892, As. 8–1 being retained as deficit balance of the district on that date.

Madura.

Receipts.—In the sum of Rs. 28,026–1–2, receipts for the year, a large sum of Rs. 21,622–7–8 is included, being sale-proceeds of Government securities of the Madura Port fund to the nominal value of Rs. 20,000, as ordered in G.O., No. 287, Financial, dated 8th March 1892, in view to the same being paid to the Pámban Pilotage fund to meet the cost of the dredger *Wenlock*. Excluding this item, the actual receipts of the district for the year under review were Rs. 6,403–9–6 only, being Rs. 3,003–5–3 less than those of 1890–91, the decrease chiefly arising in the share of coasting steamer dues to the extent of Rs. 1,714–14–0, and Rs. 552–7–6 in other vessels dues. There was a slight fall also in miscellaneous receipts, these receipts for the year being Rs. 798 against Rs. 1,226–13–5 in 1890–91. The fees collected during the year were also less than the collections of the previous year by Rs. 435–5–6 and the interest realised was Rs. 188–8–0 more.

Charges.—The charges of the district for the year, which seems to be unusually heavy, include a large payment of Rs. 21,622–7–8 from the Madura District Port fund, being sale-proceeds of its funded capital of the nominal value of Rs. 20,000 to Pámban Pilotage fund to meet cost of dredger, and Rs. 2,853–11–8, its surplus balance on the 31st March 1891, to the same fund in view to reducing the loan from

Tinnevelly Port fund received also to meet the cost of the dredger. Excluding these two special items of charges, charges under contingencies and miscellaneous in Appendix C (ii) amounted to Rs. 1,070–6–1, and the total charges of the district for the year to Rs. 5,912–11–4. Rs. 1,070–6–1 under contingencies and miscellaneous above noticed constitute the ordinary charges of the district. From Appendix C (iii-*b*) it will be observed that there was a decrease in the share of general charges to the extent of Rs. 1,703–10–11, and Rs. 1,446–14–6 in that of lighthouse charges. Public works charges and fees paid during the year amounted very nearly to charges paid on these accounts during 1890–91.

The financial position of the district on the 31st March 1892 has been seriously altered when compared with its position in previous years, and in fact there remained no balance whatever on that date to the credit or the debit of this district (*vide* Appendix C). This was due to the transfer of the Madura surplus including its funded capital to the Pámban Pilotage funds to meet the cost of the dredger. Adjusting the deficit of the year and the opening balance of the district on the 1st April 1891 and the nominal value of its funded capital made over to the Pilotage funds, there remained to the credit of this district a small surplus of Rs. 490–14–2. As there is no object in retaining this small sum as the credit balance of the district after the appropriation of its invested capital towards the cost of the dredger *Wenlock*, this sum also has been transferred to the credit of the Pámban Pilotage in view to reducing the loan from Tinnevelly Port fund. This transfer left no balance to the Madura District Port fund on the 31st March 1892.

Tinnevelly.

Receipts.—Excluding Rs. 70,273–0–11, sale-proceeds of Government securities to the nominal value of Rs. 65,000 sold out of the funded capital of this district to be paid as a loan to the Pámban Pilotage to meet the cost of the dredger *Wenlock*, the receipts of the district for the year under review were only Rs. 31,374–7–9 against Rs. 27,416–14–0 in 1890–91, an increase arising in share of coasting steamer dues to the extent of Rs. 1,353–10–2, Rs. 425–13–10 in other vessels dues, Rupees 528–9–1 in miscellaneous receipts and Rs. 2,199–11–4 in interest realised on Government securities, and a small decrease of Rs. 46–6–1 in fees and Rs. 3–1–7 in the share of general receipts. Deducting Rs. 70,273–0–11, sale-proceeds of Government paper above noticed, the actual miscellaneous receipts of the year were Rs. 11,659–14–1, of which Rs. 10,400–9–3 were pier receipts and the remainder ordinary receipts of the year. The increase in interest was due to a full year's interest on its funded capital having been brought to account in 1891–92, while interest for a portion of the year only was credited in the accounts for 1890–91. There were no special receipts during the year.

Charges.—The charges were considerably in excess of those of the previous year, and this is due to a large payment of Rs. 70,200 as loan to Pámban Pilotage fund to meet cost of the dredger. Excluding this special charge, the charges of the district for the year under review were Rs. 15,291–6–1 against Rs. 19,526–8–8 in 1890–91. A sum of Rs. 4,787–11–8, charges incurred in the latter year for investing in Government securities a portion of the credit balance of the district, accounts for the increase in charges in that year, and excluding this special charge, the ordinary charges of the district in 1890–91 were Rs. 14,738–13–0. It would thus be seen that the ordinary charges of the district for 1890–91 and 1891–92 were Rs. 14,738–13–0 and Rs. 15,291–6–1, respectively, and the excess in charges of Rs. 552–9–1 in the latter year was due to an increase of Rs. 756–13–11 in the share of general administration charges, Rs. 495–3–3 in that of lighthouse charges and Rs. 169–6–11 in establishment charges, and a decrease in charges on account of Port officers and Conservators' salaries to the extent of Rs. 351–2–8, Rs. 319–6–6 in miscellaneous contingent charges, Rs. 191–9–7 in public works charges, and a small sum of Rs. 6–12–3 in fees. The increase and decrease in charges referred to not being excessive in any case, they do not call for any special remarks. On the whole, it may be said that the ordinary charges of the district for 1891–92 were Rs. 552–9–1 less than those of the year previous.

Including the sale-proceeds of Government securities to the nominal value of Rs. 65,000 amounting to Rs. 70,278–0–11 and the loan of Rs. 70,200 paid therefrom to the Pámban Pilotage fund, the transactions of the year resulted in a surplus balance of Rs. 16,656–2–7 (*vide* Appendix C). Adjusting this sum with the amount that stood to the credit of this district including the nominal value of its funded capital on the 1st April 1891, and Rs. 65,000, amount of Government securities by which the funded capital of the district has been reduced, and Rs. 70,200, amount lent to the Pámban Pilotage fund, there remained to the credit of this district on the 31st March 1892 Rs. 1,59,353–6–6. Of this sum, Rs. 55,000 were in Government securities, Rupees 70,200 as loan made to the Pámban Pilotage fund, and Rs. 34,153–6–6 as the surplus cash balance.

MALABAR.

Receipts.—The receipts of this district for 1891–92 were Rs. 79,615–5–4 against Rs. 72,332–3–1, in the previous year, an increase of Rs. 4,457–4–0 arising in port dues, Rs. 3,341–7–7 in interest, and annas 7 in public works receipts and a decrease of Rs. 46–1–3 in general receipts, Rs. 92–15–2 in miscellaneous receipts, and Rs. 510–15–7 in fees, the net result being that the receipts for 1891–92 were Rs. 7,283–2–3 more than those of 1890–91. There were no special receipts during the year.

Charges.—The charges of the year included a large sum of Rs. 75,376–10–11 incurred in purchasing Government securities to the nominal value of Rs. 70,000 as ordered in G.O., No. 211, Financial, dated 26th March 1891. Excluding this special charge, the ordinary charges of the district during the year were Rs. 48,693–10–8. A similar charge to the extent of Rs. 5,145–14–3 was incurred in 1890–91, and the ordinary charges of the district for that year were, therefore, only Rs. 42,381–7–6. It would thus appear that the ordinary charges of the year under review exceeded those of last year by Rs. 6,312–3–2, an increase of Rs. 2,608–15–0 arising in the share of general administration charges and Rs. 4,625–1–3 in that of lighthouse charges, Rs. 18–11–2 under establishment, and Rs. 355–15–11 under miscellaneous contingencies, and a decrease of Rs. 361–5–0 in salaries of Port officers and Conservators, Rs. 937–11–0 in public works charges and Rs. 7–5–2 in fees.

Including the amount paid for the purchase of Government securities above noticed, the transactions of the year resulted in a deficit balance of Rs. 44,455–0–3. Deducting this deficit from the credit balance of the district on the 31st March 1891, including the nominal value of its funded capital, and adding to the net surplus the nominal value of Government securities purchased during the year (*i.e.*, Rs. 70,000), there remained to the credit of this district on the 31st March 1892 Rs. 2,04,748–10–9, of which sum Rs. 1,70,000 constituted Government securities and Rs. 34,748–10–9 surplus cash balance of the district on that date.

SOUTH CANARA.

Receipts.—The receipts of the district for 1891–92 were Rs. 14,525 against Rs. 12,828–7–1 in 1890–91, an increase of Rs. 1,501–15–6 arising in port dues and Rs. 465–3–3 in interest, and a decrease of Rs. 270–9–10 in share of general receipts, miscellaneous receipts and fees. The increase in interest was due to interest received on the additional investment in Government securities of the nominal value of Rs. 7,000 made during the year under review. There were no special receipts during the year.

Charges.—The charges for 1891–92 (*i.e.*, Rs. 17,981–7–10) included Rupees 7,537–11–0, charges incurred in the purchase of Government securities of the nominal value of Rs. 7,000. The only charges, therefore, of the district during the year were Rs. 10,443–12–10. A sum of Rs. 1,094–7–2 having been incurred on the same account in 1890–91, the ordinary charges during that year were Rs. 9,474–6–2. The

ordinary charges for 1891–92 have thus exceeded those of the previous year by a small sum of Rs. 969–6–8, an increase of Rs. 684–15–9 arising in the share of general administration charges, Rs. 931–14–9 in that of lighthouse charges, Rs. 151–12–3 in miscellaneous and contingent charges and Rs. 50–4–5 in fees, and a decrease of Rs. 611–4–6 in establishment and Rs. 238–4–0 in public works charges. With the exception of charges incurred in the purchase of Government securities above noticed, no special charges were incurred in the district during the year under review.

The transactions of the district for 1891–92 including the amount paid for the purchase of Government securities resulted in a deficit of Rs. 3,456–7–10. Deducting this deficit from the credit balance of this district on the 31st March 1891 including its funded capital, and adding to the net surplus Rs. 7,000, the nominal value of Government securities purchased during the year, there remained to the credit of this district on the 31st March 1892 Rs. 36,836–11–6. Of this sum, Rs. 29,000 were in Government securities and Rs. 7,836–11–6 was left as the surplus cash balance of the district on the 31st March 1892.

MADRAS.

Receipts —The receipts of Madras for the year 1891–92 were Rs. 1,25,149–2–7 against Rs. 1,04,844–13–7 in 1890–91 and were Rs. 20,304–5–0 in excess, the increase arising chiefly in port dues to the extent of Rs. 19,576–11–11.

Charges.—The charges of the year 1891–92 were Rs. 1,26,976–0–7 against Rs. 3,26,799–6–1 in 1890–91. Excluding from the former Rs. 50,000 and from the latter 2,62,000, contribution paid to the Harbour Trust Board, the ordinary charges of Madras for 1891–92 and 1890–91 were Rs. 76,976–0–7 and Rs. 64,799–6–1, respectively, the excess charge of Rs. 12,176–10–6 in 1891–92 arising by an increase in the share of general charges to the extent of Rs. 2,953–12–2, Rs. 2,088–3–5 in that of lighthouse charges, Rs. 375–2–7 in pay of Port officers, Rs. 9,083–3–4 in miscellaneous contingent charges and Rs. 360–2–0 in the share of public works charges on Port Office building, and a decrease of Rs. 2,607–7–5 in establishment charges and Rs. 76–5–9 in fees. The excess in charge in salaries of Port officers was due chiefly to payment of acting allowance to Mr. H. D. Baddeley who acted as Deputy Conservator of the Port for the period Commander H. B. Simpson, R.I.M., was employed as Officiating Presidency Port Officer, and the increase in miscellaneous and contingent charges was due to a large payment of Rs. 8,497–11–1, cost of supplying four buoys for the Madras Harbour by the Engineer, Harbour Trust Board. The decrease under establishment was due in a great measure to the abolition of the appointment of boat overseer at this port on pay of Rs. 150 per mensem.

As per statement in G.O., No 287, Financial, dated 8th March 1892, the amount lent by Madras to District Port funds on the 31st March 1892 was Rs. 2,19,677–12–8 and the surplus cash balance Rs. 72,193–7–7. Adding to the former the deficit balance on the 31st March 1891 of Rs. 1,150–12–2 and Rs. 1,569–0–10 of the Vizagapatam and South Arcot District Port funds, respectively, which have been treated as amounts borrowed from Madras from 1st April 1892, the opening balance on 1st April 1892 of the Madras port showed Rs. 2,22,397–9–8 as amount lent to District Port funds — *vide* Appendix C (ix) — and Rs. 69,473–10–7 as surplus cash balance. The transactions of the year resulted in a small deficit of Rs. 1,826–14–0 and a sum of Rs. 8,895–14–7 was credited to this district in the column of adjustment in Appendix C, being interest on loan to District Port funds. Adjusting these sums with the opening balance of Rs. 2,91,871–4–3 including amount lent to District Port funds, there remained to the credit of Madras on the 31st March 1892 Rs. 2,98,940–4–10. Of Rs. 2,22,397–9–8 which represented amount lent to District Port funds on the 1st April 1892, Rs. 13,997–9–8 have been repaid by Ganjam, Vizagapatam, Kistna, South Arcot and Tanjore districts — *vide* Appendix C (ix). The amount lent to District Port funds on the 31st March 1892 was, therefore, Rs. 2,08,400 and the surplus cash balance on that date Rs. 90,540–4–10 (*vide* Appendix C).

Taking a general view of the financial position of the districts on the 31st March 1892 as set forth in Appendix C, it will be observed, that there has been a marked improvement in the state of all the District funds, Ganjam and Madura excepted. The deficit balance of Ganjam on the 31st March 1891 has been continued to 31st March 1892, the deficit of the year's transaction including interest payable to Madras being met by a Provincial contribution. The balance of Madura has been wholly appropriated by the Pámban Pilotage fund in consequence of the heavy charge this latter fund had to bear on account of the initial cost of the dredger *Wenlock*. The Vizagapatam Port fund cleared its small deficit in the beginning of the year and had a surplus of Rs. 8,793–13–1 on the 31st March 1892. The Godávari district had a large surplus during the year, which, added to the small balance that was to its credit in the beginning of the year, left a fair surplus on the 31st March 1892. It is not considered necessary that any portion of the surplus balance of the Vizagapatam district should now be invested in Government securities, as it is desirable that the sum should remain as the working balance on hand to meet the ordinary improvements of the ports in the district. Of the surplus balance of the Godávari district, Rs. 4,000 were invested in Government securities in April 1892. The Kistna district repaid its debt to the extent of Rs. 862–6–2, and the Nellore and Chingleput districts have added much to their already existing balances and are in a very healthy condition. The small deficit of Nellore will be wiped off during the current year from the interest that may be realised on the funded capital of the district. The investment of the South Arcot district has been reduced to the extent of a nominal value of Rs. 3,000 in view to having a working balance on hand and to meet the small deficit of the district on the 31st March 1891 (*vide* G.O., Financial, No. 287, dated 8th March 1892). The Tanjore district, after meeting all charges of the year including interest payable to Madras, repaid its debt to the extent of Rs. 10,221–9–0. The Port fund balance of the Tinnevelly district had a steady rise during the past few years and Rs. 21,856–2–7 were added in the year under review to the balance that was to its credit on the 31st March 1891. Out of the balance of this district, a loan of Rs. 70,200 was made to the Pámban Pilotage fund to meet cost of dredger as noticed in the previous paragraphs. Of the surplus cash balance of Rs. 34,153–6–6 of this district, Rs. 20,000 may be invested in Government securities, the balance being allowed to remain as the working balance of the district. The Malabar and South Canara Port funds have, as usual, gained by the year's transactions Rs. 25,544–15–7 and Rs. 3,543–8–2, respectively, and of Rs. 34,748–10–9 and Rs. 7,836–11–6, the surplus cash balance of the Malabar and South Canara districts, respectively, Rs. 20,000 and 6,000 were invested in Government securities in April 1892. The balance of Madras district was increased by Rs. 7,069–0–7, notwithstanding a large payment of Rs. 50,000 as contribution to Harbour Trust Board, and this increase was chiefly due to adjustment of Rs. 8,895–14–7 to the credit of this district being interest on loans made to District Port funds which had, however, to meet a small deficit of Rs. 1,826–14–0 that resulted by the year's transactions.

From Appendix C it will be observed that the transactions of the Eastern group districts, Western group districts and Madras during the year under review have all resulted in a surplus of Rs. 28,248–14–0, Rs. 29,088–7–11 and Rs. 7,069–0–7, respectively. The transactions, therefore, of Port funds under Act X of 1889 for the year 1891–92 have, on the whole, resulted in a surplus of Rs. 64,406–6–6, which added to the opening balance of Rs. 5,66,427–5–11 amounted to Rs. 6,30,833–12–5 on the 31st March 1892. Of this sum Rs. 3,75,000 formed investment in Government securities, Rs. 70,200 loan to Pámban Pilotage fund and Rs. 1,85,633–12–5 as the cash balance on that date (*vide* Appendix C).

The *plus* and *minus* entries to be made in the District Port fund accounts maintained in the office of the Accountant-General in view to arriving at the amount of receipts and charges for the year of the several District Port funds specified in Appendix C (i) and C (ii) are furnished in Appendix C (x-*a*) and (x-*b*) for the approval of Government.

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

The transactions of the year 1891–92 under this head of account at ports in which the above Act is in force are recorded in Appendix C (vii). The financial

position of this fund at the several ports specified in the appendix referred to is furnished in Appendix C.

COCANADA.

Receipts.—The receipts for 1891–92 were Rs. 18,326–12–11 more than those of the previous year, the increase being due to fees levied for the use of crane newly erected at that port amounting to Rs. 2,338 and also to an increase in the landing and shipping dues collected during the year.

Charges.—Excluding the adjustment made in the accounts of 1890–91 of Rupees 4,649, dredger charges of Cocanada for 1889–90, the charges for the year 1891–92 were Rs. 29,525–10–4 more than those of the former year. The total charges for the year 1891–92 were Rs. 40,718–11–8. A large amount of Rs. 22,567–13–6 on account of cost of a steam crane accounts for this heavy expenditure and other incidental charges incurred in connection with the crane. There were charges on account of establishment and stores and other contingencies connected with this crane which need no special mention here. The balance of charges constituted expenses incurred on account of groynes and the dredgers working at that port.

The transactions of the year 1891–92 resulted in a small deficit of Rs. 1,122–10–0, which sum, adjusted with the balance that remained to the credit of this fund in the beginning of that year, left a credit balance of Rs. 9,576–5–3 on the 31st March 1892.

NEGAPATAM.

Receipts.—The revenue realised from the landing and shipping dues was Rupees 11,316–12–10 and was very nearly equal to that of the year previous. This sum did not comprise receipts of any special nature.

Charges.—The charges, however, for the year under review were Rs. 5,292–7–2 and exceeded those of the previous year by Rs. 2,064–9–2. The cost of construction and other charges connected with the passenger shed newly erected at that port amounted nearly to Rs. 1,597–9–5 and that of a crane to Rs. 1,500. These charges to a great extent account for the heavy expenditure during the year. The balance constitutes charges on account of establishment and other ordinary contingencies including Rs. 416–10–8, cost of removing silt by manual labour.

The surplus of the year was Rs. 6,024–5–8, and, adding this sum to the balance of Rs. 16,811–10–3 standing to the credit of this fund on the 31st March 1892, there remained a balance of Rs. 22,835–15–11 in favour of this fund on the 31st March 1892.

VIZAGAPATAM.

Act III of 1885 was brought into force at this port on the 1st May 1891, and the receipts and charges of the year 1891–92 were Rs. 4,707–5–11 and Rs. 2,491–5–11 respectively. There were no special receipts during the year, and in charges a sum of Rs. 951–9–0 was included, being cost of an anchor. The transactions of the year left a surplus of Rs. 2,216 on the 31st March 1892.

MASULIPATAM.

The above Act was brought into force at this port on the 10th February 1892, and the receipts and charges for 1891–92 were only Rs. 111–10–0 and Rs. 46–10–6, respectively, resulting in a small credit balance of Rs. 64–15–6 on the 31st March 1892.

Pilotage Funds.

The transactions of this fund for the year 1891–92 at Madras, Pámban and Kilakarai, Cochin, and Mangalore are recorded in Appendix C (viii).

The receipts and charges of this fund at the several ports specified above and their financial position on the 31st March 1892 are explained below.

MADRAS.

Receipts.—The pilotage receipts at Madras for 1891–92 were Rs. 31,604 against Rs. 28,673–12–0 in the previous year and showed an increase of Rs. 2,930–4–0.

Charges.—The charges for the year were Rs. 30,613–14–10 and exceeded those of 1890–91 by Rs. 7,501–10–5, the increase being due to a large payment of Rs. 5,991–10–6 for repairing, &c., the Biden Home—*vide* G.O., No. 441, Marine, dated 9th October 1891, and also to a slight increase in contingencies and cost of stores purchased.

The transactions of the year had a surplus of Rs. 990–1–2 only, which, added to the balance of this fund on the 31st March 1891, amounted to Rs. 99,802–14–4. Out of this large surplus, a sum of Rs. 70,000 may be invested in Government securities.

PAMBAN AND KILAKARAI.

Receipts.—The pilotage receipts of this port for this year, *i.e.*, Rs. 2,04,414–13–11, which seem to be unusually large, comprise the following special items of receipts :—

	Rs.	A.	P.
Contribution from Provincial funds towards cost of dredger.	1,00,000	0	0
Loan from Tinnevelly Port Fund to meet cost of dredger .	70,200	0	0
Balance of Madura Port Fund including sale-proceeds of Government securities of the nominal value of Rupees 20,000	24,476	3	4

and the balance of Rs. 9,738–10–7 formed the ordinary receipts of the year.

Charges.—The charges likewise, which appear unusually large, are made up of a large payment of Rs. 1,99,158–1–1 on account of the initial cost of dredger and of Rs. 30,250–0–3 on account of its establishment, contingencies, stores and other working expenses. The remainder forms the ordinary charges of the year on account of allowance of Rs. 100 per mensem to the Port officer, establishment and other ordinary contingencies.

Notwithstanding the large contribution from Provincial Funds and Madura Port Fund towards the cost of the dredger, the transactions of the year, including the initial cost and the working expenses of the dredger, resulted in a deficit of Rupees 21,913–15–5. A sum of Rs. 490–14–2, the balance that was left in favour of Madura Port fund after the appropriation of its previous year's balance including its funded capital, has been transferred to the credit of this fund—*vide* remarks regarding Madura Port fund. The deficit noticed adjusted with this small credit and the balance that stood in favour of this fund on the 31st March 1891 left a small credit balance of Rs. 959–8–6 on the 31st March 1892 ; a loan of Rs. 70,200, borrowed from Tinnevelly Port fund towards cost of dredger, is outstanding against this fund and interest thereon from the date this loan was availed of will be adjusted in the accounts for 1892–93.

COCHIN.

The receipts and charges of the Pilotage fund at this port were Rs. 3,306–3–0 and Rs. 2,154–15–4, respectively, and were very nearly equal to the receipts and charges for the previous year. The surplus of the transactions of 1891–92, *i.e.*, Rs. 1,151–3–8, adjusted with the balance of this fund on the 31st March 1891, amounted to Rs. 16,503–8–10 on the 31st March 1892.

MANGALORE.

The pilotage transactions at this port appeared in the accounts from October 1891. The receipts and charges of the year brought to account and agreed with the books of the Accountant-General amounted to only Rs. 51–8–0 and Rs. 102–11–7, respectively, resulting in a small deficit balance of Rs. 51–3–7 on the 31st March 1892.

SUMMARY.

The statistics for the year 1891–92, as compared with the figures of the preceding year, show in respect to the port of Madras a small increase in the number and tonnage of British coasting vessels and Foreign and Native vessels and a corresponding increase in the amount of port dues paid by them, while in the case of British vessels other than coasting there was a decrease in the number but an increase in Port dues, due to an increase in the tonnage of the vessels that called. In respect to all other ports there was, in the case of British coasting vessels, a decrease in the number but an increase in the tonnage and consequently an increase in port dues, the increase in tonnage apparently indicating that some of the smaller coasting vessels had given place this year to vessels of larger tonnage ; British vessels other than coasting that called this year were also, the majority of them, of much larger tonnage than those that called in the previous year, as in their total number there was a very large decrease, while in the total tonnage there was a very small decrease and in the amount of port dues paid a decrease almost in proportion to the decrease in the tonnage ; in Foreign vessels there was an increase in both number and tonnage and a corresponding increase in port dues ; in Native vessels there was a small decrease in number, tonnage and dues.

The returns of the two years are as under :—

—	Number of vessels.	Tons.	Dues.
Madras.			Rs.
1890–91	721	1,030,968	1,02,101
1891–92	815	1,299,800	1,16,922
Coast Ports.			
1890–91	24,834	5,780,218	1,03,874
1891–92	24,772	5,780,728	2,13,728

and exhibit in the case of Madras an aggregate increase in number, tonnage and dues, and in the case of the coast ports an aggregate increase in tonnage and dues and decrease in number.

The vessels that called at Madras were—British 624 of 1,101,275 tons, paid Rs. 1,06,224 ; Foreign 73 of 92,223 tons, paid dues Rs. 9,378 ; and Native 118 of 16,302 tons, paid dues Rs. 1,320. Those that arrived at the coast ports were—British 3,693 of 5,011,513 tons, paid dues Rs. 1,76,750 ; Foreign 629 of 113,826 tons, paid Rs. 12,127 ; and Native 19,314 of 690,553 tons, paid Rs. 24,851.

The payments in dues averaged from 13 to 25 pies per ton at the port of Madras and from 6 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, 38,212 arrived, 65,761 left ; Tuticorin, 50,115 arrived, 47,053 left ; and Negapatam, 42,041 arrived, 47,332 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, Calicut, Cochin, Cocanada, Tellicherry and Mangalore, as against Tuticorin, Cocanada, Tellicherry, Cochin, Calicut, Mangalore and Negapatam in the previous year.

The weather along the coast was again so far favorable as to permit of shipping and landing operations being carried on uninterruptedly except of course during the south-west monsoon when the West Coast ports remained closed for a part of the year as usual.

There was an increase in the number of casualties to shipping—11 strandings, 2 founderings, 2 collisions and 7 accidents of a miscellaneous character, or a total of 22 as against 3 strandings and 4 founderings or a total of 7 in the previous year. In two cases—the strandings of the British Steamers *Waverley* and *Umtata*, the former in Madras Harbour and the latter on Armeghon Shoal—Courts of Inquiry were held at Madras. No one on board the *Waverley* was found to blame for the accident to that vessel, while in the case of the *Umtata* the master of the vessel was censured for mistaking the Armeghon for the Madras Light. The *Waverley* was refloated with the aid of the Tug *Retriever* from Calcutta, but the *Umtata* was abandoned, all efforts to float her having failed.

The following Marine Acts were passed in the year, viz.:—Act XVII of 1891 (The Deck and Load Lines Act, 1891) and Act XIII of 1891 (an Act to amend the Indian Steam Vessels Act VI of 1891). The former Act came into force on 1st September 1891.

APPENDIX A.

STATEMENT of Wrecks and Casualties which have occurred, or have been reported, at Ports in the Madras Presidency during the official year 1891–92.

Date.	Name of vessel.	Tonnage.	Summary of particulars furnished by the reporting officer.	Finding of the Court of Inquiry.
1891.	*(Stranding).*			
April 8th ..	Native, Batel *Vithal Pussa*; Master, Osman.	75	Arrived at Calicut in a leaky state, and, after discharging her cargo of salt moved into shallow anchorage for safety, but being subsequently abandoned by the crew, she filled and broke to pieces. Loss to vessel, Rs. 4,000.	
	(Miscellaneous).			
,, 19th ..	British Barque *Onaway*; Master, F.-Anderson.	420 $\frac{32}{100}$	While being conducted from the inner harbour to the outer roads at Cochin, the vessel slightly grazed over a lump formed on the bar, causing no loss or damage at all.	
	(Foundering).			
May 21st ..	British Brig *Shagool Hamed*; Master, Cader Sahib.	141	Having exprienced a violent and sudden squall, the vessel capsized and foundered in deep water 30 miles off the land between Kilakarai and Tuticorin. Crew, with the exception of a boy, were saved by Brig of *Dheridetchmy* of Masulipatam.	
	(Stranding).			
,, 31st ..	British S.S. *Duke of Argyll*; Master, W. L. Prentice.	2,457 $\frac{42}{100}$	Slightly touched on the Pulicat shoals but immediately got clear of them without sustaining any damage.	
	(Stranding).			
June 2nd ..	British Brig *Sri Ranganayakulu*; Master, Sykam Subbarayudu.	164 $\frac{58}{100}$	When off Cape Comorin, the vessel drifted under bare poles into 12 fathoms water off Thanakodi, 15 miles east of Rámesvaram, and subsequently became a total wreck. No lives lost. Total loss to the brig and to cargo, Rs. 3,127.	
	(Foundering).			
July 9th ..	Dhoney *Pathar Rahiman*; Master—.	32	Sprang a leak off Kattumavadi, south of Adirámpatnam and foundered. No loss of lives. Loss to dhoney Rs. 1,000, and to cargo Rs. 3,005.	
	(Miscellaneous).			
August 25th ..	British S.S. *Glen Macarthur*; Master, C. McMahon.	2,635	While on the passage from Calcutta to Madras, fire broke out in the forward coal bunker, apparently due to spontaneous combustion and probably assisted by the heat from the donkey boiler, but it was immediately put out. No lives lost. No damage had been sustained by the vessel or cargo.	
	(Stranding).			
,, 27th ..	British S.S. *Asia*; Master, John Kennedy.	181	While proceeding through the Pámban pass, the vessel struck on a rock when nearly abreast of the northernmost beacon on the port side. No damage to ship.	
	(Miscellaneous).			
September 7th ..	British Brig *Carmadoc Cant Fettiveloo*; Master, M. D. Sinda Sahib.	289 $\frac{3}{100}$	While in latitude 10° N, longitude 81° 10′ E., the vessel lost her fore-mast through heavy rolling and was towed to Madras by the S.S. *Bedouin*. Partial loss to vessel, Rs. 1,000.	

Statement of Wrecks and Casualties which have occurred, or have been reported, at Ports, &c.—*cont.*

Date.	Name of vessel.	Tonnage.	Summary of particulars furnished by the Reporting officer.	Finding of the Court of Inquiry.
1891.	*(Stranding).*			
September 28th.	Native Batel *Hoosanee*; Master, Essack.	30$\frac{19}{100}$	While attempting to enter Tuticorin inner harbour at night, the batel ran aground on the northern edge of Orri Par, Tinnevelly coast, but floated after jettisoning 300 cases of kerosine oil. No lives lost. Partial loss of cargo, Rs. 300.	
	(Stranding).			
October 22nd ..	British Patamar, *Purria Dowlat*; Master, Pandoo Singia.	80	Stranded on the southern sand bank forming the entrance to the Cochin river owing to the negligence of the tindal in not hauling up to the northward after passing the northern bar buoy and to the strong southerly set then prevailing.	
	(Miscellaneous).			
November 8th.	British Barque *Lady Agnes*; Master, D. S. Ewan.	356	Having encountered a severe cyclone when on a voyage from Colombo to Balasore, the vessel put into Cocanada dismasted, where, on survey, she was condemned as irreparable. No lives lost. Loss to ship £7,000.	
	(Stranding).			
,, 5th ..	British Padow, *Ramchadprasad Harakhsawai*; Master, Boola Lala.	56$\frac{8}{95}$	Parted from her moorings through stress of weather and came ashore opposite the Custom House, Tellicherry. Loss to cargo Rs. 2,000.	
	(Stranding.)			
November, 21st.	British S. S. *Waverley*; Master, R. Calvert.	2,022	While entering the Madras Harbour, the steamer parted her cable and went on shore on the south side of the harbour, but was got off the ground on the 28th November with the aid of the Tug *Retriever*.	A Court of Inquiry was held at Madras, which considered that the stranding was an accident that could not be said to have been caused by the incompetency or misconduct of any one concerned.
	(Stranding.)			
December, 23rd.	British S.S. *Umlata*; Master, J. Dow.	1,131	While on her way from Calcutta to Madras, this steamer stranded on the Armeghon shoal, the master mistaking Armeghon light for Madras. No loss of lives, total loss of ship and cargo.	A Court of Inquiry was held at Madras, which severely censured the master for not resorting to the great safeguard he had available in his hand lead which, had he used it, would have saved the ship.
	(Collision.)			
,, 31st.	British S.S. *Nizam*; Master, J. F. Leftwich.	2,041	When leaving the Calicut anchorage collided with and upset the Muchwa *Lakshuman Rau* under sail bound to Cochin.	
	(Collision.)			
,, 31st.	British Muchwa *Lakshuman Rau*; Master, Agatha.	22$\frac{1}{2}$	Collided with the S.S. *Nizam* off the Calicut anchorage buoy and was upset bottom upwards and hull damaged through vessel not exhibiting the regulation side lights. The hull being abandoned was subsequently towed in to the Calicut beach. No lives lost. Loss to cargo Rs. 992.	

Statement of Wrecks and Casualties which have occurred, or have been reported, at Ports, &c.—*cont.*

Date.	Name of vessel.	Tonnage.	Summary of particulars furnished by the Reporting officer.	Finding of the Court of Inquiry.
	(Miscellaneous.)			
1892. January, 9th.	British S.S. *Rewa*; Master W. H. S. Loutit.	2,623	Grounded on a patch of sand and mud on the south-east side of the Pulicat shoal, but sustained no injury.	
	(Miscellaneous.)			
,, 10th.	British S.S. *Boldana*; Master, F. Ioely.	2,134	Struck on the north arm of the Madras Harbour through vessel's engines not going astern when required, but sustained no damage.	
	(Stranding.)			
,, 14th.	British Indian Dhoney *Mohomed Buz*; Master, Iyyulu Chenchiah.	231	Stranded owing to unfavorable wind while entering the Hallow Bar, Kristnapatam, and became a total wreck. Loss to vessel Rs. 10,000. No lives lost.	
	(Miscellaneous.)			
,, 29th.	British S.S. *Malveera*; Master, William Kirton.	1,628	Grounded on the Sacramento shoal, but came off without apparently having sustained any damage.	
	(Stranding).			
February, 29th.	British Padao Bhara, *Dowlat Prasad*; Master, Hari.	46$\frac{55}{95}$	While on her way from Calicut to Bombay the vessel ran on the Badarghur rock off Malpe, sprang a leak and filled, but was floated by unloading a part of her cargo and baling out water. No lives lost. Loss to ship Rs. 100, and to cargo Rs. 90.	

ABSTRACT.

Year.	Number of casualties.					Number of lives lost.
	Strandings.	Founderings.	Collisions.	Miscellaneous.	Total.	
1890-91	3	4	..	..	7	..
1891-92	11	2	2	7	22	1
Increase ..	8	..	2	7	15	1
Decrease ..	..	2	..	..	..	..

APPENDIX B.

PARTICULARS of the Trade of the several ports in each district of the Madras Presidency during the official year 1891–92.

Districts.	Ports.	British Vessels. Coasting Steamers. Arrived. In Ballast. Vessels.	Tonnage.	Dues.	With Cargo. Vessels.	Tonnage.	Dues.	With Passengers. Vessels.	Tonnage.	Dues.	Total. Vessels.	Tonnage.	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	1	2,190	307 15 6	113	165,402	10,195 8 0	33	51,481	317 1 0	147	219,083	10,820 8 6
	Calingapatám	1	482	..	76	109,441	134 11 6	58	91,097	1,226 1 0	135	201,020	1,360 12 6
	Béruva	..	..	..	9	13,881	..	32	51,447	..	41	65,328	..
	Púndi	..	..	..	1	2,148	..	..	..	..	1	2,148	..
	Total	2	2,672	307 15 6	199	290,872	10,330 3 6	123	194,035	1,543 2 0	324	487,579	12,181 5 0
Vizagapatam	Vizagapatam	..	..	..	136	211,780	2,163 9 0	110	172,015	3,913 14 0	246	383,795	6,077 7 0
	Bimlipatam	1	181	..	245	386,906	5,539 15 6	..	..	..	246	387,087	5,539 15 6
	Total	1	181	..	381	598,686	7,703 8 6	110	172,015	3,913 14 0	492	770,882	11,617 6 6
Godávari	Cocánada	4	3,476	421 0 6	52	86,070	2,654 7 0	222	343,750	4,849 5 0	278	433,296	7,924 12 6
	Narsápur	..	..	..	..	..	..	..	..	..	..	..	..
	Total	4	3,476	421 0 6	52	86,070	2,654 7 0	222	343,750	4,849 5 0	278	433,296	7,924 12 6
Kistna	Masulipatam	18	25,344	362 4 0	96	139,888	2,066 7 0	125	190,907	4,746 6 0	233	356,139	7,175 1 0
	Nizampatam	..	..	..	..	..	..	..	..	..	..	..	..
	Kottapalem	..	..	..	..	..	..	..	..	..	..	..	..
	Pennamudi	..	..	..	..	..	..	..	..	..	..	..	..
	Moratota	..	..	..	..	..	..	..	..	..	..	..	..
	Baddurapalem	..	..	..	..	..	..	..	..	..	..	..	..
	Gangadipalem	..	..	..	..	..	..	..	..	..	..	..	..
	Ipurupalem	..	..	..	..	..	..	..	..	..	..	..	..
	Motupalli	..	..	..	..	..	..	..	..	..	..	..	..
	Total	18	25,344	362 4 0	96	139,888	2,066 7 0	125	190,907	4,746 6 0	233	356,139	7,175 1 0

APPENDIX B—*cont.*

Districts.	Ports.	British Vessels—*cont.* Coasting Steamers—*cont.* Left. In Ballast. Vessels.	Tonnage.	Dues.	With Cargo. Vessels.	Tonnage.	Dues.	With Passengers. Vessels.	Tonnage.	Dues.	Total. Vessels.	Tonnage.	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	482	..	90	134,354	..	56	84,247	..	147	219,083	..
	Calingapatam	..	..	..	76	107,049	..	58	91,097	..	133	198,146	..
	Béruva	..	..	..	9	13,881	..	32	51,447	..	41	65,328	..
	Púndi	..	..	..	1	2,148	..	..	..	..	1	2,148	..
	Total	1	482	..	175	257,432	..	146	226,791	..	322	484,705	..
Vizagapatam	Vizagapatam	..	..	..	136	211,780	..	110	172,015	..	246	383,795	..
	Bimlipatam	1	181	..	245	386,906	..	..	..	..	246	387,087	..
	Total	1	181	..	381	598,686	..	110	172,015	..	492	770,882	..
Godávari	Cocanada	1	432	..	54	90,265	..	223	342,546	..	278	433,296	..
	Narsápur	..	..	..	..	..	..	..	..	..	..	..	..
	Total	1	482	..	54	90,268	..	223	342,546	..	278	433,296	..
Kistna	Masulipatam	41	62,062	..	87	134,064	..	105	160,013	..	233	356,139	..
	Nizampatam	..	..	..	..	..	..	..	..	..	..	..	..
	Kottapalem	..	..	..	..	..	..	..	..	..	..	..	..
	Pennamudi	..	..	..	..	..	..	..	..	..	..	..	..
	Moratota	..	..	..	..	..	..	..	..	..	..	..	..
	Baddurapalem	..	..	..	..	..	..	..	..	..	..	..	..
	Gangadipalem	..	..	..	..	..	..	..	..	..	..	..	..
	Ipurupalem	..	..	..	..	..	..	..	..	..	..	..	..
	Motupalli	..	..	..	..	..	..	..	..	..	..	..	..
	Total	41	62,062	..	87	134,064	..	105	160,013	..	233	356,139	..

APPENDIX B—*cont.*

British Vessels—*cont.*

Other Vessels (excluding coasting steamers).

Arrived.

Districts.	Ports.	In Ballast.			With Cargo.			Total.		
		Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.
		27	28	29	30	*31	32	33	34	35
				Rs. A. P.			Rs. A. P.			Rs. A. P.
Ganjam	Gopálpur	1	1,495	210 6 0	1	1,428	268 8 0	2	2,928	478 14 0
	Calingapatam	2	3,196	449 7 0	..	..	..	2	3,196	449 7 0
	Bárrva	..	..	..	..	..	..	..	..	..
	Pándi	..	..	..	..	..	..	..	..	..
	Total	3	4,692	660 13 0	1	1,428	268 8 0	4	6,124	928 5 0
Vizagapatam	Vizagapatam	10	13,919	1,305 4 6	10	13,989	1,439 1 6	20	27,908	2,744 6 0
	Bimlipatam	4	6,305	591 1 6	20	29,146	2,038 15 0	24	35,451	2,625 0 6
	Total	14	20,224	1,896 6 0	30	43,135	3,473 0 6	44	63,359	5,369 6 6
Godávari	Cocanada	22	29,734	4,181 5 6	37	62,710	7,236 12 0	59	91,544	12,553 2 6
	Narsápur	..	..	..	..	..	..	..	..	..
	Total	22	29,734	4,181 5 6	37	62,710	7,236 12 0	59	91,544	12,553 2 6
Kistna	Masulipatam	..	..	..	2	3,014	565 2 0	2	3,014	565 2 0
	Nizampatam	..	..	..	..	..	..	..	..	..
	Kottapalem	..	..	..	..	..	..	..	..	..
	Pennumudi	..	..	..	..	..	..	..	..	..
	Moratota	..	..	..	..	..	..	..	..	..
	Boddunimpalem	..	..	..	..	..	..	..	..	..
	Gangadipalem	..	..	..	..	..	..	..	..	..
	Ipurupalem	..	..	..	..	..	..	..	..	..
	Moturpalli	..	..	..	..	..	..	..	..	..
	Total	..	..	..	2	3,014	565 2 0	2	3,014	565 2 0

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APPENDIX B—*cont.*

British Vessels—*cont.*

Other Vessels (excluding Coasting Steamers)—*cont.*

Left

Districts.	Ports.	In Ballast.			With Cargo.			Total.		
		Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.
		39	30	41	42	43	44	45	46	47
				Rs. A. P.			Rs. A. P.			Rs. A. P.
Ganjam	Gopálpur	..	..	..	2	2,928	..	2	2,928	..
	Calingapatam	..	..	..	4	6,070	..	4	6,070	..
	Bárrva	..	..	..	..	..	..	..	..	..
	Pándi	..	..	..	..	..	..	..	..	..
	Total	..	..	..	6	8,998	..	6	8,998	..
Vizagapatam	Vizagapatam	1	1,396	..	18	25,207	..	19	26,117	..
	Bimlipatam	..	..	..	24	35,451	..	24	35,451	..
	Total	1	1,396	..	42	60,658	..	43	61,964	..
Godávari	Cocanada	7	10,304	..	42	59,017	..	49	69,321	..
	Narsápur	..	..	..	..	..	..	..	..	..
	Total	7	10,304	..	42	59,017	..	49	69,321	..
Kistna	Masulipatam	2	3,014	..	..	..	..	2	3,014	..
	Nizampatam	..	..	..	..	..	..	..	..	..
	Kottapalem	..	..	..	..	..	..	..	..	..
	Pennumudi	..	..	..	..	..	..	..	..	..
	Moratota	..	..	..	..	..	..	..	..	..
	Boddunimpalem	..	..	..	..	..	..	..	..	..
	Gangadipalem	..	..	..	..	..	..	..	..	..
	Ipurupalem	..	..	..	..	..	..	..	..	..
	Moturpalli	..	..	..	..	..	..	..	..	..
	Total	2	3,014	..	..	..	..	2	3,014	..

APPENDIX B—*cont.*

Districts.	Ports.	Foreign Vessels.												Arrived.											
		In Ballast.				With Cargo.				Total.				With Passengers.				Total.							
		Vessels.	Tonnage.	Dues.		Vessels.	Tonnage.	Dues.		Vessels.	Tonnage.	Dues.		Vessels.	Tonnage.	Dues.		Vessels.	Tonnage.	Dues.					
				Rs.	A. P.			Rs.	A. P.			Rs.	A. P.			Rs.	A. P.			Rs.	A. P.				
Ganjam	Gopálpur					1	1,392	195	14 3	1	1,392	195	14 3												
	Calingapatam																								
	Bárrva																								
	Púrdi																								
	Total					1	1,392	195	14 3	1	1,392	195	14 3												
Vizagapatam	Vizagapatam													1	1,393	130	9 6	1	1,393	130	9 6				
	Bimlipatam																								
	Total													1	1,393	130	9 6	1	1,393	130	9 6				
Godávari	Cocanada					4	2,080	392	8 0	4	2,080	392	8 0	3	6,968	1,019	0 0	7	8,048	1,411	8 0				
	Narsápur																								
	Total					4	2,080	392	8 0	4	2,080	392	8 0	3	6,968	1,019	0 0	7	8,048	1,411	8 0				
Kistna	Masulipatam																								
	Nizampatam																								
	Koltapalem																								
	Pennamudi																								
	Moraleta																								
	Baddirupalem																								
	Gangadipalem																								
	Ipurupalem																								
	Motupalli																								
	Total																								

APPENDIX B—*cont.*

Districts.	Ports.	Foreign Vessels—*cont.*												Left.											
		In Ballast.				With Cargo.				Total.				With Passengers.				Total.							
		Vessels.	Tonnage.	Dues.		Vessels.	Tonnage.	Dues.		Vessels.	Tonnage.	Dues.		Vessels.	Tonnage.	Dues.		Vessels.	Tonnage.	Dues.					
				Rs.	A. P.			Rs.	A. P.			Rs.	A. P.			Rs.	A. P.			Rs.	A. P.				
Ganjam	Gopálpur																								
	Calingapatam																								
	Bárrva																								
	Púrdi																								
	Total																								
Vizagapatam	Vizagapatam													1	1,392			1	1,392						
	Bimlipatam																								
	Total													1	1,392			1	1,392						
Godávari	Cocanada					2	3,724			2	3,724			5	4,324			7	8,048						
	Narsápur																								
	Total					2	3,724			2	3,724			5	4,324			7	8,048						
Kistna	Masulipatam																								
	Nizampatam																								
	Koltapalem																								
	Pennamudi																								
	Moraleta																								
	Baddirupalem																								
	Gangadipalem																								
	Ipurupalem																								
	Motupalli																								
	Total																								

APPENDIX B—*cont.*

Native Crafts.

Districts.	Ports.	Arrived										Left									
		With Passengers.				Total.						With Passengers.				Total.					
		Dues.		Vessels.	Tonnage.	Dues.		Vessels.	Tonnage.	Dues.		Dues.		Vessels.	Tonnage.	Dues.		Vessels.	Tonnage.	Dues.	
		Rs.	A. P.			Rs.	A. P.			Rs.	A. P.	Rs.	A. P.			Rs.	A. P.			Rs.	A. P.
Ganjam	Gopálpur	37	5 6	..	..	..	..	4	597	37	6 6	..	..	4	597	..	..	4	597	37	6 6
	Chilingapatam	..	..	..	..	..	..	2	327	15	6 3	..	..	..	..	..	..	..	..	..	..
	Bárava	..	..	..	..	..	..	4	362	16	15 6	..	..	..	..	..	..	..	..	..	..
	Púrdi	..	..	..	..	..	..	6	408	11	9 0	..	..	..	..	..	..	..	..	..	..
	Total	37	5 6	..	..	..	..	16	1,694	81	3 3	..	..	4	597	..	..	4	597	37	6 6
Vizagapatam	Vizagapatam	94	12 6	..	..	..	..	14	1,544	96	11 6	..	..	..	..	..	..	..	..	..	..
	Bimlipatam	33	6 9	..	..	..	..	4	767	44	5 9	..	..	..	..	..	..	..	..	..	..
	Total	128	3 3	..	..	..	..	18	2,701	141	1 3	..	..	4	597	..	..	4	597	37	6 6
Godávari	Cocanada	336	2 6	8	1,932	120	12 0	81	13,324	702	7 3	..	..	..	..	..	..	..	..	..	..
	Narsápur	5	12 0	..	..	..	..	10	507	23	15 0	..	..	..	..	..	..	..	..	..	..
	Total	341	14 9	8	1,932	120	12 0	91	13,731	726	6 3	..	..	..	..	..	..	..	..	..	..
Kistna	Masulipatam	261	9 3	..	..	..	..	190	17,786	667	1 4	..	..	..	..	..	..	..	..	..	..
	Nizampatam	30	10 0	..	..	..	..	60	1,252	40	15 3	..	..	..	..	..	..	..	..	..	..
	Kottapalem	11	5 0	..	..	..	..	16	630	26	14 6	..	..	..	..	..	..	..	..	..	..
	Pennamudi	..	..	..	..	..	..	4	51	1	4 0	..	..	..	..	..	..	..	..	..	..
	Moratota	..	..	..	..	..	..	12	259	3	4 6	..	..	..	..	..	..	..	..	..	..
	Baddurumipalem	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	Gangadipalem	..	..	..	..	..	..	2	29	..	..	..	..	..	..	..	..	..	..	..	..
	Injaruvalem	..	..	..	..	..	..	1	136	2	1 3	..	..	..	..	..	..	..	..	..	..
	Motupalli	..	..	..	..	..	..	6	83	..	..	..	..	..	..	..	..	..	..	..	..
	Total	303	8 3	..	..	..	..	296	22,217	731	9 1	..	..	..	..	..	..	..	..	..	..

APPENDIX B—*cont.*

Native Crafts—*cont.*

Districts.	Ports.	In Ballast.						Total.						With Cargo.						Total.			
		With Passengers.				Dues.		Total.				Dues.		With Passengers.				Dues.		Total.			
		Vessels.	Tonnage.	Dues.				Vessels.	Tonnage.	Dues.		Vessels.	Tonnage.	Dues.		Vessels.	Tonnage.	Dues.		Vessels.	Tonnage.	Dues.	
				Rs.	A. P.	Rs.	A. P.			Rs.	A. P.			Rs.	A. P.			Rs.	A. P.			Rs.	A. P.
Ganjam	Gopálpur	..	..	..	..	..	..	2	132	..	..	..	..	..	..	2	132	..	..	2	132	..	..
	Chilingapatam	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	273	..	..	2	273	..	..
	Bárava	..	..	..	..	..	..	..	..	..	..	..	..	..	..	4	362	..	..	4	362	..	..
	Púrdi	..	..	..	..	..	..	1	224	..	..	..	..	..	..	6	408	..	..	6	408	..	..
	Total	..	..	..	..	..	..	3	405	..	..	..	..	..	..	14	1,175	..	..	14	1,175	..	..
Vizagapatam	Vizagapatam	..	..	..	..	..	..	7	826	..	..	..	..	..	..	7	826	..	..	7	826	..	..
	Bimlipatam	..	..	..	..	..	..	2	295	..	..	..	..	..	..	2	295	..	..	2	295	..	..
	Total	..	..	..	..	..	..	9	1,236	..	..	..	..	..	..	9	1,236	..	..	9	1,236	..	..
Godávari	Cocanada	..	..	..	..	..	..	36	4,833	..	..	..	..	..	..	36	4,833	..	..	36	4,833	..	..
	Narsápur	..	..	..	..	..	..	6	270	..	..	..	..	..	..	4	270	..	..	4	270	..	..
	Total	..	..	..	..	..	..	42	5,103	..	..	..	..	..	..	40	5,103	..	..	40	5,103	..	..
Kistna	Masulipatam	..	..	..	..	..	..	13	907	..	..	..	..	..	..	155	16,879	..	..	155	16,879	..	..
	Nizampatam	..	..	..	..	..	..	2	242	..	..	..	..	..	..	9	1,252	..	..	9	1,252	..	..
	Kottapalem	..	..	..	..	..	..	2	508	..	..	..	..	..	..	78	8,630	..	..	78	8,630	..	..
	Pennamudi	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	51	..	..	1	51	..	..
	Moratota	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9	259	..	..	9	259	..	..
	Baddurumipalem	..	..	..	..	..	..	..	..	..	..	..	..	..	..	7	29	..	..	7	29	..	..
	Gangadipalem	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9	136	..	..	9	136	..	..
	Injaruvalem	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	83	..	..	1	83	..	..
	Motupalli	..	..	..	..	..	..	..	..	..	..	..	..	..	..	6	83	..	..	6	83	..	..
	Total	..	..	..	..	..	..	19	1,457	..	..	..	..	..	..	274	18,412	..	..	274	18,412	..	..

23/22/92

APPENDIX B—*cont.*

Total—*cont.*

Districts.	Ports.	Arrived.												Total.									
		With Passengers.						In Ballast.						With Cargo.									
		Vessels.	Tonnage.	Dues.				Vessels.	Tonnage.	Dues.				Vessels.	Tonnage.	Dues.				Vessels.	Tonnage.	Dues.	
		104	106	107				90	100	101				102	103	110				105	106	107	
				Rs.	A.	P.				Rs.	A.	P.				Rs.	A.	P.				Rs.	A.	P.
Ganjam ..	Gopálpur ..	33	61,491	317	1	0		2	3,686	518	5	6		119	168,823	11,532	10	3		154	224,000	11,532	10	3
	Calingapatam ..	58	81,097	1,225	1	0		6	4,095	464	12	3		76	109,441	1,825	8	9		139	204,543	1,825	8	9
	Barúva ..	32	51,447	..	..	..		4	392	16	15	6		9	13,881	16	15	6		45	65,720	16	15	6
	Púndi ..	..	..	..	..	..		6	408	11	9	0		1	2,148	24	3	0		8	2,756	24	3	0
	Total ..	123	194,035	1,543	2	0		17	8,581	1,011	10	8		205	294,293	13,386	11	6		345	496,780	13,386	11	6
Vizagapatam ..	Vizagapatam ..	110	172,015	3,913	14	0		12	14,175	1,307	3	6		158	227,457	6,618	8	6		280	413,647	6,618	8	6
	Bimlipatam ..	..	..	..	..	..		6	6,661	602	0	6		269	418,927	8,539	15	3		276	424,588	8,539	15	3
	Total ..	110	172,015	3,913	14	0		18	20,836	1,909	4	0		427	645,384	17,253	7	9		555	838,235	17,253	7	9
Godávari ..	Cocanada ..	233	354,780	6,106	2	0		61	40,500	5,149	6	6		134	150,832	22,561	14	3		428	589,112	22,561	14	3
	Narsápur ..	..	..	..	..	..		8	415	18	3	0		2	92	23	15	0		10	507	23	15	0
	Total ..	233	354,780	6,106	2	0		69	40,915	5,168	9	6		136	150,924	22,610	13	3		438	546,619	22,610	13	3
Kistna ..	Masulipatam ..	125	190,907	4,746	6	0		133	87,366	757	12	1		172	148,646	8,597	4	4		425	378,939	8,597	4	4
	Nizampatam ..	..	..	..	..	..		7	879	10	5	3		58	873	40	15	3		60	1,252	40	15	3
	Kottapalem ..	..	..	..	..	..		14	443	15	9	9		1	181	26	14	9		15	630	26	14	9
	Pennamudi ..	..	..	..	..	..		3	39	1	4	6		1	12	1	4	0		4	51	1	4	0
	Montalda ..	..	..	..	..	..		12	259	3	4	6		..	..	3	4	6		12	259	3	4	6
	Boddúrumpalem ..	..	..	..	..	..		..	..	..	..	..		..	..	..	..	..		..	..	..	..	..
	Gangadúpalem ..	..	..	..	..	..		..	29	..	..	..		..	..	..	..	..		..	29	..	..	..
	Ipurupalem ..	..	..	..	..	..		2	..	..	..	..		1	127	..	..	..		1	127	..	..	..
	Mobupalli ..	..	..	..	..	..		..	..	..	..	..		..	..	..	..	..		6	83	..	..	..
	Total ..	125	190,907	4,746	6	0		179	88,724	790	4	10		328	149,839	8,597	4	4		525	379,379	8,411	12	1
		2,935	1	3	125			4,746	6	0	625												

APPENDIX B—*cont.*

Total—*cont.*

Districts.	Ports.	Left.												Total.									
		With Passengers.						In Ballast.						With Cargo.									
		Vessels.	Tonnage.	Dues.				Vessels.	Tonnage.	Dues.				Vessels.	Tonnage.	Dues.				Vessels.	Tonnage.	Dues.	
		117	118	119				111	112	113				114	115	116				120	121	122	
				Rs.	A.	P.				Rs.	A.	P.				Rs.	A.	P.				Rs.	A.	P.
Ganjam ..	Gopálpur ..	58	84,247	..	..	..		2	664	..	..	..		56	139,089	..	..	..		116	224,000	..	..	..
	Calingapatam ..	58	91,097	..	..	..		..	..	..	..	..		81	113,446	..	..	..		139	204,543	..	..	..
	Barúva ..	32	51,447	..	..	..		..	..	..	..	..		14	14,243	..	..	..		45	65,690	16	15	6
	Púndi ..	..	..	..	..	..		1	228	..	..	..		7	2,656	..	..	..		8	2,768	24	3	0
	Total ..	146	226,791	..	..	..		4	887	..	..	..		158	269,434	..	..	..		318	496,951	41	2	6
Vizagapatam ..	Vizagapatam ..	110	172,015	..	..	..		8	2,325	..	..	..		221	337,662	..	..	..		279	412,242	..	..	..
	Bimlipatam ..	..	..	..	..	..		3	477	..	..	..		272	424,688	..	..	..		275	424,688	..	..	..
	Total ..	110	172,015	..	..	..		11	2,802	..	..	..		493	762,350	..	..	..		554	836,930	..	..	..
Godávari ..	Cocanada ..	232	353,733	..	..	..		46	10,343	..	..	..		143	170,425	..	..	..		421	538,501	..	..	..
	Narsápur ..	..	..	..	..	..		6	370	..	..	..		4	459	..	..	..		10	459	..	..	..
	Total ..	232	353,733	..	..	..		52	10,713	..	..	..		147	170,884	..	..	..		431	538,960	..	..	..
Kistna ..	Masulipatam ..	105	160,013	..	..	..		61	63,683	..	..	..		242	150,806	..	..	..		408	376,802	..	..	..
	Nizampatam ..	..	..	..	..	..		3	242	..	..	..		8	461	..	..	..		11	693	..	..	..
	Kottapalam ..	..	..	..	..	..		3	508	..	..	..		75	995	..	..	..		80	1,303	..	..	..
	Pennamudi ..	..	..	..	..	..		..	..	..	..	..		1	8	..	..	..		1	8	..	..	..
	Montalda ..	..	..	..	..	..		..	..	..	..	..		9	167	..	..	..		9	167	..	..	..
	Boddúrumpalem ..	..	..	..	..	..		..	..	..	..	..		7	109	..	..	..		7	109	..	..	..
	Gangadúpalem ..	..	..	..	..	..		..	..	..	..	..		9	133	..	..	..		9	133	..	..	..
	Ipurupalem ..	..	..	..	..	..		..	..	..	..	..		1	127	..	..	..		1	127	..	..	..
	Mobupalli ..	..	..	..	..	..		..	..	..	..	..		6	83	..	..	..		6	83	..	..	..
	Total ..	105	160,013	..	..	..		69	66,533	..	..	..		361	1,539,479	..	..	..		532	379,425	..	..	..

APPENDIX B—*cont.*

Districts.	Ports.	In Ballast.			With Passengers.			Total.		
		Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.
1	2	3	4	5	6	7	8	9	10	11
				Rs. A. P.			Rs. A. P.			Rs. A. P.
Nellore ..	Kodapatam ..	..	..	..	3	4,704	..	3	4,704	..
	Hamilkala ..	..	..	..	..	..	..	..	..	..
	Krishnapatam ..	..	..	..	..	..	..	..	..	..
	Dugarajapatam ..	..	..	..	..	..	..	..	..	..
	Total ..	..	..	..	3	4,704	..	3	4,704	..
Chingleput ..	Pulicat ..	..	..	..	..	..	..	..	..	..
	Ennore ..	..	..	..	..	..	..	..	..	..
	Total ..	..	..	..	..	..	..	..	..	..
South Arcot ..	Cuddalore ..	..	..	..	115	160,145	..	115	160,145	..
	Porto Novo ..	..	..	..	6	11,858	..	6	11,858	..
	Total ..	..	..	..	121	168,950	..	121	168,950	4,604 0 6
					6	11,858		6	11,858	..
		..	..	..	127	180,808	..	127	180,808	4,604 0 6
Tanjore ..	Tirumalairayanpatnam ..	..	..	..	18	15,158	..	18	15,158	298 0 6
	Tranquebar ..	..	..	..	17	18,709	..	24	18,709	..
	Negore ..	7	1,568	..	..	..	..	..	..	..
	Negapatam ..	..	..	..	149	230,152	7,005 8 0	282	402,352	15,191 9 0
	Velanganny ..	..	..	..	..	..	..	..	..	..
	Topputrai ..	..	..	..	..	..	..	..	..	..
	Muttupet ..	..	..	..	..	..	..	..	..	..
	Adirampatnam ..	..	..	..	..	..	..	..	..	..
	Ammapatnam ..	..	..	..	..	..	..	..	..	..
	Kottaipatnam ..	..	..	..	..	..	..	..	..	..
	Total ..	7	1,568	..	184	263,451	..	324	437,319	16,489 9 6

APPENDIX B—*cont.*

Districts.	Ports.	In Ballast.			With Passengers.			Total.		
		Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.
1	2	3	4	5	6	7	8	9	10	11
				Rs. A. P.			Rs. A. P.			Rs. A. P.
Nellore ..	Kodapatam ..	..	..	..	3	4,704	..	3	4,704	..
	Hamilkala ..	..	..	..	..	..	..	..	..	..
	Krishnapatam ..	..	..	..	..	..	..	..	..	..
	Dugarajapatam ..	..	..	..	..	..	..	..	..	..
	Total ..	..	..	..	3	4,704	..	3	4,704	..
Chingleput ..	Pulicat ..	..	..	..	..	..	..	..	..	..
	Ennore ..	..	..	..	..	..	..	..	..	..
	Total ..	..	..	..	..	..	..	..	..	..
South Arcot ..	Cuddalore ..	3	6,191	..	103	159,345	..	106	165,536	..
	Porto Novo ..	..	..	..	6	11,858	..	6	11,858	..
	Total ..	3	6,191	..	109	171,203	..	112	177,394	4,604 0 6
Tanjore ..	Tirumalairayanpatnam ..	..	..	..	15	15,158	..	15	15,158	298 0 6
	Tranquebar ..	1	180	..	16	18,529	..	17	18,709	..
	Negore ..	..	..	..	..	..	..	..	..	..
	Negapatam ..	10	13,671	..	181	268,784	..	191	282,455	15,191 9 0
	Velanganny ..	..	..	..	..	..	..	..	..	..
	Topputrai ..	..	..	..	..	..	..	..	..	..
	Muttupet ..	..	..	..	..	..	..	..	..	..
	Adirampatnam ..	..	..	..	..	..	..	..	..	..
	Ammapatnam ..	..	..	..	..	..	..	..	..	..
	Kottaipatnam ..	..	..	..	..	..	..	..	..	..
	Total ..	11	13,851	..	212	297,946	..	223	311,797	15,489 9 6

APPENDIX B—*cont.*

British Vessels—*cont.*

Other Vessels (excluding Coasting Steamers).

Arrived.

Districts.	Ports.	In Ballast.			With Cargo.			With Passengers.			Total.		
		Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.
				Rs. A. P.			Rs. A. P.			Rs. A. P.			Rs. A. P.
Nellore	Kottapatam	..	..	..	..	..	..	..	..	..	..	..	..
	Hamiksala	..	..	..	..	..	..	..	..	..	..	..	..
	Kristnapatam	..	..	..	..	..	..	..	..	..	..	..	..
	Dugarajapatam	..	..	..	..	..	..	..	..	..	..	..	..
	Total	..	..	..	..	..	..	..	..	..	..	..	..
Chingleput	Pulicat	..	..	..	..	..	..	..	..	..	..	..	..
	Ennore	..	..	..	..	..	..	..	..	..	..	..	..
	Total	..	..	..	..	..	..	..	..	..	..	..	..
South Arcot	Cuddalore	..	..	..	..	..	..	..	..	..	..	..	..
	Porto Novo	..	..	..	..	..	..	..	..	..	..	..	..
	Total	..	..	..	..	..	..	..	..	..	..	..	..
Tanjore	Tirumalavasal	..	..	..	..	..	..	2	2,904	644 8 0	2	2,904	644 8 0
	Tranquebar	..	..	..	..	..	..	..	..	..	..	..	..
	Negore	..	..	..	..	..	..	37	63,552	8,812 15 6	37	63,552	8,812 15 6
	Negoptam	..	..	..	..	..	..	..	..	..	..	..	..
	Velanganny	..	..	..	..	..	..	..	..	..	..	..	..
	Topekarai	..	..	..	..	..	..	..	..	..	..	..	..
	Mutupet	..	..	..	..	..	..	..	..	..	..	..	..
	Adirampatam	..	..	..	..	..	..	..	..	..	..	..	..
	Annapedram	..	..	..	..	..	..	..	..	..	..	..	..
	Kottaipatnam	..	..	..	..	..	..	..	..	..	..	..	..
	Total	..	..	..	..	..	..	39	66,456	9,457 7 6	39	66,456	9,457 7 6

Districts.	Ports.	In Ballast.			With Cargo.			With Passengers.			Total.		
		Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.
				Rs. A. P.			Rs. A. P.			Rs. A. P.			Rs. A. P.
Nellore	Kottapatam	..	..	..	..	..	..	..	..	..	..	..	..
	Hamiksala	..	..	..	..	..	..	..	..	..	..	..	..
	Kristnapatam	..	..	..	..	..	..	..	..	..	..	..	..
	Dugarajapatam	..	..	..	..	..	..	..	..	..	..	..	..
	Total	..	..	..	..	..	..	..	..	..	..	..	..
Chingleput	Pulicat	..	..	..	..	..	..	..	..	..	..	..	..
	Ennore	..	..	..	..	..	..	..	..	..	..	..	..
	Total	..	..	..	..	..	..	..	..	..	..	..	..
South Arcot	Cuddalore	..	..	..	..	..	..	..	..	..	..	..	..
	Porto Novo	..	..	..	..	..	..	..	..	..	..	..	..
	Total	..	..	..	..	..	..	..	..	..	..	..	..
Tanjore	Tirumalavasal	..	..	..	..	..	..	..	..	..	..	..	..
	Tranquebar	..	..	..	..	..	..	..	..	..	..	..	..
	Negore	..	..	..	..	..	..	..	..	..	..	..	..
	Negoptam	..	..	..	..	..	..	..	..	..	..	..	..
	Velangenny	..	..	..	..	..	..	..	..	..	..	..	..
	Topekarai	..	..	..	..	..	..	..	..	..	..	..	..
	Mutupet	..	..	..	..	..	..	..	..	..	..	..	..
	Adirampatam	..	..	..	..	..	..	..	..	..	..	..	..
	Annapedram	..	..	..	..	..	..	..	..	..	..	..	..
	Kottaipatnam	..	..	..	..	..	..	..	..	..	..	..	..
	Total	..	..	..	..	..	..	..	..	..	..	..	..

APPENDIX B—*cont.*

British Vessels—*cont.*

Other Vessels (excluding Coasting Steamers)—*cont.*

Left.

Districts.	Ports.	In Ballast.			With Cargo.			With Passengers.			Total.		
		Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.
				Rs. A. P.			Rs. A. P.			Rs. A. P.			Rs. A. P.
Nellore	Kottapatam	..	..	..	..	..	..	..	..	..	..	..	..
	Hamiksala	..	..	..	..	..	..	..	..	..	..	..	..
	Kristnapatam	..	..	..	..	..	..	..	..	..	..	..	..
	Dugarajapatam	..	..	..	..	..	..	..	..	..	..	..	..
	Total	..	..	..	..	..	..	..	..	..	..	..	..
Chingleput	Pulicat	..	..	..	..	..	..	..	..	..	..	..	..
	Ennore	..	..	..	36	64,455	..	2	2,904	..	38	67,357	..
	Total	..	..	..	36	64,455	..	2	2,904	..	38	67,357	..
South Arcot	Cuddalore	..	..	..	..	..	..	..	..	..	..	..	..
	Porto Novo	..	..	..	..	..	..	..	..	..	..	..	..
	Total	..	..	..	..	..	..	..	..	..	..	..	..
Tanjore	Tirumalavasal	..	..	..	..	..	..	..	..	..	..	..	..
	Tranquebar	..	..	..	..	..	..	..	..	..	..	..	..
	Negore	..	..	..	..	..	..	..	..	..	..	..	..
	Negoptam	..	..	..	..	..	..	..	..	..	..	..	..
	Velangenny	..	..	..	..	..	..	..	..	..	..	..	..
	Topekarai	..	..	..	..	..	..	..	..	..	..	..	..
	Mutupet	..	..	..	..	..	..	..	..	..	..	..	..
	Adirampatam	..	..	..	..	..	..	..	..	..	..	..	..
	Annapedram	..	..	..	..	..	..	..	..	..	..	..	..
	Kottaipatnam	..	..	..	..	..	..	..	..	..	..	..	..
	Total	..	..	..	36	64,455	..	2	2,904	..	38	67,357	..

Districts.	Ports.	In Ballast.			With Cargo.			With Passengers.			Total.		
		Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.
				Rs. A. P.			Rs. A. P.			Rs. A. P.			Rs. A. P.
Nellore	Kottapatam	..	..	..	..	..	..	..	..	..	..	..	..
	Hamiksala	..	..	..	..	..	..	..	..	..	..	..	..
	Kristnapatam	..	..	..	..	..	..	..	..	..	..	..	..
	Dugarajapatam	..	..	..	..	..	..	..	..	..	..	..	..
	Total	..	..	..	..	..	..	..	..	..	..	..	..
Chingleput	Pulicat	..	..	..	..	..	..	..	..	..	..	..	..
	Ennore	..	..	..	..	..	..	..	..	..	..	..	..
	Total	..	..	..	..	..	..	..	..	..	..	..	..
South Arcot	Cuddalore	..	..	..	..	..	..	..	..	..	..	..	..
	Porto Novo	..	..	..	..	..	..	..	..	..	..	..	..
	Total	..	..	..	..	..	..	..	..	..	..	..	..
Tanjore	Tirumalavasal	..	..	..	..	..	..	..	..	..	..	..	..
	Tranquebar	..	..	..	..	..	..	..	..	..	..	..	..
	Negore	..	..	..	..	..	..	..	..	..	..	..	..
	Negoptam	..	..	..	..	..	..	..	..	..	..	..	..
	Velangenny	..	..	..	..	..	..	..	..	..	..	..	..
	Topekarai	..	..	..	..	..	..	..	..	..	..	..	..
	Mutupet	..	..	..	..	..	..	..	..	..	..	..	..
	Adirampatam	..	..	..	..	..	..	..	..	..	..	..	..
	Annapedram	..	..	..	..	..	..	..	..	..	..	..	..
	Kottaipatnam	..	..	..	..	..	..	..	..	..	..	..	..
	Total	..	..	..	..	..	..	..	..	..	..	..	..

APPENDIX B—*cont.*

Foreign Vessels.

Arrived.

Districts.	Ports.	In Ballast.			With Cargo.			With Passengers.			Total.		
		Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.
				Rs. A. P.			Rs. A. P.			Rs. A. P.			Rs. A. P.
Nellore	Kottapatam												
	Ilamukkala												
	Kistnapatam												
	Dugarajapatam												
	Total												
Chingleput	Pulicat												
	Ennore												
	Total												
South Arcot	Cuddalore												
	Porto Novo	2	2,077	194 11 6							2	2,077	194 11 6
	Total	2	2,077	194 11 6							2	2,077	194 11 6
Tanjore	Tirumalaivasal												
	Tranquebar												
	Negore				1	1,31	362 1 0				1	1,31	362 1 0
	Negapatam												
	Velanganny												
	Topetorai												
	Mutrapé												
	Adirámpatnam												
	Ammapatnam												
	Kottapatnam												
	Total				1	2	362 1 0				1	2	362 1 0
		51	52	53	34	36	39				85	88	92

Districts.	Ports.	In Ballast.			With Cargo.			With Passengers.			Total.		
		Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.
				Rs. A. P.			Rs. A. P.			Rs. A. P.			Rs. A. P.
Nellore	Kottapatam												
	Ilamukkala												
	Kistnapatam												
	Dugarajapatam												
	Total												
Chingleput	Pulicat												
	Ennore												
	Total												
South Arcot	Cuddalore												
	Porto Novo												
	Total												
Tanjore	Tirumalaivasal												
	Tranquebar												
	Negore												
	Negapatam												
	Velanganny												
	Topetorai												
	Mutrapé												
	Adirámpatnam												
	Ammapatnam												
	Kottapatnam												
	Total												
		63	64	65	2	2,077	2				65	2,141	67

APPENDIX B—*cont.*

Foreign Vessels—*cont.*

Left.

Districts.	Ports.	In Ballast.			With Cargo.			With Passengers.			Total.		
		Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.
				Rs. A. P.			Rs. A. P.			Rs. A. P.			Rs. A. P.
Nellore	Kottapatam												
	Ilamukkala												
	Kistnapatam												
	Dugarajapatam												
	Total												
Chingleput	Pulicat												
	Ennore												
	Total												
South Arcot	Cuddalore												
	Porto Novo				2	2,077					2	2,077	
	Total				2	2,077					2	2,077	
Tanjore	Tirumalaivasal												
	Tranquebar												
	Negore				7	13,506					7	13,506	
	Negapatam												
	Velanganny												
	Topetorai												
	Mutrapé												
	Adirámpatnam												
	Ammapatnam												
	Kottapatnam												
	Total				7	13,506					7	13,506	
		63	64	65	9	15,583	2				72	15,647	74

APPENDIX B—*cont.*

Arrived.

Districts.	Ports.	In Ballast.				With Cargo.				Total.			
		Vessels.	Tonnage.	Dues.		Vessels.	Tonnage.	Dues.		Vessels.	Tonnage.	Dues.	
		75	76		Rs. A. P. 27	78	79		Rs. A. P.	153	155		Rs. A. P.
Nellore	Kottapatam	3	43		9 13 6	82	982			85	1,025		9 13 6
	Ramakkah	...	...		...	1	48			1	48		...
	Kodapatam	9	1,494		40 13 9	...	...			9	1,494		40 13 9
	Dugarajapatam	...	...		...	1	125			1	125		...
	Total	12	1,480		41 13 3	84	1,155			96	2,692		41 13 3
Chingleput	Pollicat	...	...		...	...	...			...	...		...
	Enore	...	...		...	...	...			...	...		...
	Total	...	...		...	...	...			...	...		...
South Arcot	Cuddalore	8	941		37 12 0	40	3,068			48	4,009		37 12 0
	Porto Novo	15	2,392		46 10 1	54	4,703			69	7,095		46 10 1
	Total	23	3,343		83 6 10	94	10,011			117	11,104		83 6 10
Tanjore	Tirumalvasal	2	262		15 12 3	6	765			8	1,027		15 12 3
	Tranquebar	7	1,790		14 8 5	8	1,260			15	3,050		14 8 5
	Nagore	2	620		18 6 11	23	2,777			25	3,397		18 6 11
	Negapatam	27	11,135		239 2 6	213	23,589			240	34,724		239 2 6
	Velleiyanny	8	922		43 3 10	13	1,044			21	1,966		43 3 10
	Tondiral	3	4,115		28 3 2	43	1,459			46	5,574		28 3 2
	Matiyel	216	3,041		68 7 4	44	4,088			260	7,129		68 7 4
	Adiraimpatnam	91	3,690		58 10 11	69	4,479			160	8,169		58 10 11
	Ammapattinam	45	961		40 11 11	14	1,068			59	2,029		40 11 11
	Koltapatnam	23	78		2 12 8	12	1,088			35	1,166		2 12 8
	Total	414	25,170		736 1 11	437	45,587			851	70,757		736 1 11

APPENDIX B—*cont.*

Native Crafts—*cont.*

Left.

Districts.	Ports.	In Ballast.				With Cargo.				Total.			
		Vessels.	Tonnage.	Dues.		Vessels.	Tonnage.	Dues.		Vessels.	Tonnage.	Dues.	
		87	98		Rs. A. P. 39	60	91		Rs. A. P. 6	147	189		Rs. A. P. 45
Nellore	Kottapatam	39	633		...	...	...		...	39	633		...
	Ramakkah	1	48		...	...	...		...	1	48		...
	Kodapatam	8	1,248		...	...	...		...	8	1,248		...
	Dugarajapatam	1	125		...	...	...		...	1	125		...
	Total	39	2,054		...	...	...		...	49	2,054		...
Chingleput	Pollicat	...	...		...	...	...		...	...	...		...
	Enore	...	...		...	...	...		...	...	...		...
	Total	...	...		...	...	...		...	...	...		...
South Arcot	Cuddalore	4	667		31 4 3	43	3,068		6	47	3,735		37 4 3
	Porto Novo	21	2,903		10 2 6	58	4,703		6	79	7,606		10 2 6
	Total	25	3,570		41 7 3	101	7,771		12	126	11,341		53 7 3
Tanjore	Tirumalvasal	2	303		...	8	765		...	10	1,068		...
	Tranquebar	4	631		...	11	1,260		...	15	1,891		...
	Nagore	12	1,833		...	13	2,777		...	25	4,610		...
	Negapatam	76	10,630		...	293	23,589		...	369	34,219		...
	Velleiyanny	...	...		...	18	1,044		...	18	1,044		...
	Topengal	104	1,703		...	81	1,459		...	185	3,162		...
	Manpet	5	627		...	119	4,088		...	124	4,715		...
	Adiraimpatnam	58	2,731		...	92	4,479		...	150	7,210		...
	Ammapattinam	12	367		...	29	1,068		...	41	1,435		...
	Koltapatnam	4	210		4 12 6	23	2,088		...	27	2,298		4 12 6
	Total	247	18,904		4 12 6	685	50,517		6	932	69,421		4 12 6

APPENDIX B—*cont.*

Total

Arrived

Districts.	Ports.	With Cargo.			With Passengers.			Total.			In Ballast.			Left			Total—*cont.*		
		Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.
				Rs. A. P.			Rs. A. P.			Rs. A. P.			Rs. A. P.			Rs. A. P.			Rs. A. P.
Kellore	Kottapatam	85	5,036	38 5 6	..	..	..	38	5,728	39 3 0	..	42	0 13 6	..	..	..	38	5,728	39 3 0
	Ilamikkals	3	48	3 0 0	..	..	..	1	48	3 0 0	..	..	..	..	..	..	1	48	3 0 0
	Krishnapatam	..	..	..	..	..	..	9	1,424	40 15 9	..	1,424	40 15 9	..	..	..	9	1,424	40 15 9
	Dugarajapatam	1	125	..	..	..	..	1	125	..	..	..	..	..	..	..	1	125	..
	Total	89	5,209	41 5 6	..	..	..	49	7,325	83 2 9	..	1,466	41 13 3	..	..	..	49	7,325	83 2 9
Chingleput	Pulicat	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	Ennore	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	Total	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
South Arcot	Cuddalore	105	171,672	4,908 13 6	5	3,264	43 7 0	110	186,611	6,961 11 3	45	10,675	949 6 9	..	..	..	155	197,286	7,911 1 0
	Porto Novo	60	13,561	240 8 6	36	64,435	572 0 6	111	85,288	858 3 1	16	2,292	45 10 1	..	..	..	127	87,580	903 13 2
	Total	165	185,233	5,149 2 0	41	67,699	615 7 6	221	270,799	6,819 14 4	61	12,967	995 0 10	..	..	..	282	284,866	8,815 14 2
Tanjore	Tirumalavasal	36	15,923	324 7 0	2	342	21 6 0	28	16,617	361 10 0	2	252	16 12 2	..	..	..	30	16,869	378 6 2
	Tranquebar	25	19,401	78 7 0	2	2,904	344 8 0	41	24,993	695 7 6	44	4,488	14 8 6	..	..	..	85	29,481	709 15 6
	Nagore	53	2,777	129 14 3	1	310	19 14 9	96	3,622	186 3 11	9	536	16 6 11	..	..	..	105	4,158	202 10 10
	Negapatam	269	288,840	11,718 2 0	254	247,968	16,508 13 6	701	559,365	28,807 7 6	78	12,557	880 8 6	..	..	..	779	571,922	29,688 0 0
	Velangany	10	1,044	45 4 6	..	..	..	18	1,966	108 8 4	8	924	43 3 10	..	..	..	26	2,890	151 12 2
	Topetural	49	1,402	84 3 9	99	2,179	40 11 9	884	7,753	153 1 8	916	4,115	28 2 9	..	..	..	1,800	11,868	181 4 5
	Manpet	44	4,098	183 3 3	23	3,143	83 11 6	158	10,576	351 6 1	91	3,041	98 7 4	..	..	..	249	13,617	449 13 5
	Adirampatnam	55	4,679	110 14 6	70	4,877	138 10 0	174	12,445	385 3 6	45	3,059	96 10 11	..	..	..	219	15,504	481 14 5
	Annapatnam	14	1,068	40 9 8	18	770	28 15 4	55	2,739	110 2 11	23	902	40 14 11	..	..	..	78	3,641	150 11 3
	Kottaipatnam	12	1,003	43 13 8	15	1,652	44 13 9	31	2,818	91 8 1	4	78	2 12 8	..	..	..	35	2,896	94 5 9
	Total	1,139	320,167	12,796 0 4	484	288,457	17,431 3 1	1,506	615,794	31,170 11 4	483	28,170	937 7 11	..	..	..	1,989	648,964	32,108 3 3

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APPENDIX B—*cont.*

Total—*cont.*

Left

Districts.	Ports.	With Cargo.			With Passengers.			Total.			In Ballast.			Left			Total—*cont.*		
		Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.
				Rs. A. P.			Rs. A. P.			Rs. A. P.			Rs. A. P.			Rs. A. P.			Rs. A. P.
Kellore	Kottapatam	29	633	..	..	..	..	38	6,728	..	..	..	..	..	..	..	38	6,728	..
	Ilamikkals	1	48	..	..	..	..	1	48	..	..	..	..	..	..	..	1	48	..
	Krishnapatam	8	1,248	..	..	..	..	8	1,248	..	..	..	..	..	..	..	8	1,248	..
	Jugarajapatam	1	125	..	..	..	..	1	125	..	..	..	..	..	..	..	1	125	..
	Total	39	2,054	..	..	..	..	48	7,149	..	..	..	..	..	..	..	48	7,149	..
Chingleput	Pulicat	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	Ennore	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	Total	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
South Arcot	Cuddalore	8	7,189	31 4 3	..	..	..	180	185,556	38 8 5	..	..	..	..	..	..	180	185,556	38 8 5
	Porto Novo	21	2,203	10 3 0	..	..	..	119	85,603	148 6 6	..	..	..	..	..	..	119	85,603	148 6 6
	Total	29	9,392	41 7 3	..	..	..	299	2,70,580	186 14 9	..	..	..	..	..	..	299	2,70,580	186 14 9
Tanjore	Tirumalavasal	2	303	..	..	..	..	28	16,617	..	..	..	..	..	..	..	28	16,617	..
	Tranquebar	5	711	..	..	..	..	41	24,993	..	..	..	..	..	..	..	41	24,993	..
	Nagore	12	1,833	..	..	..	..	24	3,402	..	..	..	..	..	..	..	24	3,402	..
	Negapatam	86	24,320	..	179	1,60,113	..	701	5,81,372	..	..	..	..	..	..	..	701	5,81,372	..
	Velangany	..	..	..	..	..	..	18	1,966	..	..	..	..	..	..	..	18	1,966	..
	Topetural	104	1,763	..	150	3,697	39 0 9	365	7,690	76 9 3	..	..	..	..	..	..	365	7,690	76 9 3
	Manpet	5	527	..	19	2,406	..	142	9,935	..	..	..	..	..	..	..	142	9,935	..
	Adirampatnam	28	2,731	..	62	3,184	..	172	12,350	..	..	..	..	..	..	..	172	12,350	..
	Annapatnam	12	367	..	15	380	..	56	2,625	..	..	..	..	..	..	..	56	2,625	..
	Kottaipatnam	4	210	..	3	366	..	30	2,716	..	..	..	..	..	..	..	30	2,716	..
	Total	258	32,755	4 12 6	428	2,09,344	39 0 9	1,577	6,13,765	80 5 9	483	28,170	937 7 11	..	..	..	2,060	6,41,935	1,018 1 8

APPENDIX B—*cont.*

British Vessels.

Coasting Steamers.

Arrived.

Districts.	Ports.	With Cargo.			With Passengers.			Total.		
		Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.
1	2	3	4	5	6	7	8	9	10	11
				Rs. A. P.			Rs. A. P.			Rs. A. P.
Madura ..	Pámban	1	332	..	100	26,177	1,349 1 0	101	26,499	1,349 1 0
	Kilakarai	..	..	..	..	..	..	..	..	..
	Devipatnam	17	3,679	..	20	5,168	..	37	15,327	..
	Tondi	..	..	..	..	..	..	..	..	..
	Total ..	18	4,011	..	120	31,345	1,349 1 0	138	39,826	1,349 1 0
Tinnevelly ..	Tuticorin	1	1,734	..	184	84,963	11,581 6 0	185	86,697	11,581 6 0
	Kilakarai	3	4,435	..	90	23,907	..	93	28,342	..
	Kayalpatnam	..	..	..	2	2,397	..	2	..	..
	Total ..	4	6,169	..	276	111,267	11,581 6 0	280	115,133	11,581 6 0
Malabar ..	Cannanore	1	11	..	127	201,065	..	128	201,076	..
	Tellicherry	..	..	..	139	218,029	..	139	218,029	..
	Kollal	..	..	..	51	104,295	..	51	104,295	..
	Badagara	..	..	..	..	..	..	..	..	..
	Quilandy	..	..	..	180	313,038	..	180	313,038	..
	Calicut	..	..	..	2	2,958	..	2	2,958	..
	Beypore	..	..	..	..	..	..	..	..	..
	Tellicherry	..	..	..	9	14,959	..	9	14,959	..
	Pondani	..	..	..	..	..	..	..	..	..
	Chavakkád	..	..	..	153	268,016	..	153	268,016	..
	Cochin	1	2,564	..	1	1,021	2 0	2	3,585	2 0
	Total ..	2	2,575	..	662	1,125,381	2 0	664	1,133,956	2 0
South Canara ..	Mangalore	1	154	..	3	4,678	..	4	4,832	..
	Mooky	..	..	..	..	..	..	..	..	..
	Manjeshwar	..	..	..	..	..	..	..	..	..
	Kumbla	..	..	..	..	..	..	..	..	..
	Kásargod	1	11	..	..	..	..	1	11	..
	Malpe	..	..	..	115	43,594	416 9 11	116	43,605	4 15 9 11
	Bárkur	..	..	..	105	38,765	1,137 13 1	107	38,788	1,137 13 1
	Coondapoor	..	..	..	..	..	..	..	..	..
	Basidur	3	28	..	..	..	..	3	28	..
	Total ..	7	198	..	223	87,037	1,554 2 12	230	87,235	1,554 2 12
Madras ..	Madras	3	..	..	378	241,130	..	381	241,130	..
	Total ..	3	..	..	378	241,130	..	381	241,130	..

Districts.	Ports.	In Ballast.			Total.		
		Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.
1	2	3	4	5	6	7	8
				Rs. A. P.			Rs. A. P.
Madura ..	Pámban	3	370	..	104	26,869	1,349 1 0
	Kilakarai	..	..	..	..	..	..
	Devipatnam	19	5,245	..	37	15,327	..
	Tondi	..	..	..	..	..	..
	Total ..	22	5,615	..	141	42,196	1,349 1 0
Tinnevelly ..	Tuticorin	2	3,390	..	187	90,353	11,581 6 0
	Kilakarai	7	9,807	..	100	33,704	..
	Kayalpatnam	..	..	..	2	2,397	..
	Total ..	10	13,787	..	289	126,454	11,581 6 0
Malabar ..	Cannanore	1	11	..	129	201,076	..
	Tellicherry	..	..	..	181	318,076	..
	Kollal	44	67,023	..	51	104,295	..
	Badagara	..	..	..	7	18,372	..
	Quilandy	..	..	..	198	340,030	..
	Calicut	..	..	..	2	2,958	..
	Beypore	..	..	..	..	..	..
	Tellicherry	..	..	..	9	14,959	..
	Pondani	..	..	..	..	..	..
	Chávakkád	9	3,010	..	152	273,440	..
	Cochin	..	..	..	..	..	..
	Total ..	54	93,944	..	611	1,052,614	..
South Canara ..	Mangalore	7	4,754	..	3	4,689	..
	Mooky	..	..	..	..	..	..
	Manjeshwar	..	..	..	..	..	..
	Kumbla	..	..	..	..	..	..
	Kásargod	1	11	..	..	..	..
	Malpe	..	..	..	116	43,605	..
	Bárkur	2	34	..	107	38,788	..
	Coondapoor	..	..	..	..	..	..
	Basindur	..	..	..	..	..	..
	Total ..	10	4,789	..	3	4,689	..
Madras ..	Madras	79	113,802	..	806	488,578	..

APPENDIX B—*cont.*

British Vessels—*cont.*

Coasting Steamers—*cont.*

Left.

Districts.	Ports.	With Cargo.			With Passengers.			Total.		
		Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.
1	2	19	20	21	22	23	24	25	26	
				Rs. A. P.			Rs. A. P.			Rs. A. P.
Madura ..	Pámban	..	..	..	98	26,129	..	101	26,499	..
	Kilakarai	..	..	..	..	..	..	..	..	..
	Devipatnam	..	..	..	..	..	..	..	..	..
	Tondi	..	..	..	38	8,082	..	37	15,327	..
	Total ..	..	..	..	136	34,211	..	138	39,826	..
Tinnevelly ..	Tuticorin	..	..	..	187	138,276	..	238	322,213	..
	Kilakarai	..	..	..	..	..	..	25	26,073	..
	Kayalpatnam	..	..	..	..	..	..	..	..	..
	Total ..	..	..	..	187	138,276	..	808	357,286	..
Malabar ..	Cannanore	..	..	..	..	..	..	129	201,076	..
	Tellicherry	..	..	..	58	99,586	..	181	318,076	..
	Kollal	..	..	..	..	..	..	..	..	..
	Badagara	..	..	..	..	..	..	51	104,295	..
	Quilandy	..	..	..	..	..	..	..	..	..
	Calicut	..	..	..	8	16,000	..	198	340,030	..
	Beypore	..	..	..	..	..	..	2	2,958	..
	Tellicherry	..	..	..	..	..	..	..	..	..
	Pondani	..	..	..	..	..	..	9	14,959	..
	Chávakkád	..	..	..	43	71,058	..	204	365,498	..
	Cochin	..	..	..	..	..	..	..	..	..
	Total ..	..	..	..	109	186,644	..	774	1,353,902	..
South Canara ..	Mangalore	..	..	..	143	149,291	..	153	1,58,737	..
	Mooky	..	..	..	..	..	..	..	..	..
	Manjeshwar	..	..	..	..	..	..	..	..	..
	Kumbla	..	..	..	..	..	..	..	..	..
	Kásargod	..	..	..	115	43,594	..	116	43,605	..
	Malpe	..	..	..	105	38,764	..	107	38,788	..
	Bárkur	..	..	..	..	..	..	..	..	..
	Coondapoor	..	..	..	..	..	..	..	..	..
	Basindur	..	..	..	..	..	..	..	..	..
	Total ..	..	..	..	363	231,652	..	376	241,130	..
Madras ..	Madras	..	..	..	..	..	..	385	602,540	..

APPENDIX B—*cont.*

British Vessels—*cont.*

Vessels (excluding Coasting Steamers).

Districts.	Ports.	Arrived.								In Ballast.								Total.							
		With Cargo.				With Passengers.																			
		Vessels.	Tonnage.	Dues.		Vessels.	Tonnage.	Dues.		Vessels.	Tonnage.	Dues.		Vessels.	Tonnage.	Dues.		Vessels.	Tonnage.	Dues.		Vessels.	Tonnage.	Dues.	
		32	34	Rs. 26	A. P.	33	34	Rs. 26	A. P.	27	28	Rs. 29	A. P.	30	31	Rs. 28	A. P.	30	27	Rs. 28	A. P.	38	61	Rs. 389	A. P. 12 6
Madras	Pamban	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	Ekkaki	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	Devipatam	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	Tondi	..	..	..	..	21	3,633	155	10 9	35	7,705	889	12 6	..	..	..	..	17	4,052	389	12 6	38	7,705	889	12 6
	Total	..	..	..	..	21	3,633	155	10 9	35	7,705	889	12 6	..	..	..	..	17	4,052	389	12 6	38	7,705	389	12 6
Tinnevelly	Tuticorin	..	..	..	..	..	..	..	..	7	11,126	1,319	12 6	..	..	..	..	6	8,357	1,319	12 6	7	11,126	1,319	12 6
	Kulasekarapatnam	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3	253	23	7 10	..	..	..	..
	Kayelpatnam	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	15	23,555	700	0 0	..	..	..	..
	Total	..	..	..	..	..	..	..	..	7	11,126	1,319	12 6	..	..	..	..	24	32,165	2,043	3 4	7	11,126	1,319	12 6
Malabar	Tellicherry	..	..	..	..	..	..	..	..	4	421	23	7 10	..	..	..	..	3	253	23	7 10	4	421	23	7 10
	Kallai	..	..	..	..	..	..	..	..	15	23,555	700	0 0	..	..	..	..	15	23,555	700	0 0	15	23,555	700	0 0
	Badagara	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	3,466	324	15 0	..	..	..	..
	Quilandy	..	..	..	..	..	..	..	..	2	3,466	324	15 0	..	..	..	..	2	3,466	324	15 0	2	3,466	324	15 0
	Calicut	..	..	..	..	4	7,583	468	0 0	13	23,420	1,318	0 0	..	..	..	..	10	15,588	1,318	0 0	13	23,420	1,318	0 0
	Beypore	..	..	..	..	..	..	..	..	12	17,792	1,416	12 6	..	..	..	..	12	17,792	1,416	12 6	12	17,792	1,416	12 6
	Tardr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	Ponani	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	Chávakád	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	Cochin	..	..	..	..	1	112	7	0 0	10	2,339	138	11 9	..	..	..	..	7	1,760	109	6 0	10	2,339	138	11 9
	Total	..	..	..	..	5	7,695	475	0 0	67	71,393	4,922	8 1	..	..	..	..	48	62,794	4,178	6 0	67	71,393	4,922	8 1
South Canara	Mangalore	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	Mooliky	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	Manjeshwar	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	Kumbla	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	Kasargód	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	Malye	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	Barkur	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	Coondapoor	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	Bainatur	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	Total	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Madras	Madras	..	..	..	..	1	1,033	145	4 3	243	505,895	66,278	11 6	..	..	..	..	30	61,000	8,000	0 0	273	506,895	66,278	11 6

APPENDIX B—*cont.*

British Vessels—*cont.*

Other Vessels (excluding Coasting Steamers)—*cont.*

Districts.	Ports.	Left				In Ballast.								Total.			
		With Cargo.				With Passengers.											
		Vessels.	Tonnage.	Dues.		Vessels.	Tonnage.	Dues.		Vessels.	Tonnage.	Dues.		Vessels.	Tonnage.	Dues.	
		45	49	Rs. 17	A. P.	10	40	Rs. 41	A. P.	55	89	Rs. 58	A. P.	55	89	Rs. 58	A. P.
Madras	Ekkaki	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	Devipatam	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	Tondi	..	..	..	..	36	7,880	98	A. P.	..	..	..	..	..	..	..	..
	Total	..	..	..	..	34	7,880	..	..	..	..	..	..	..	..	..	..
Tinnevelly	Tuticorin	..	..	..	..	..	..	..	..	2	3,466	..	..	2	3,466	..	..
	Kulasekarapatnam	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	Kayelpatnam	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	Total	..	..	..	..	..	..	..	..	2	3,466	..	..	2	3,466	..	..
Malabar	Cannanore	..	..	..	..	..	..	..	..	4	421	..	..	4	421	..	..
	Tellicherry	..	..	..	..	..	..	..	..	15	23,555	..	..	15	23,555	..	..
	Kallai	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	Badagara	..	..	..	..	..	..	..	..	2	3,466	..	..	2	3,466	..	..
	Quilandy	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	Calicut	..	..	..	..	..	..	..	..	13	15,588	..	..	13	15,588	..	..
	Beypore	..	..	..	..	..	..	..	..	12	17,792	..	..	12	17,792	..	..
	Tardr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	Ponani	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	Chávakád	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	Cochin	..	..	..	..	..	..	..	..	7	1,760	..	..	7	1,760	..	..
	Total	..	..	..	..	..	..	..	..	65	78,584	..	..	65	78,584	..	..
Madras	Madras	..	..	..	..	10	7,880	98	A. P.	67	79,284	..	..	67	79,284	..	..

APPENDIX B—*cont.*

Foreign Vessels.

Arrived.

Districts.	Ports.	With Cargo.				With Passengers.				Total.			
		In Ballast.											
		Vessels.	Tonnage.	Dues.		Vessels.	Tonnage.	Dues.		Vessels.	Tonnage.	Dues.	
		41	52	53	Rs. A. P.	64	55	69	Rs. A. P.	66	57	68	Rs. A. P.
Madura	Pámban	..	..	..	..	..	..	..	..	..	..	..	..
	Kilakarai	..	..	..	..	..	..	..	..	..	..	..	..
	Dorpatnam	..	..	..	..	..	..	..	..	..	..	..	..
	Tondi	..	..	..	..	..	..	..	..	..	..	..	..
	Total	..	..	..	..	..	..	..	..	..	..	..	..
Tinnevelly	Tuticorin	..	..	..	..	..	..	..	..	..	..	..	..
	Kulasekharapatnam	..	..	..	..	..	..	..	..	..	..	..	..
	Kayalpatnam	..	..	..	..	..	..	..	..	..	..	..	..
	Total	..	..	..	..	..	..	..	..	..	..	..	..
Malabar	Cannanore	5	296	13 1 8	..	5	296	13 1 8	..	10	1,691	198 11 9	..
	Tellicherry	..	..	..	..	14	2,473	172 8 0	..	14	2,473	172 8 0	..
	Kalial	10	896	57 14 6	..	..	..	..	..	10	896	102 18 6	..
	Badagara	..	..	..	..	1	111	..	..	1	111	..	..
	Quilandy	..	..	..	..	..	..	..	..	..	..	..	..
	Calicut	24	1,685	341 0 0	..	86	20,821	1,441 15 8	..	110	22,506	1,783 15 8	..
	Beypore	..	..	..	..	1	132	12 6 0	..	1	132	12 6 0	..
	Tanur	..	..	..	..	..	..	..	..	..	..	..	..
	Ponani	..	..	..	..	..	..	..	..	..	..	..	..
	Chavakkad	7	6,249	385 13 0	..	25	32,790	4,451 14 0	..	32	45,048	5,037 11 0	..
	Cochin	..	..	..	..	..	..	..	..	..	..	..	..
	Total	46	9,006	987 12 2	..	152	69,309	6,977 2 9	..	199	75,324	7,066 1 11	..
South Canara	Mangalore	66	1,618	86 0 11	..	92	6,111	403 14 11	..	159	6,797	462 8 1	..
	Mootky	..	..	..	..	..	..	..	..	..	..	..	..
	Manjeshwar	..	..	..	..	..	..	..	..	..	..	..	..
	Kumbla	1	4	..	..	..	..	..	..	1	4	..	..
	Mangalore	14	263	5 10 10	..	14	381	18 15 9	..	28	644	24 10 7	..
	Malpe	53	1,996	24 14 1	..	143	8,700	75 10 6	..	195	4,125	103 2 4	..
	Barkur	13	142	4 8 6	..	6	73	1 2 0	..	19	215	5 10 6	..
	Coondapur	..	..	..	..	..	..	..	..	..	..	..	..
	Belandur	..	..	..	..	..	..	..	..	..	..	..	..
	Total	147	3,106	91 2 4	..	255	8,665	499 11 2	..	412	12,086	595 15 6	..
Madras	Madras	..	..	..	..	..	..	..	..	..	..	..	..
	Total	..	..	..	..	73	92,323	9,377 15 0	..	73	92,323	9,377 15 0	..

APPENDIX B—*cont.*

Foreign Vessels—*cont.*

Left.

Districts.	Ports.	In Ballast.				With Passengers.				Total.			
		Vessels.	Tonnage.	Dues.		Vessels.	Tonnage.	Dues.		Vessels.	Tonnage.	Dues.	
		63	64	65	Rs. A. P.	66	67	71	Rs. A. P.	72	73	74	Rs. A. P.
Madura	Pámban	14	..	..	..	..	..	..	..	..	..	..	..
	Kilakarai	..	..	..	..	..	..	..	..	..	..	..	..
	Dorpatnam	..	..	..	..	..	..	..	..	..	..	..	..
	Tondi	..	..	..	..	..	..	..	..	..	..	..	..
	Total	..	..	..	..	..	..	..	..	..	..	..	..
Tinnevelly	Tuticorin	..	..	..	..	..	..	..	..	..	..	..	..
	Kulasekharapatnam	..	..	..	..	..	..	..	..	..	..	..	..
	Kayalpatnam	..	..	..	..	..	..	..	..	..	..	..	..
	Total	..	..	..	..	..	..	..	..	..	..	..	..
Malabar	Cannanore	..	..	..	..	3	114	..	..	32	1,534	..	..
	Tellicherry	..	..	..	..	2	94	..	..	16	2,491	..	..
	Kalial	..	..	..	..	..	..	..	..	10	1,454	..	..
	Badagara	..	..	..	..	..	..	..	..	1	111	..	..
	Quilandy	..	..	..	..	..	..	..	..	..	..	..	..
	Calicut	19	1,340	..	..	85	4,211	..	..	108	20,113	..	..
	Beypore	..	..	..	..	1	132	..	..	1	132	..	..
	Tanur	..	..	..	..	..	..	..	..	..	..	..	..
	Ponani	..	..	..	..	..	..	..	..	..	..	..	..
	Chavakkad	..	..	..	..	..	..	..	..	..	..	..	..
	Cochin	..	..	..	..	29	2,344	..	..	30	42,677	..	..
	Total	24	1,343	..	..	158	6,473	..	..	193	68,312	..	..
South Canara	Mangalore	13	1,036	..	..	142	5,511	..	..	156	6,662	..	..
	Mootky	..	..	..	..	..	..	..	..	..	..	..	..
	Manjeshwar	..	..	..	..	..	..	..	..	..	..	..	..
	Kumbla	..	..	..	..	..	..	..	..	..	..	..	..
	Mangalore	..	..	..	..	19	391	..	..	33	643	..	..
	Malpe	9	252	..	..	193	4,151	..	..	199	4,269	..	..
	Barkur	6	79	..	..	12	165	..	..	17	198	..	..
	Coondapur	6	33	..	..	..	..	..	..	..	..	..	..
	Belandur	..	..	..	..	..	..	..	..	..	..	..	..
	Total	33	1,400	..	..	365	10,328	..	..	409	11,772	..	..
Madras	Madras	8	11,731	..	..	65	80,211	..	..	73	91,972	..	..

APPENDIX B—*cont.*

Native Crafts.

Arrived.

Districts.	Ports.	In Ballast.			With Cargo.			With Passengers.			Total.		
		Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage	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 ..	Pámban	404	7,118	132 12 6	151	10,040	431 7 10	547	10,973	207 9 9	1,102	28,131	771 14 1
	Kilakarai	245	6,508	165 9 0	242	9,266	401 4 6	151	1,847	14 10 6	638	17,731	579 8 0
	Devipatam	167	2,287	5 9 0	183	4,230	164 1 6	427	5,656	14 11 0	777	11,573	184 5 6
	Tondi	82	675	..	65	1,558	67 6 6	39	780	30 8 3	186	3,013	97 14 9
	Total ..	898	16,588	301 14 6	641	25,094	1,064 4 4	1,164	18,606	267 7 6	2,703	60,448	1,633 10 4
Tinnevelly ..	Tuticorin	177	7,032	107 13 8	703	27,314	905 1 6	319	21,683	293 12 3	1,199	56,029	1,306 11 5
	Kalasekharapatnam	176	4,163	..	157	6,915	395 7 0	48	2,891	..	381	13,969	395 7 0
	Káyalpatnam	89	4,468	160 6 7	153	4,848	156 14 9	7	314	24 2 0	249	9,630	341 7 4
	Total ..	442	15,663	268 4 3	1,013	39,077	1,457 7 3	374	24,888	317 14 3	1,829	79,568	2,043 9 9
Malabar ..	Cannanore	475	10,975	337 3 0	710	19,010	723 5 9	..	..	..	1,185	29,985	1,060 8 9
	Tellicherry	133	2,914	36 5 8	751	22,336	629 4 6	48	1,092	19 9 6	942	26,342	685 3 8
	Kallai	38	1,067	39 0 9	164	3,622	124 0 0	..	..	..	202	4,689	163 0 9
	Badagara	257	7,702	265 15 7	365	11,240	506 13 6	..	..	..	622	18,942	772 13 1
	Quilandy	95	2,902	128 12 3	224	5,268	183 5 9	..	..	..	319	8,170	312 1 3
	Calicut	279	11,386	141 0 0	1,830	81,727	2,243 0 6	119	2,640	760 11 3	2,719	95,753	4,084 11 3
	Beypore	527	20,842	337 3 6	259	11,154	332 0 0	5	222	11 2 0	791	32,218	680 5 6
	Tanúr	50	1,341	59 14 3	13	417	20 6 0	..	..	..	63	1,758	80 4 3
	Ponáni	243	11,533	482 14 6	314	17,985	939 15 0	..	..	..	557	29,518	1,422 13 6
	Chávakád	3	358	17 4 0	24	1,956	54 5 0	..	..	..	27	1,424	71 9 0
	Cochin	222	14,737	525 0 3	1,081	47,355	2,260 3 9	51	3,054	98 0 0	1,356	65,146	2,873 4 0
	Total ..	2,322	85,767	2,370 9 9	5,717	221,170	9,206 10 6	244	7,008	829 6 9	8,383	313,945	12,206 11 0
South Canara ..	Mangalore	401	9,063	121 6 7	1,534	38,650	1,464 14 11	151	3,435	58 14 8	2,086	51,148	1,645 4 2
	Mooiky	125	2,691	35 0 11	157	3,002	68 1 6	..	..	..	282	5,693	103 2 5
	Manjeshwar	17	239	..	39	653	1 7 9	..	..	..	56	792	1 7 9
	Kumbla	128	1,139	7 3 2	78	1,189	7 10 0	..	..	..	206	2,278	14 13 2
	Kásaragód	145	1,503	14 11 6	16	248	1 2 6	216	3,299	26 6 9	377	5,050	42 4 9
	Malpe	318	3,470	63 13 11	265	6,041	201 10 8	..	..	..	583	9,511	266 8 7
	Barkur	160	2,077	35 11 2	209	3,809	102 9 7	4	46	1 0 6	373	5,932	139 5 3
	Coondapoor	251	3,848	89 2 5	287	5,899	208 7 6	..	..	..	538	9,747	297 9 11
	Baindur	91	1,205	16 12 2	100	1,132	18 5 5	..	..	..	194	2,337	35 1 7
	Total ..	1,639	25,235	383 13 10	2,685	60,473	2,074 5 10	371	6,780	86 5 11	4,695	92,488	2,514 9 7
Madras	Madras	9	1,520	101 12 6	109	14,782	1,218 11 11	..	..	..	118	16,302	1,320 8 5

APPENDIX B—*cont.*

Native Crafts—*cont.*

Left.

Districts.	Ports.	In Ballast.			With Cargo.			With Passengers.			Total.		
		Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	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 ..	Pámban	271	11,159	..	172	6,555	..	643	9,979	..	1,086	27,693	..
	Kilakarai	361	9,075	80 7 0	149	6,803	243 0 9	52	693	..	562	16,571	323 7 9
	Devipatam	249	4,796	7 15 0	47	916	13 4 3	479	5,954	25 13 0	775	11,665	47 0 3
	Tondi	131	1,962	..	64	768	4 2 0	6	104	..	201	2,834	4 2 0
	Total ..	1,012	26,991	88 6 0	432	15,042	260 7 0	1,180	16,730	25 13 0	2,624	58,763	374 10 0
Tinnevelly ..	Tuticorin	433	14,368	..	533	27,188	..	217	14,035	..	1,183	55,591	..
	Kalasekharapatnam	40	2,775	..	252	7,468	..	83	3,442	..	375	13,685	..
	Káyalpatnam	119	3,328	7 13 0	122	5,736	37 8 9	4	175	..	245	9,239	45 5 9
	Total ..	592	20,471	7 13 0	907	40,392	37 8 9	304	17,652	..	1,803	78,515	45 5 9
Malabar ..	Cannanore	305	6,173	..	892	23,533	..	..	..	..	1,197	29,706	..
	Tellicherry	382	10,358	..	489	13,691	..	57	1,452	..	928	26,501	..
	Kalhai	60	1,193	..	135	3,206	..	..	..	..	195	4,399	..
	Badagara	123	3,431	..	496	15,432	..	..	..	..	619	18,863	..
	Quilandy	171	3,509	..	151	4,753	..	..	..	..	322	8,262	..
	Calicut	598	25,439	56 0 0	1,520	64,608	..	80	1,482	..	2,198	91,529	56 0 0
	Beypore	46	2,199	..	732	30,042	3 11 0	5	148	..	783	32,389	3 11 0
	Tanúr	1	10	..	62	1,748	..	..	..	..	63	1,758	..
	Ponani	91	6,976	..	471	23,676	..	..	..	..	562	29,652	..
	Chávakád	15	229	..	11	1,104	..	..	..	..	26	1,333	..
	Cochin	179	7,690	..	1,148	56,471	..	29	1,423	..	1356	65,584	..
	Total ..	1971	66,207	56 0 0	6,107	2,38,264	3 11 0	171	4,505	..	8,249	308,976	59 11 0
South Canara ..	Mangalore	355	8,082	..	1,617	39,665	..	125	2,978	..	2,097	50,725	..
	Mooiky	36	653	..	238	4,886	..	..	..	..	274	5,539	..
	Manjeshwar	14	200	..	42	592	..	..	..	..	56	792	..
	Kumbla	57	361	..	144	1,829	..	..	..	..	201	2,190	..
	Kásaragód	33	274	..	4	61	..	331	4,606	..	368	4,941	..
	Malpe	232	2,581	..	386	6,776	..	..	..	..	618	9,357	..
	Barkur	71	1,071	..	302	4,929	..	4	65	..	377	6,065	..
	Coondapoor	147	2,281	..	396	7,585	..	..	..	..	542	9,866	..
	Baindur	89	1,097	..	111	1,386	..	..	..	..	200	2,483	..
	Total ..	1,034	16,600	..	3,259	67,709	..	460	7,649	..	4,733	91,958	..
Madras ..	Madras	64	10,155	..	52	5,437	..	..	..	..	116	15,592	..

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APPENDIX B—*cont.*

Districts.	Ports.	In Ballast.				With Cargo.				Total.			
		Vessels.	Tonnage.	Dues.		Vessels.	Tonnage.	Dues.		Vessels.	Tonnage.	Dues.	
		99	100	101		102	103	104		105	106	107	
				Rs.	A. P.			Rs.	A. P.			Rs.	A. P.
Arrived.													
	Pámban	406	7,440	132	12 6	1,203	54,650	1,556	10 9	1,609	62,090	1,689	7 3
	Kilakarai	245	6,608	163	9 0	638	17,731	14	10 6	883	24,339	177	19 6
Madura ..	Devipatam	187	2,357	6	9 0	777	11,573	14	11 0	964	13,930	20	4 0
	Tondi	99	4,334	..		281	24,046	188	3 0	380	28,380	188	3 0
	Total ..	918	20,889	301	14 6	2,899	107,979	1,772	2 3	3,817	128,868	2,074	0 9
	Tatticorin	180	10,434	320	7 8	1,485	383,577	11,875	1 3	1,665	394,011	12,196	0 11
Tinnevelly ..	Kilakharaiyam	179	8,538	..		403	43,983	..		582	52,521	..	
	Kayalpatnam	89	4,468	160	6 7	249	9,630	24	2 0	338	14,098	184	8 7
	Total ..	448	23,440	480	14 3	2,140	442,190	11,899	3 3	2,585	460,630	12,380	1 4
	Cannanore	483	11,470	399	2 0	1,342	233,469	3,936	0 1	1,825	244,939	4,335	2 1
	Tellicherry	133	2,914	36	6 8	1,153	370,864	2,585	0 8	1,286	373,778	2,622	7 4
	Kalbi	48	1,933	86	16 5	218	6,143	263	14 8	266	8,076	350	5 1
	Badagara	267	7,702	205	16 7	676	126,814	1,097	12 1	943	134,516	1,303	12 8
	Quilandy	95	2,502	138	12 3	219	8,170	312	1 3	314	10,672	451	13 6
	Calicut	803	12,981	482	0 0	2,641	483,751	14,154	12 11	3,444	496,732	14,636	12 11
Malabar ..	Beypore	527	20,842	387	3 6	866	63,100	2,384	15 0	1,393	83,942	2,771	2 6
	Tanur	60	1,341	69	14 3	63	1,758	80	4 3	123	3,099	149	2 6
	Ponani	343	11,593	482	14 6	666	44,477	2,229	13 6	1,009	56,070	2,712	4 0
	Chávahád	8	368	17	4 0	27	1,424	71	9 0	35	1,792	88	13 0
	Cochin	253	24,017	1,133	8 0	1,604	467,718	47,380	0 9	1,857	491,735	48,513	8 9
	Total ..	2,374	98,003	3,359	10 0	9,316	1,797,688	73,883	3 9	11,690	1,895,691	77,243	13 9
	Mangalore	471	10,876	199	14 0	2,898	215,682	3,862	14 0	3,369	226,558	4,062	14 0
	Mooliky	126	2,691	35	0 11	282	5,693	193	2 5	408	8,384	228	3 4
	Manjeshwar	17	239	..		66	794	1	7 9	83	1,033	1	7 9
	Kumbla	138	1,139	7	3 2	200	2,478	14	13 2	338	3,617	22	0 2
South Canara ..	Kasaragód	146	1,507	14	11 8	16	1,104	1	4 0	162	2,611	16	0 8
	Mulpe	323	3,744	60	8 9	578	58,760	706	13 1	901	62,504	767	6 10
	Barkur	213	3,176	60	8 3	727	10,358	242	7 7	940	13,534	303	0 10
	Coondapoor	269	4,643	93	10 11	578	43,750	1,441	1 6	847	48,393	1,535	0 5
	Bándur	94	1,205	16	12 2	664	2,337	35	1 7	758	3,542	52	14 9
	Total ..	1,793	28,589	488	6 8	6,212	345,706	6,390	1 10	8,005	374,295	6,879	8 6
	Madras	15	10,114	1,057	11 0	799	1,198,806	1,16,622	2 8	814	1,208,920	1,17,680	1 8

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APPENDIX B—*cont.*

Total—*cont.*

Districts.	Ports.	With Passengers.				Total.			
		Vessels.	Tonnage.	Dues.		Vessels.	Tonnage.	Dues.	
		108	109	110		111	112	113	
				Rs.	A. P.			Rs.	A. P.
Arrived.									
	Pámban	741	30,108	..		1,187	54,192	..	
	Kilakarai	52	693	..		502	16,571	323	7 9
Madura ..	Devipatam	479	5,854	25	13 0	775	11,665	47	0 3
	Tondi	50	9,051	..		298	24,606	4	2 0
	Total ..	1,322	51,806	25	13 0	2,822	107,034	374	10 0
	Tuticorin	285	156,154	..		1,470	384,737	..	
Tinnevelly ..	Kilakeekharaiyam	84	8,442	..		400	48,758	..	
	Kayalpatnam	4	175	..		245	9,239	45	5 9
	Total ..	473	159,771	..		2,116	442,734	45	5 9
	Cannanore	..	..	..		1,362	233,137	..	
	Tellicherry	118	166,856	..		1,159	570,023	..	
	Kalbi	..	..	..		211	5,585	..	
	Badagara	..	..	..		673	126,735	..	
	Quilandy	..	..	..		332	8,262	..	
Malabar ..	Calicut	99	22,615	..		2,518	473,983	56	0 0
	Beypore	5	148	..		708	53,271	3	11 0
	Tanur	..	..	..		63	1,758	..	
	Ponani	..	..	..		671	44,611	..	
	Chávahád	73	74,725	..		26	1,333	..	
	Cochin	..	..	..		1,660	463,008	..	
	Total ..	295	108,344	..		9,273	1,781,074	59	11 0
	Mangalore	269	152,287	..		2,406	216,124	..	
	Mooliky	..	..	..		274	5,659	..	
	Manjeshwar	..	..	..		96	792	..	
	Kumbla	..	..	..		201	2,190	..	
South Canara ..	Kasaragód	331	4,606	..		368	4,941	..	
	Mulpe	115	43,564	..		763	63,605	..	
	Barkur	5	94	..		576	10,794	..	
	Coondapoor	105	38,764	..		666	48,852	..	
	Bándur	..	..	..		200	2,483	..	
	Total ..	825	239,345	..		5,509	344,860	..	
Madras ..	Madras	..	..	..		815	1,212,839	..	

ABSTRACT of Appendix B.

Ports.	Class of Vessels.	1891-92. Number	1891-92. Tonnage	1890-91. Number	1890-91. Tonnage	1889-90. Number	1889-90. Tonnage
Madras Port.	Steam vessels	361	595,589	354	594,358	337	579,433
	Sailing vessels	243	595,605	295	947,206	326	1,049,278
	Country craft	71	92,223	66	130,048	63	109,384
	Native craft	118	16,302	156	785,603	209	786,283
	Total	813	1,299,800	969	2,456,875	935	2,524,378
Eastern Group.	Coasting steamers	2,243	3,063,260	2,057	4,359,434	2,067	4,358,434
	Other vessels	241	329,714	263	890,711	263	890,711
	Foreign vessels	18	20,416	63	109,382	63	109,382
	Native do.	6,336	284,140	20,679	786,283	20,679	786,283
	Total	8,838	3,702,530	23,062	6,106,809	23,072	6,106,809
Western Group.	Coasting steamers	1,153	1,576,156	3,776	5,235,986	3,954	4,948,358
	Other vessels	57	71,393	541	906,802	999	947,206
	Foreign vessels	611	87,410	702	206,049	666	130,048
	Native do.	12,978	466,433	19,432	705,855	19,960	785,603
	Total	14,798	2,149,392	24,451	7,055,692	25,585	6,811,216
Ports.	Coasting steamers	53,942	80,946	1,80,348	5,64,407	1,32,737	4,58,792
	Other vessels	3,923	39,276	1,07,626	1,02,949	1,05,092	1,05,092
	Foreign vessels	7,662	66,379	61,505	12,859	7,094	7,094
	Native do.	14,811	9,578	24,171	23,860	25,613	25,613
	Total	80,338	1,16,022	3,30,650	2,56,075	2,71,434	2,71,434
Ports.	Coasting steamers	1,33,380	1,16,022	3,30,650	2,56,075	2,71,434	2,71,434

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APPENDIX C.

STATEMENT showing the Financial position of the Port and Marine Funds of the Madras Presidency on the 31st March 1892.

	Opening balance on 1st April 1891.		1891-92.				Adjustments.				
	Government securities and sums lent + sums borrowed —.	Cash balance surplus + deficit —.	Receipts as per Appendix C (i).	Charges as per Appendix C (ii).	Surplus.	Deficit.	Credit.	Debit.	Nominal value of Government securities purchased during 1891-92 + securities sold —.	Closing balance. Government securities and sums lent + sums borrowed —.
1	2	3	4	5	6	7	8	9	10	11
PORT FUNDS. *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.	Rs. A. P.	Rs. A. P.	Rs. A. P.
Ganjam	—1,89,394 15 5	..	17,054 9 0	15,507 15 0	1,546 10 0	..	4,629 2 9	(b) 7,575 12 9	..	— 1,87,500 0
Vizagapatam	+ 90,000 0 0 — 1,150 12 2	..	34,289 12 2	24,299 2 4	9,990 9 11	..	..	(b) 46 0 8	..	+ 90,000 0
Godávari	..	+ 813 12 7	28,894 13 2	21,638 5 9	7,256 7 5	..	..	(b) 186 6 11	..	..
Kistna	— 4,668 12 2	..	15,885 0 4	12,836 3 3	1,048 13 1	7,449 13 10	..	..	— 2,000 0 0	— 3,700 0
Nellore	+ 6,000 0 0	+ 1,384 14 4	1,025 8 6	2,475 6 4	..	1,449 13 10	..	..	+ 2,000 0 0	+ 6,000 0
Chingleput	+ 4,000 0 0	+ 4,907 2 6	304 2 0	2,153 10 0	..	1,849 8 0	..	(b) 62 12 2	+ 5,000 0 0 — 8,000 0 0	+ 17,000 0
South Arcot	+ 20,000 0 0 — 1,569 0 10	..	19,600 0 7	16,276 7 4	3,323 9 3	..	..	(b) 1,024 14 1 (c) 490 14 2	— 20,000 0 0	— 15,469 0
Tanjore	— 25,622 1 1	..	32,007 7 1	20,761 0 0	11,246 7 1	..	..	..	— 65,000 0 0	+ 55,000 0
Madura	+ 20,080 0 0	+ 2,853 11 8	25,026 1 2	30,388 14 8	..	2,362 13 6	..	..	+ (c) 70,200 0 0	+ (c) 70,200 0
Tinnevelly	+ 1,20,000 0 0	+ 17,497 3 11	1,02,147 8 8	85,491 6 1	16,656 2 7	..				
Total	+ 37,602 6 4	+ 24,456 13 0	2,77,234 14 9	2,31,828 6 9	51,068 11 4	5,662 3 4	4,629 2 9	9,386 12 0	— 84,000 0 0 + (c) 70,200 0 0	+ 37,800 0
	+ 62,059 3 4				+ 45,406 8 0		— 3,357 10 0		— 13,800 0 0	+ 9
Malabar	+ 1,00,000 0 0	+ 79,462 11 0	79,615 5 4	1,24,070 5 7	..	44,455 0 3	..	..	+ 76,000 0 0	+ 1,70,000 0
South Canara	+ 22,000 0 0	+ 11,293 3 4	14,525 0 0	17,981 7 10	..	3,456 7 10	..	..	+ 7,000 0 0	+ 29,000 0
Total	+ 1,22,000 0 0	+ 90,495 14 4	94,140 5 4	1,42,051 13 5	..	47,911 8 1	..	..	+ 77,000 0 0	+ 1,99,000 0
	+ 2,12,496 14 4				— 47,911 8 1				+ 77,000 0 0	+ 2,4
Madras	+ 2,22,397 9 8	+ 69,473 10 7	1,25,149 2 7	1,26,976 0 7	..	1,826 14 0	8,896 14 7	..	..	+ 2,08,400 0 0
	+ 2,91,871 4 3				— 1,826 14 0		+ 8,895 14 7			+ 2,9
Grand Total	+ 3,82,000 0 0	+ 1,84,427 5 11	4,96,524 6 8	5,66,856 4 9	51,068 11 4	55,400 2 4	8,926 1 4	9,386 12 9	— 7,000 0 0 + (c) 70,200 0 0	+ 3,75,000 0 0 + (c) 70,200 0 0
	+ 5,66,427 5 11				— 4,331 14 1		+ 5,538 4 7		— 7,000 0 0 + (c) 70,200 0 0	+ 6,3
LANDING AND SHIPPING DUES. *Act III of 1885.*										
Coconada	..	+ 10,698 15 3	39,596 1 8	40,718 11 8	..	1,122 10 0	..	..	..	..
Negapatam	..	+ 16,811 10 3	11,316 12 10	5,222 7 2	6,024 5 8	..	..	..	..	..
Vizagapatam	..	..	4,707 5 11	2,491 5 11	2,216 0 0	..	..	..	..	..
Masulipatam	..	..	111 10 0	46 10 6	64 15 6	..	..	..	..	..
PILOTAGE FUNDS.										
Madras	..	+ 98,812 13 2	31,604 0 6	30,613 14 10	990 1 2	21,913 15 3	490 14 2	..	— (c) 70,200 0 0	— 70,200 0
Pámban and Kilakarai	..	+ 22,382 2 9	2,04,414 13 11	2,26,328 13 4	1,151 3 8	61 3 7	..	..	..	..
Cochin	..	+ 15,362 5 2	3,396 2 0	2,154 15 4	..	..	..	..	..	..
Mangalore	..	..	51 8 6	102 11 7	..	..	..	..	..	..

(a) Contribution from Provincial Funds to meet difference between the surplus of the district and the interest on loan payable to Madras.
(b) Interest on loan from Madras.
(c) Surplus of Madura on the 31st March 1892, made over to the Pámban Pilotage Fund.
(d) Interest on loan to District Funds.
(e) Loan from Tinnevelly Port Fund to Pámban Pilotage to meet cost of Dredger *Wenlock*.

APPENDIX C (i).

STATEMENT showing the receipts of the Maritime districts in the Madras Presidency (under Act X of 1889) for the official year 1891–92, revised in accordance with the rules published in G.O., No. 24, Marine, dated 27th January 1890.

Districts.	Share of Coasting Steamers dues.	Other port dues.	Share of General administrative receipts.	Miscellaneous receipts	Public Works receipts.	Fees.	Interest.	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	13,551 1 8	1,218 0 6	1 3 2	759 7 3	15 1 3	1,509 11 2	..	..	..	17,054 9 0
Vizagapatam	21,424 13 6	5,641 1 3	2 0 4	627 3 2	163 7 10	2,840 2 2	3,591 0 0	..	..	34,289 12 3
Godávari	12,042 7 0	14,891 0 9	1 5 1	214 4 9	540 0 0	1,405 11 7	..	..	..	28,894 13 2
Kistna	9,898 0 8	1,296 11 1	0 14 7	533 15 4	..	2,155 6 8	..	..	..	13,855 0 4
Nellore	130 11 10	187 1 4	0 0 3	248 8 7	..	141 0 0	318 2 6	..	..	1,025 8 6
Chingleput	..	..	..	65 12 3	..	..	238 5 9	..	..	304 2 0
Madras	39,905 8 3	79,654 1 4	2 15 8	3,576 10 10	..	2,009 15 6	..	..	..	1,25,149 2 7
South Arcot	6,025 2 1	2,833 10 7	0 10 5	10,059 11 5	..	685 15 9	994 14 4	..	..	19,600 0 7
Tanjore	12,151 7 6	15,761 7 7	1 7 7	483 3 4	..	3,609 13 1	..	..	..	32,007 7 1
Madura	1,106 13 11	2,665 6 1	0 4 2	22,363 14 10	..	1,091 10 2	798 0 0	..	..	28,026 1 2
Tinnevelly	9,777 5 10	3,450 3 3	1 1 1	81,932 15 0	..	2,197 15 6	4,788 0 0	..	..	1,02,147 8 8
Total ..	1,25,013 8 3	1,27,298 11 9	11 13 4	1,20,865 10 9	718 9 1	17,647 5 7	10,728 6 7	..	..	4,02,384 1 4
Western Group.										
Malabar	45,511 2 5	23,255 0 0	4 5 4	445 13 8	0 7 0	3,652 0 3	6,746 8 8	..	..	79,615 5 4
South Canara	8,207 13 7	3,138 8 0	0 13 4	456 4 5	..	1,568 1 4	1,153 7 4	..	..	14,525 0 0
Total ..	53,719 0 0	26,393 8 0	5 2 8	902 2 1	0 7 0	5,220 1 7	7,900 0 0	..	..	94,140 5 4
Grand Total ..	1,78,732 8 3	1,53,792 3 9	17 0 0	1,21,767 12 10	719 0 1	22,867 7 2	18,628 6 7	..	..	4,96,524 6 8

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 1891–92.

Districts.	Coasting Steamers dues.	Other Port dues.	General Administration receipts.	Miscellaneous receipts.	Public Works receipts.	Fees.	Interest.	Repayment of loans, advances and contribution.	Provincial contribution.	Total.
Eastern Group.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
Ganjam	12,077 10 0	1,218 0 6	..	759 7 3	15 1 3	1,509 11 2	..	..	..	15,579 14 2
Vizagapatam	11,617 6 6	5,641 1 3	..	627 3 2	163 7 10	2,840 2 2	3,591 0 0	..	..	24,480 4 11
Godávari	7,924 12 6	14,691 0 9	..	214 4 9	540 0 0	1,405 11 7	..	..	..	24,775 13 7
Kistna	7,175 1 0	1,296 11 1	..	533 15 4	..	2,155 6 8	..	..	..	11,161 2 1
Nellore	..	187 1 4	..	248 8 7	..	141 0 0	318 2 6	..	..	894 12 5
Chingleput	..	..	..	65 12 3	..	..	238 5 9	..	..	304 2 0
Madras	39,905 8 3	79,654 1 4	17 0 0	3,576 10 10	..	2,009 15 6	..	..	..	1,25,163 3 11
South Arcot	4,173 2 6	2,833 10 7	..	10,059 11 6	..	685 15 9	994 14 4	..	..	18,747 6 7
Tanjore	14,949 12 6	15,761 7 7	..	483 3 4	..	3,609 13 1	..	..	..	34,804 4 6
Madura	1,349 1 0	2,665 6 1	..	22,363 14 10	..	1,091 10 2	798 0 0	..	..	28,268 0 1
Tinnevelly	25,841 2 9	3,450 3 3	..	81,932 15 0	..	2,197 15 6	4,788 0 0	..	..	1,18,210 3 9
Total ..	1,25,013 8 3	1,27,398 11 9	17 0 0	1,20,865 10 9	718 9 1	17,647 5 7	10,728 6 7	..	..	4,02,389 4 0
Western Group.										
Malabar	50,626 0 0	23,255 0 0	..	445 13 8	0 7 0	3,652 0 3	6,746 8 8	..	..	84,725 13 7
South Canara	3,093 0 0	3,138 8 0	..	456 4 5	..	1,568 1 4	1,153 7 4	..	..	9,409 5 1
Total ..	53,719 0 0	26,393 8 0	..	902 2 1	0 7 0	5,220 1 7	7,900 0 0	..	..	94,135 2 8
Grand Total ..	*1,78,732 8 3	1,53,792 3 9	17 0 0	1,21,767 12 10	719 0 1	22,867 7 2	18,628 6 7	..	..	4,96,524 6 8

	Rs. A. P.	Rs. A. P.
* Total of Coasting Steamers' Dues as per abstract statement in Appendix B		1,80,348 7 0
Deduct—		
Refund of Coasting Steamers' Dues, Eastern Group	1,392 7 3	
do. Western Group	223 7 6	
		1,615 14 9
Total ..		1,78,732 8 3

APPENDIX C (ii).

STATEMENT showing the charges of the Maritime Districts of the Madras Presidency (under Act X of 1889) for the official year 1891–92, 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.	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	4,519 1 8	3,602 4 11	3,115 0 4	1,458 10 6	1,890 15 5	333 4 11	599 9 5	..	..	15,507 15 0
Vizagapatam	7,636 6 4	6,678 14 2	5,525 12 0	2,189 13 3	1,402 11 4	544 11 3	938 3 6	..	..	24,299 2 4
Godávari	4,972 6 3	3,958 10 2	5,767 14 8	2,399 1 3	2,231 7 7	1,715 10 11	693 2 11	..	..	21,638 5 9
Kistna	3,450 15 10	2,760 14 2	3,189 0 0	750 0 0	1,125 12 9	633 9 7	1,024 14 11	..	..	12,836 8 3
Nellore	66 10 1	53 7 10	..	..	2,196 4 11	159 5 6	..	..	..	2,475 6 4
Chingleput	..	..	..	..	2,153 10 0	..	..	..	..	2,153 10 0
Madras	11,605 1 7	8,772 7 9	10,351 7 3	22,331 4 8	73,616 3 11	399 7 5	..	..	..	1,26,976 0 7
South Arcot	3,465 5 9	1,903 2 10	830 9 4	1,775 10 8	6,861 13 1	2,197 7 7	183 15 1	..	..	16,270 7 4
Tanjore	5,574 5 9	4,443 7 9	5,432 0 0	1,732 1 9	2,207 9 8	174 0 0	1,197 7 1	..	..	20,761 0 0
Madura	982 3 11	782 15 7	2,400 0 0	488 4 0	25,546 9 5	119 5 9	69 8 0	..	..	30,388 14 8
Tinnevelly	4,025 2 8	3,206 9 3	3,300 0 0	2,039 8 0	71,940 4 8	..	977 13 6	..	..	85,491 6 1
Total ..	44,685 5 10	35,620 0 0	40,402 11 7	35,165 6 1	1,91,183 6 9	6,176 14 10	5,670 10 3	..	..	3,58,804 7 4
Western Group.										
Malabar	16,352 14 4	7,811 12 2	11,288 0 0	5,319 5 1	78,047 14 8	3,652 6 10	1,598 0 6	..	..	1,24,070 5 7
South Canara	3,144 11 10	1,502 3 10	3,424 8 4	1,164 0 0	8,356 9 8	5 11 0	383 11 2	..	..	17,981 7 10
Total ..	19,497 10 2	9,314 0 0	14,712 8 4	6,483 5 1	86,404 8 4	3,658 1 10	1,981 11 8	..	..	1,42,051 13 5
Grand Total ..	64,183 0 0	44,934 0 0	55,115 3 11	41,648 11 2	2,77,587 15 1	9,835 0 8	7,652 5 11	..	..	5,00,856 4 9

APPENDIX C (ii-*a*).

STATEMENT showing the *actual Charges* of the Maritime Districts of the Madras Presidency (under Act X of 1889) for the official year 1891–92.

Districts.	General Administration charges.	Lighthouse charges.	Establishment.		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	22-10 0	3,395 11 2	3,115 0 4	1,456 10 6	1,890 15 5	333 4 11	599 9 3	..	..	10,804 13 7
Vizagapatam	570 4 0	1,908 4 10	5,525 12 0	2,182 13 3	1,402 11 4	544 11 2	938 3 6	..	..	13,072 12 1
Godávari	252 13 5	4,750 3 0	5,767 14 8	2,399 1 3	2,231 7 7	1,715 10 11	588 2 11	..	..	17,705 5 9
Kistna	52 0 0	2,291 13 6	3,189 0 0	750 0 0	1,125 12 9	533 9 7	1,024 14 11	..	..	8,978 2 9
Nellore	..	2,808 2 8	..	..	2,196 4 11	159 5 6	..	..	..	4,963 13 1
Chingleput	..	4,243 15 5	..	..	2,153 10 0	..	..	..	..	6,397 9 5
Madras	61,629 10 1	3,413 13 2	10,351 7 3	22,331 4 8	73,616 3 11	399 7 5	..	..	..	1,72,243 14 6
South Arcot	..	969 1 6	830 9 4	1,775 10 8	6,861 13 1	2,197 7 7	183 15 1	..	..	12,818 9 3
Tanjore	168 0 0	1,339 5 5	5,432 0 0	1,732 1 9	2,207 9 8	174 0 0	1,197 7 1	..	..	12,250 7 11
Madura	..	3,337 2 2	2,400 0 0	488 4 0	25,546 9 5	119 5 9	69 8 0	..	..	31,960 13 4
Tinnevelly	385 2 8	6,793 8 7	3,300 0 0	2,039 8 0	71,940 4 8	..	977 13 6	..	..	85,436 5 3
Total ..	63,080 8 0	35,053 1 5 (*a*) 566 14 7	40,402 11 7	35,165 6 1	1,91,183 6 9	6,176 14 10	5,570 10 3	..	..	3,76,632 10 11 566 14 7
Western Group.										
Malabar	945 0 6	2,549 12 0	11,288 0 0	5,319 5 1	78,047 14 8	3,652 6 10	1,598 0 6	..	..	1,03,400 7 7
South Canara	157 7 6	6,547 10 5	3,424 8 4	1,164 0 0	8,356 9 8	5 11 0	383 11 2	..	..	20,039 10 1
Total ..	1,102 8 0	9,097 6 5 (*b*) 216 9 7	14,712 8 4	6,483 5 1	86,404 8 4	3,658 1 10	1,981 11 8	..	..	1,23,440 1 8 216 9 7
Grand Total ..	64,183 0 0	44,934 0 0	55,115 3 11	41,648 11 2	2,77,587 15 1	9,835 0 8	7,552 5 11	..	..	5,00,856 4 9

(*a*) Charges on account of Lighthouse Mechanic debitable to Eastern Group districts.
(*b*) Do. do. do. Western do do.

APPENDIX C. (iii-*a*).

STATEMENT showing increase and decrease in Port Fund receipts of 1891–92, as compared with those of the year 1890–91.

Districts.		Share of Coasting Steamers' dues	Other vessels' dues.	Other receipts.	Total.
		Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
Ganjam	1890–91	11,462 10 5	1,722 15 6	1,857 15 2	15,053 2 2
	1891–92	13,551 1 8	1,218 0 6	2,285 6 10	17,054 9 0
		+ 2,088 7 3	— 504 13 0	+ 417 12 7	+ 2,001 6 10
Vizagapatam ..	1890–91	16,886 4 10	4,273 1 0	4,095 7 5	25,254 13 3
	1891–92	21,424 13 6	5,641 1 3	7,223 13 9	34,289 12 6
		+ 4,538 8 8	+ 1,368 0 3	+ 3,128 6 1	+ 9,034 15 0
Godávari ..	1890–91	11,351 12 8	10,338 9 3	4,105 10 6	25,796 0 5
	1891–92	12,042 7 0	14,691 0 9	2,161 5 5	28,894 13 2
		+ 690 10 4	+ 4,352 7 6	— 1,944 5 1	+ 3,098 12 9
Kistna	1890–91	9,110 7 7	1,047 12 10	1,954 10 0	12,112 14 5
	1891–92	9,898 0 5	1,296 11 1	2,690 4 7	13,885 0 4
		+ 787 9 1	+ 248 14 3	+ 735 10 7	+ 1,772 1 11
Nellore	1890–91	145 4 1	50 15 6	561 9 7	757 13 2
	1891–92	130 11 10	137 1 4	707 11 4	1,025 8 6
		— 14 8 3	+ 136 1 10	+ 146 1 9	+ 267 11 4
Chinglepat ..	1890–91	..	..	620 2 5	620 2 5
	1891–92	..	..	304 2 0	304 2 0
		..	..	— 316 0 5	— 316 0 5
South Arcot ..	1890–91	4,471 4 11	3,808 9 0	2,596 12 9	10,876 10 8
	1891–92	5,025 2 1	2,833 10 7	11,741 3 11	19,600 0 7
		+ 553 13 2	— 974 14 5	+ 9144 7 2	+ 8,723 5 11
Tanjore	1890–91	10,869 11 7	14,977 1 7	4,526 1 3	30,373 14 5
	1891–92	12,151 7 6	15,761 7 7	4,994 8 0	32,907 7 1
		+ 1,281 11 11	+ 784 6 0	— 431 9 3	+ 1,634 8 8
Madura	1890–91	2,821 12 3	3,217 13 7	3,167 4 11	9,106 14 9
	1891–92	1,106 13 11	2,660 6 1	24,253 13 2	28,026 1 2
		— 1,714 14 4	— 557 7 6	+ 20,886 8 3	+ 18,619 2 5
Tinnevelly ..	1890–91	8,423 11 3	3,024 5 5	15,968 12 11	27,416 14 0
	1891–92	9,777 5 10	3,460 3 3	88,919 15 7	1,02,147 8 8
		+ 1,353 10 2	+ 425 13 10	+ 72,951 2 8	+ 74,730 10 8
Madras	1890–91	28,578 13 6	71,404 0 2	4,861 15 11	1,04,844 13 7
	1891–92	39,905 8 3	79,654 1 4	6,589 9 0	1,26,149 2 7
		+ 11,326 10 9	+ 8,250 1 2	+ 727 9 1	+ 20,304 5 0
Malabar	1890–91	42,639 9 8	2,1659 4 9	5,023 4 8	72,332 3 1
	1891–92	45,511 2 5	23,245 0 0	1,2,849 2 11	79,915 5 4
		+ 2,871 8 9	+ 1,585 11 3	+ 2,825 14 3	+ 7,283 2 3
South Canara ..	1890–91	6,716 6 4	3,127 15 9	2,984 1 6	12,828 7 1
	1891–92	8,207 13 7	3,138 8 0	3,179 10 5	14,025 0 0
		+ 1,491 7 3	+ 10 8 3	+ 194 9 5	+ 1,696 8 11
Grand Total ..	1890–91	1,52,477 13 6	1,38,662 6 4	55,533 7 7	3,47,673 11 5
	1891–92	1,78,732 8 3	1,53,792 3 9	1,63,999 10 5	4,96,524 6 8
		+ 26,254 10 9	+ 15,129 13 5	+ 1,08,466 3 1	+ 1,48,850 11 3

APPENDIX C (iii-*b*).

STATEMENT showing increase and decrease in Port Fund charges of 1891–92 as compared with those of the year 1890–91.

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	1890–91	3,579 15 8	2,972 2 1	7,209 5 7	13,761 7 4
	1891–92	4,519 1 8	3,602 4 11	7,386 8 5	15,507 15 0
		+ 939 2 0	+ 630 2 10	+ 177 2 10	+ 1,746 7 8
Vizagapatam ..	1890–91	5,856 5 6	4,612 14 10	14,401 14 3	24,571 2 7
	1891–92	7,626 0 4	6,078 14 9	10,394 5 3	24,299 2 4
		+ 2,069 10 10	+ 1,465 15 11	— 3,807 11 0	— 272 0 3
Godávari ..	1890–91	4,121 15 6	3,423 1 7	12,546 4 8	20,090 5 9
	1891–92	4,972 6 3	3,963 10 2	12,702 5 4	21,638 5 9
		+ 850 6 9	+ 541 8 7	+ 156 0 8	+ 1,548 0 0
Kistna	1890–91	2,965 4 1	2,461 12 8	5,995 4 6	11,422 5 3
	1891–92	3,450 15 10	2,750 14 2	6,634 0 3	12,838 3 3
		+ 485 11 9	+ 289 1 6	+ 639 0 9	+ 1,413 14 0
Nellore	1890–91	52 13 3	43 15 9	319 14 0	416 3 0
	1891–92	66 10 1	53 1 10	2,355 10 5	2,475 6 4
		+ 13 12 10	+ 9 4 1	+ 2,035 12 5	+ 2,058 13 4
Chinglepat ..	1890–91	..	..	153 8 6	153 8 6
	1891–92	..	..	2,153 10 0	2,153 10 0
		..	..	+ 2,000 1 6	+ 2,000 1 6
South Arcot ..	1890–91	1,976 8 10	1,640 15 2	17,544 13 3	21,162 5 3
	1891–92	2,463 5 9	1,963 9 10	11,849 7 9	16,276 7 4
		+ 486 12 11	+ 322 10 8	— 5,695 5 6	— 4,885 13 11
Tanjore	1890–91	4,729 12 9	3,926 11 6	11,494 7 1	20,150 15 4
	1891–92	5,574 5 2	4,443 7 9	10,743 2 6	20,761 0 0
		+ 844 9 0	+ 516 12 3	— 751 4 7	+ 610 0 8
Madura	1890–91	2,685 14 10	2,229 14 1	5,156 13 4	10,072 10 3
	1891–92	982 3 11	782 15 7	28,623 11 2	30,388 14 8
		— 1,703 10 11	— 1,446 14 6	+ 23,466 13 10	+ 20,316 4 5
Tinnevelly ..	1890–91	3,268 4 9	2,713 6 0	13,544 13 11	19,526 8 8
	1891–92	4,025 2 8	3,208 9 3	78,257 10 2	85,491 6 1
		+ 756 13 11	+ 495 3 3	+ 64,712 12 3	+ 65,964 13 5
Madras	1890–91	8,051 5 5	6,681 4 4	3,12,063 12 4	3,26,799 6 1
	1891–92	11,005 1 7	8,772 7 9	1,07,198 7 3	1,26,976 0 7
		+ 2,953 12 2	+ 2,088 3 5	— 2,04,865 5 1	— 1,99,823 5 6
Malabar	1890–91	13,743 15 4	3,186 10 11	30,596 11 0	47,527 5 9
	1891–92	16,352 14 4	7,811 12 2	99,905 11 1	1,24,070 5 7
		+ 2,608 15 0	+ 4,625 1 3	+ 69,308 15 7	+ 76,542 15 10
South Canara ..	1890–91	2,459 12 1	570 5 1	7,538 12 2	10,568 13 4
	1891–92	3,144 11 10	1,502 3 10	13,334 8 2	17,981 7 10
		+ 684 15 9	+ 931 14 9	+ 5,795 12 0	+ 7,412 10 6
Grand Total ..	1890–91	53,192 0 0	34,465 0 0	4,38,565 7 1	5,26,223 7 1
	1891–92	64,183 0 0	44,934 0 0	3,91,739 4 9	5,00,856 4 9
		+ 10,991 0 0	+ 10,469 0 0	— 46,827 2 4	— 25,367 2 4

APPENDIX C. (iv).

Statement showing tonnage of vessels that entered the Eastern and Western Group districts during the official year 1891–92.

Districts.	Tonnage of Costing Steamers.	Tonnage of all vessels, including Costing Steamers.
Eastern Group.		
Ganjam	487,579	496,789
Vizagapatam	770,882	838,335
Godávari	433,296	546,619
Kistna	356,139	379,570
Nellore	4,704	7,325
Chingleput	..	..
Madras	595,580	1,209,896
South Arcot	180,808	6,799
Tanjore	437,219	612,794
Madura	39,826	107,979
Tinnevelly	351,707	442,190
Total ..	3,657,830	4,912,300
Western Group.		
Malabar	1,337,026	1,797,688
South Canara	241,130	345,704
Total ..	1,578,156	2,143,392
Grand Total ..	5,235,986	7,055,692

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APPENDIX C (v).

Statement showing particulars of General Receipts and Charges of the Maritime Districts in the Madras Presidency (under Act X of 1889) for the official year 1891–92.

Districts.	Receipts. Survey and registration of vessels.	Receipts. Miscellaneous.	Receipts. Total.	Charges. Offices of the Administrative Department.	Charges. Presidency Port Office Establishment.	Charges. Contingencies.
	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
Ganjam	..	..	..	..	..	..
Vizagapatam	..	..	..	..	..	..
Godávari	..	..	..	173 5 4	..	..
Kistna	..	..	..	..	..	..
Nellore	..	..	..	..	..	..
Chingleput	..	..	..	..	..	..
Madras { Madras .. Port	..	..	..	..	..	..
Madras { Presidency Office ..	12 0 0	5 0 0	17 0 0	16,976 13 4	9,943 5 7	2,377 7 6
South Arcot	..	..	..	..	..	..
Tanjore	..	..	..	..	..	..
Madura	..	..	..	..	..	..
Tinnevelly	..	..	..	..	..	..
Malabar	..	..	..	..	..	..
South Canara	..	..	..	..	..	..
Total ..	12 0 0	5 0 0	17 0 0	17,150 2 8	9,943 5 7	2,377 7 6

Districts.	Charges. Travelling allowance of officers of the Administrative Department.	Charges. Leave allowance of Port Officers.	Charges. Miscellaneous.	Charges. Pensions and gratuities.	Charges. Tide gauge. Establishment.	Charges. 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.
Ganjam	..	..	..	22 10 0	..	..	22 10 0
Vizagapatam	64 0 0	..	..	606 4 0	..	..	670 4 0
Godávari	..	..	..	14 10 8	64 13 6	..	253 13 6
Kistna	..	..	..	52 0 0	..	..	52 0 0
Nellore	..	..	..	..	..	..	..
Chingleput	..	..	..	..	..	..	..
Madras { Madras .. Port	..	..	..	29,648 8 2	..	..	29,648 8 2
Madras { Presidency Office ..	1,132 7 0	7,979 13 4	*2,571 1 1	..	..	..	40,981 1 11
South Arcot	..	..	..	168 0 0	..	..	168 0 0
Tanjore	..	..	..	..	..	..	..
Madura	..	..	..	..	384 0 0	1 2 6	385 2 6
Tinnevelly	..	..	..	463 8 0	444 0 0	7 8 6	945 0 6
Malabar	..	..	..	157 7 6	..	..	157 7 6
South Canara	..	..	..	..	..	..	..
Total ..	1,196 7 0	7,979 13 4	2,571 1 1	22,063 0 4	892 13 6	8 11 0	64,483 0 0

* This sum includes the following special charges:—

	Rs. A. P.
Printing and stationery charges	1,351 11 3
Rent of Telephone line	183 9 5
Share of Public Works charges on Port office buildings ..	364 3 11
Share of Municipal assessment on do.	125 4 8

APPENDIX C (vi-a).

STATEMENT of Fees received during 1891-92.

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	146 0 0	1,252 9 0	83 5 5	1,481 14 5	1,928 9 6
	Calingapatam	139 0 0	277 14 6	..	416 14 6	
	Barwah	27 0 0	..	..	27 0 0	
	Poondy	..	2 8 0	0 4 7	2 12 7	
Vizagapatam ..	Vizagapatam	238 4 0	1,518 5 0	221 13 9	1,779 6 9	3,009 14 7
	Bimlipatam	265 13 4	722 9 2	242 1 4	1,230 7 10	
Godávari ..	Cocanada	523 2 0	840 13 4	174 12 0	1,538 11 4	1,538 11 4
Kistna ..	Masulipatam	70 9 0	1,757 10 6	198 2 2	2,025 12 8	2,245 7 2
	Nizampatam	166 8 0	..	..	166 8 0	
	Iparuppalim and Motupalli	54 2 6	..	..	54 2 6	
South Arcot ..	Porto Novo	186 0 0	42 10 9	..	228 10 9	701 7 9
	Cuddalore	157 0 0	116 1 0	205 12 0	478 13 0	
Tanjore ..	Negapatam	1,382 14 0	1,650 0 0	250 7 1	3,282 5 1	3,951 0 0
	Tranquebar	5 0 0	..	..	5 0 0	
	Tirumullavasel	43 0 0	..	..	43 0 0	
	Thopathorai	247 10 11	..	..	247 10 11	
	Mutupet	65 0 0	..	..	65 0 0	
	Adirampatnam	7 0 0	..	..	7 0 0	
Madura ..	Pámban	495 8 5	504 3 8	44 11 8	1,044 12 10	1,339 2 8
	Tondi	49 1 6	..	205 1 4	205 1 4	
	Davipatam	124 15 9	53 13 7	26 12 8	294 14 0	
	Rilakarai	14 0 0	11 5 10	3 3 8	28 8 6	
Tinnevelly ..	Tuticorin	117 8 0	..	..	117 8 0	3,573 15 5
Madras ..	Madras	340 14 0	1,833 1 6	409 15 11	2,583 11 5	4,243 0 3
		2,156 0 0	1,344 4 3	842 12 0	4,243 0 3	
Malabar ..	Calicut and Beypore	894 8 0	1,462 3 4	220 13 4	2,577 8 8	3,681 15 6
	Ponáni	20 0 0	..	..	20 0 0	
	Cochin	215 12 0	719 2 8	89 6 0	1,024 4 8	
	Tellicherry	92 0 0	180 0 4	..	272 0 4	
	Tánúr	2 0 0	..	..	2 0 0	
	Quilandy	3 0 0	..	..	3 0 0	
	Badagara	53 0 0	..	..	53 0 0	
	Cannanore	35 6 0	..	..	173 8 10	
	Kallai	4 0 0	140 8 10	..	4 0 0	
South Canara ..	Mangalore	798 5 7	718 14 8	109 11 5	1,626 15 8	1,626 15 8
	Total ..	8,518 2 10	15,221 12 1	3,121 4 11	26,861 3 10	26,861 3 10

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APPENDIX C. (vi-b.)

STATEMENT of fees paid during 1891-92.

Districts.	Ports.	Over time 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	636 4 6	83 5 5	719 9 11	817 1 10
	Calingapatam	96 4 0	..	96 4 0	
	Barwah	..	..	..	
	Poondi	0 15 4	0 4 7	1 3 11	
Vizagapatam ..	Vizagapatam	659 10 6	221 13 9	881 8 3	1,328 9 7
	Bimlipatam	215 0 0	232 1 4	447 1 4	
Godávari ..	Cocanada	420 6 8	175 13 0	595 2 8	595 2 8
Kistna ..	Masulipatam	875 13 3	198 2 2	1,076 15 5	1,092 15 5
	Nizampatam	..	..	..	
	Iparuppalim and Motupalli ..	16 0 0	..	16 0 0	
South Arcot ..	Porto Novo	..	..	..	205 12 0
	Cuddalore	..	205 12 0	205 12 0	
Tanjore ..	Negapatam	1,045 0 0	250 7 1	1,295 7 1	1,352 9 7
	Tranquebar	..	..	..	
	Tirumullavasel	..	..	..	
	Thopathorai	57 2 6	..	57 2 6	
	Mutupet	..	..	..	
	Adirampatnam	..	..	..	
Madura ..	Pámban	50 0 0	44 11 8	94 11 8	192 2 9
	Tondi	54 8 3	26 12 8	81 1 11	
	Davipatam	23 5 0	2 5 7	25 5 0	
Tinnevelly ..	Tuticorin	931 6 9	409 15 11	1,341 8 8	1,341 8 8
Madras	Madras	..	842 12 0	842 12 0	842 12 0
Malabar ..	Calicut and Beypore	731 2 8	220 13 4	951 15 0	1,561 7 2
	Ponáni	..	..	..	
	Cochin	359 9 4	89 6 0	448 15 4	
	Tellicherry	90 4 6	..	90 4 6	
	Tánúr	..	..	..	
	Quilandy	..	..	..	
	Badagara	..	..	..	
	Cannanore	70 4 5	..	70 4 5	
	Kallai	..	..	..	
South Canara ..	Mangalore	361 4 11	109 11 5	471 0 4	471 0 4
	Total ..	6,679 13 2	3,121 4 11	9,801 2 1	9,801 2 1

APPENDIX C (vii).

STATEMENT showing the Receipts and Charges of the Landing and Shipping Dues at Coconada, Negapatam, Vizagapatam and Masulipatam (under Act III of 1885) for the official year 1891-92, and the balance that remained to their credit on the 31st March 1892.

	Balance on 31st March 1891.		1891-92.		Balance of 31st March 1892.	
	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.
Cocanada	10,698 15 3	..	39,595 1 8	40,718 11 8	9,576 5 3	..
Negapatam	16,811 10 3	..	11,316 12 10	5,292 7 2	22,835 16 11	..
Vizagapatam	..	..	4,707 5 11	2,491 5 11	2,216 0 0	..
Masulipatam	..	..	111 10 0	46 10 6	64 15 6	..

APPENDIX C. (viii).

STATEMENT showing the Receipts and Charges of the Pilotage Funds at Madras, Cochin, Pámban and Kilakaraj and Mangalore for the official year 1891–92, and the balance that remained to their credit on the 31st March 1892.

	Balance on 31st March 1891.		1891–92.		Balance on 31st March 1892.	
	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	98,812 13 2	..	31,601 0 0	30,615 14 10	99,802 11 4	..
Cochin	15,342 6 2	..	5,206 3 0	2,154 15 4	16,603 5 10	..
Pámban and Kilakarai ..	22,382 9 9	..	(a) 2,04,414 13 11	(b) 2,31,860 11 5	..	5,052 3 9
Mangalore	..	..	51 8 0	102 11 7	..	51 3 7

	Rs.	A.	P.	
(a)	1,00,000	0	0	Contributions from "Provincial" to meet the cost of the Dredger *Wallock*.
	70,300	0	0	Loan from Tinnevelly Port fund to do. do. do.
	21,622	7	8	Sale proceeds of Government pro notes for Rs. 26,600 invested capital of Madura Port Funds, transferred to the credit of this funds.
	2,853	11	8	Madura District Port Fund surplus transferred to the credit of this fund under G.O., No. 275, Financial, dated 8th March 1892.
	9,738	10	7	Ordinary receipts for 1891–92.
(b)	1,99,158	1	1	Cost of Dredger *Wallock*.
	30,251	0	3	Establishment and contingencies of dredger *Wallock*.
	2,452	10	1	Ordinary charges for 1891–92.

APPENDIX C (ix).

Madras Loan Account.

Districts.	Net loan outstanding on 1st April 1891.	1891–92. Loan to meet the deficit of the year.	Loan to meet interest on previous loan.	Repayment of loan.	Net loan outstanding on the 31st March 1892.	Remarks.
	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	
Ganjam ..	1,80,394 15 5	..	(a) ..	(b) 94 15 5	1,80,300 0 0	(a) The difference between the surplus of the year and the interest payable on loan is met by a provincial contribution.
Vizagapatam ..	1,150 12 2	..	..	(c) 1,150 12 2	..	
Kistna	4,060 12 2	..	..	(c) 862 8 2 (b) 98 5 0	3,700 0 0	(b) Repayment to this extent has been made by a small deficit being retained against the districts as under G.O., No. 287, Financial, dated 8th March 1892, sums passed as loans are to be taken in even hundreds of rupees.
South Arcot ..	1,560 9 10	..	..	(c) 1,560 9 10	..	
Tanjore	25,622 1 1	..	..	(c) 10,221 9 0 (b) 0 8 1	15,400 0 0	
Total ..	2,22,397 9 8	..	..	13,897 9 8	2,00,100 0 0	(c) Repayment from the surplus of the year.

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APPENDIX C (x).

Pilot and Minor entries to be made in Port Fund Receipts (Act X of 1865) for 1891–92, 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.	Adjustment of 1888–89.	Receipts in one district on account of another.	Other adjustments.	Net receipts as per Appendix C (x-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. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
Ganjam	15,097 11 2	..	..	..	15,097 11 2	1,953 14 6	..	17,051 9 8
Vizagapatam	24,080 2 11	..	..	..	24,080 2 11	269 9 1	..	24,349 12 0
Godavari	24,775 13 7	..	..	..	24,775 13 7	9,118 4 6	..	33,894 2 1
Kistna	11,161 2 11	..	..	..	11,161 2 11	2,724 0 2	..	13,885 3 1
Nellore	894 12 5	..	..	..	894 12 5	130 11 10	..	1,025 8 3
Chingleput	304 2 0	..	..	..	304 2 0	..	..	304 2 0
Administration ..	17 0 9	..	..	..	17 0 9	..	..	17 0 9
Madras Port Fund ..	6,586 10 4	..	..	..	6,586 10 4	12,753 6 2	..	19,339 0 6
Sea Customs ..	1,19,999 1 1	..	..	..	1,19,999 1 1	..	17 0 0	1,19,999 3 1
South Arcot	13,178 4 7	..	..	..	13,178 4 7	6,469 14 0	..	19,648 2 7
Tanjore	25,320 1 6	4 0 0	..	..	25,324 1 6	12,153 13 6	..	37,477 15 0
Madura	28,268 0 1	..	..	..	28,268 0 1	14,949 13 6	..	43,217 13 7
Tinnevelly	1,18,481 13 0	..	..	..	1,18,481 13 0	1,166 13 11	..	1,19,648 10 11
Total ..	5,63,781 11 8	4 0 0	..	..	5,63,785 11 8	61,886 1 10	17 0 0	6,25,685 0 6
Malabar	84,792 12 6	..	..	..	84,792 12 6	9,777 8 10	..	94,570 5 4
South Canara	6,565 13 10	..	..	..	6,565 13 10	1,166 13 11	..	7,732 11 9
Total ..	91,358 10 2	..	..	..	91,358 10 2	10,944 6 9	..	1,02,302 1 1
Grand Total ..	6,55,140 5 10	4 0 0	..	..	6,55,144 5 10	72,830 8 7	17 0 0	7,27,987 1 7

	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	1,553 1 8	12,077 10 6	1 3 2	..	17,051 9 8	..	..	17,051 9 8
Vizagapatam	21,434 13 5	11,617 6 6	2 0 4	..	24,349 12 3	..	..	24,349 12 3
Godavari	24,775 13 7	7,924 12 6	1 6 1	..	28,894 13 2	..	..	28,894 13 2
Kistna	11,161 2 11	9,898 0 8	0 14 7	..	13,885 0 4	..	..	13,885 0 4
Nellore	694 12 5	7,175 0 0	0 0 3	..	1,025 8 6	..	..	1,025 8 6
Chingleput	130 11 10	..	..	..	304 2 0	..	..	304 2 0
Administration ..	..	..	..	..	..	..	..	..
Madras Port Fund ..	39,905 8 3	39,905 8 3	2 14 8	17 0 0	1,25,149 2 7	..	..	..
Sea Customs ..	..	..	..	..	..	..	..	..
South Arcot	5,025 2 1	4,173 2 6	0 10 0	..	19,669 0 7	..	..	19,669 0 7
Tanjore	12,153 7 6	14,949 13 6	1 7 7	..	37,067 7 1	..	..	37,067 7 1
Madura	28,268 0 1	1,166 13 11	0 4 2	..	28,956 1 9	..	..	28,956 1 9
Tinnevelly	1,18,210 3 9	9,777 8 10	1 1 3	..	1,02,117 8 8	..	..	1,02,117 8 8
Total ..	1,25,013 8 3	1,26,013 8 3	11 13 4	17 0 0	4,62,584 1 4	..	..	4,62,584 1 4
Malabar	18,747 6 7	5,025 2 1	0 10 0	..	19,669 0 7	..	..	19,669 0 7
South Canara	24,804 4 6	12,153 7 6	1 7 7	..	37,067 7 1	..	..	37,067 7 1
Total ..	43,551 10 11	17,178 9 7	2 2 10	..	56,736 7 8	..	..	56,736 7 8
	1,68,565 3 8	1,43,192 1 10	13 15 14	17 0 0	5,19,320 8 12	..	..	5,19,320 8 12
Malabar	24,480 4 11	66,611 2 5	4 3 4	..	79,015 5 4	..	..	79,015 5 4
South Canara	24,775 13 7	8,297 13 5	0 13 4	..	14,225 0 0	..	..	14,225 0 0
Total ..	49,256 2 6	74,909 0 10	4 16 8	..	93,240 5 4	..	..	93,240 5 4
Grand Total ..	2,17,821 6 2	2,18,101 2 8	18 12 10	17 0 0	6,12,561 2 4	..	..	6,12,561 2 4

* Coasting steamer dues refunded.

REMARKS.—Column 5.—Rs. 4 is the adjustment ordered in paragraph 6 of G.O., No. 287, Financial, dated 8th March 1892.
Column 4.—Rs. 400-2-0 is the amount of port dues collection made in Ganjam on account of Vizagapatam in December 1891.
Column 5.—(1) "General Receipts" amounting to Rs. 17 realized in Madras is accounted for under Madras Port Fund.
(2) The balance of Rs. 1,616-14-9 in coasting steamer dues refunded. This sum has been deducted on both sides of the account in view to distributing these dues on the lines laid down in G.O., No. 24, Marine, dated 27th January 1890.
Column 7.—The figures under "Add" in this column represent the share of coasting steamer dues of the several districts (Madras excepted) distributed in accordance with the rules of Government, while those in column "Deduct" show the actual collections on that account in each district, less refunds.
Column 8.—Rs. 17 "General Receipts" have been distributed to all the districts in proportion to the total tonnage of vessels that entered them.

APPENDIX C (x-b).

PLUS and MINUS entries to be made in Port Fund Charges (Act X of 1889) for 1891–92, to arrive at the figures given in Appendix C (ix).

1	2	3	4	5	6	7	8	9
Districts.	Total charges as per monthly accounts sent to Accountant-General.	Adjustment of 1888–89.	Payment in one district on account of another.	Other adjustment.	Net charges as per Appendix C (ix).	Adjustments of account of general charges.	Adjustments of Light-house charges.	Net charges as per Appendix C (xii).
	Add. Deduct.	Add. Deduct.	Add. Deduct.	Add. Deduct.		Add. Deduct.	Add. Deduct.	
	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs.	Rs. A. P.	Rs. A. P.	Rs. A. P.
Ganjam ..	10,636 9 1	.. ..	249 5 6	22 10 0	10,863 4 11	22 10 0	4,619 1 8	15,507 15 0
Vizagapatam ..	12,262 0 11	.. ..	240 7 2	570 4 0	13,072 12 1	570 4 0	7,836 0 4	21,638 5 9
Godavari ..	17,342 15 9	.. ..	209 3 7	282 13 5	17,705 5 9	282 13 5	1,672 6 3	19,836 3 3
Kistna ..	8,736 10 3	.. ..	209 8 6	52 0 0	8,978 2 9	52 0 0	2,491 13 3	2,479 6 4
Nellore ..	4,854 11 2	.. ..	139 4 11	.. ..	4,993 16 1	.. ..	2,659 14 2	2,334 1 3
Chingleput ..	6,199 5 10	.. ..	258 3 7	.. ..	6,457 9 5	.. ..	2,695 11 7	9,153 10 0
Administration ..	67,315 15 7	.. ..	.. ..	3,032 15 7	64,282 15 0	.. ..	.. ..	..
Madras Port Funds.	1,11,408 4 11	.. ..	25 15 2	61,629 10 1	49,804 9 12	61,629 10 1	77,172 7 9	1,26,976 0 7
Sea Customs ..	.. ..	.. ..	111 5 4	.. ..	111 5 4	.. ..	3,415 13 2	3,526 14 6
South Arcot ..	13,158 4 11	.. ..	258 10 11	.. ..	13,417 3 10	.. ..	969 1 6	14,386 5 4
Tanjore ..	12,803 10 10	.. ..	133 12 8	156 0 0	12,781 7 6	156 0 0	1,559 6 8	14,180 13 14
Madura ..	21,827 1 1	.. ..	597 15 2	385 2 0	22,040 14 3	385 2 0	6,347 10 6	27,983 6 9
Tinnevelly ..	84,731 13 4	.. ..	.. ..	.. ..	84,731 13 4	.. ..	6,768 8 7	91,500 2 11
Total ..	3,80,617 4 8	.. ..	2,426 13 2	3,032 15 7	3,80,011 1 3	63,080 8 0	69,856 1 1	6,86,947 10 4
						809 14 7	3,683 15 6	3,683 15 6
Malabar ..	1,02,121 0 0	.. ..	101 5 10	.. ..	1,02,222 5 10	245 6 0	1,58,026 12 2	2,59,803 11 0
South Canara ..	19,833 16 10	.. ..	204 12 6	.. ..	20,038 13 4	137 7 6	23,822 12 0	43,823 11 10
Total ..	1,21,954 14 10	.. ..	306 2 4	.. ..	1,22,261 1 2	382 13 6	1,81,849 8 2	3,03,627 6 10
						216 9 7	3,683 15 6	3,900 9 1
Grand Total ..	5,02,572 3 6	.. ..	3,032 15 7	3,032 15 7	5,02,572 3 6	64,966 8 2	2,54,409 9 9	7,22,344 7 5

* Coasting steamer dues refunded.

REMARKS.—Column 4.—Rs. 3,032-15-7, value including freight on mineral oil debited by the Accountant-General in the account for January 1892, has now been distributed to the several lighthouses and accounted for under the districts in which they are situated. Rs. 28-15-2 against Madras Port Funds.

Column 5.—The sum of Rs. 61,629-10-1 credited by the Accountant-General against Madras Port Funds, Customs, on account of refund of coasting steamer dues refunded.

Column 7.—The sum of Rs. 61,629-10-1 charged to General Administration in the accounts for January 1892, by order that the actual charges of the district prior to the revision of general and lighthouse charges may be ascertained. Charges on account of refund of coasting steamer dues have been deducted from the district receipts.

On the same account have also been deducted from the district receipts Rs. 783-8-2, charges incurred on account of lighthouse mechanic has been distributed to eastern and western groups and charged as follows—

	Rs.	A.	P.
Eastern group	560	14	7
Western	216	9	7
Total ..	783	8	2

Columns 7 and 8.—The actuals of general charges and lighthouse charges in column "Deduct" were revised in accordance with the rules of Government and charged to the districts concerned under column "Add."

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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 1891–92.

Description of establishment.	Number of officers.	Number of men.	Total annual cost.	Total annual earnings.
1	2	3	4	5
			Rs.	Rs.
Madras.				
Port establishment	4	94	55,809	..
Lighthouse establishment	..	5	1,968	..
Divers' do.	..	2	1,800	..
Marine Police do.	..	..	5,335	..
Marine dispensary	..	2	5,282	..
Pilotage, Madras	3	25	17,430	31,604
Coast Ports.				
Port Officers and Conservators	16	145	59,332	..
Lighthouses	9	72	17,090	..
Pilotage (Pámban and Keelakarai, Cochin and Mangalore) ..	6	28	10,797	13,096

APPENDIX E.

STATEMENT showing the various Government Vessels, &c., under the Madras Government in the year 1891–92.

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
				Rs. A. P.	Rs.	
River-going vessels.						
Steam Dredge "Fairstman's" ..	..	1	9	5,580 7 9	..	
Do. "Connemara" ..	..	..	11	4,815 2 7	..	
Do. (at Cuddalore) ..	12 tons, six-horse power.	1	5	583 10 8	..	
Do. "Wenlock"	407 tons, forty-five-horse power.	2	25	6,820 15 5	..	

APPENDIX F.

STATEMENT showing the changes of Masters endorsed on registers of vessels, under Act X of 1841 and the Merchant Shipping Act, 1854, from 1st April 1891 to 31st March 1892, in the several Maritime Districts of the Madras Presidency.

Districts.	Number of vessels on the registers of which changes of Masters have been endorsed.	Amount of fees.	Remarks.
		RS.	
Madras	2	4	
Ganjam	1	2	
Vizagapatam	..	..	
Godávari	6	12	
Kistna	6	12	
Nellore	..	..	
Chingleput	..	..	
South Arcot	6	12	
Tanjore	38	76	
Madura	29	58	
Tinnevelly	19	38	
Malabar	15	30	
South Canara	76	152	
Total of 1891-92 ..	198	396	
,, 1890-91 ...	229	458	
Increase ..			
Decrease ..	31	62	

APPENDIX G.

STATEMENT showing the number of vessels registered, under Act X of 1841, from 1st April 1891 to 31st March 1892, in the several Maritime Districts of the Madras Presidency.

Districts.	Total number of vessels.	Total tonnage.	Total amount of fees.
			RS. A. P.
Madras	..	..	..
Ganjam	..	..	..
Vizagapatam	1	197	24 12 0
Godávari	7	1,242	155 2 0
Kistna	6	602	82 2 0
Nellore	..	..	..
Chinglepat	..	..	..
South Arcot	..	..	..
Tanjore	1	25	7 0 0
Madura	11	2,146	276 6 0
Tinnevelly	13	449	91 0 6
Malabar	9	244	54 6 0
South Canara	18	702	137 4 0
	34	775	208 0 0
Total of 1891-92 ..	100	4,430	1,006 0 6
,, 1890-91 ..	90	7,779	1,123 1 0
Increase ..	10		..
Decrease ..	..	3,349	117 0 6

APPENDIX H.

PARTICULARS of changes in the Gazetted Official Staff of the Madras Port Department by absence on leave; on other duties, &c., in the official year 1891-92.

Names of Officers.	Designation.	Cause and period of absence.		Acting arrangements.
Commander H. A. Street, R.I.M.	Presidency Port Officer.	Furlough	One year, dating from 27th April 1891.	Commander Maurice Bean, R.I.M., acting for 5 months and 14 days. Commander H. B. Simpson, R.I.M., in charge for 5 days. Commander B. P. Creagh, R.I.M., acting until return of Commander Street
Mr. G. W. Wicks ..	Port Officer and Deputy Conservator, Cocanada.	Privilege leave ..	For three months from 23rd June 1891 to 17th September 1891.	Mr. C. S. Johnson, Reserve Port Officer, acting.
Do. ..	Do. ..	On deputation by the Godávari District Port Conservancy Board to Calcutta to bring the Steam Tug *Godavari* to Cocanada.	Twenty-six days from 21st January to 15th February 1892.	M.R.Ry. H. Seobhuroyadu Gauroo, Deputy Collector in charge of Treasury, Godávari, in charge.
Mr. James H. Fletcher.	Port Officer, Mangalore.	Privilege leave ..	Forty-two days from 26th October to 6th December 1891.	Mr. C. P. F. Fernandez, Assistant Superintendent of Sea Customs, Mangalore, in charge.
Mr. W. S. Carlyon..	Port Officer, Pámban	On deputation in charge of the Dredger *Warlock* to Bombay and back.	From 27th December 1891 to 18th February 1892.	Mr. C. Rajarathenam Pillay, Superintendent of Sea Customs, Pámban, in charge.
Mr. J. P. James ..	Port Officer, Negapatam.	Privilege leave	Fourteen days from 3rd to 16th August 1891.	Superintendent of Sea Customs, Negapatam, in charge.
Do. ..	Do. ..	Leave on private affairs	Six months dating from 22nd November 1891.	Mr. Robert Minto, Port Officer, Bimlipatam, acting.
Mr. R. Minto ..	Port Officer, Bimlipatam.	On deputation to act for the Port Officer, Negapatam.	Six months leaving the Port on the 15th November 1891.	Messrs. L. F. Lisely and H. S. Brown, respectively, acting.
Mr. H. D. Baddeley .	Agent for Government Consignments and Personal Assistant to the Presidency Port Officer.	Leave on medical certificate.	One year dating from 11th October 1891.	Mr. C. S. Johnson, Reserve Port Officer, acting.
Mr. M. Woodhouse.	Port Officer, Vizagapatam.	Privilege leave ..	Three months from 21st September to 19th December 1891.	Messrs. C. S. Johnson, L. F. Lisely and H. S. Brown, respectively, acting

APPENDIX I.

I.—STATEMENT of Passengers sailed from the undermentioned ports in the Presidency of Madras during the official year 1891–92.

Names of Ports.	Adults.		Children under 12.	Total.
	Males.	Females.		
I.—AT COCANADA.				
(a) Ports within the Presidency ..	552	84	63	699
(b) Ports beyond the Presidency, but within British India.	548	33	14	595
(c) Ports in Burma	..	..	..	..
(d) Ports in Ceylon	..	..	..	..
(e) Ports in Straits Settlements	..	..	..	..
(f) Other ports	..	..	..	..
Total ..	1,100	117	77	1,294
II.—AT CALINGAPATAM.				
(a) Ports within the Presidency	118	19	34	181
(b) Ports beyond the Presidency, but within British India.	96	4	6	105
(c) Ports in Burma	3,818	31	125	3,974
(d) Ports in Ceylon	..	..	..	..
(e) Ports in Straits Settlements	..	..	..	..
(f) Other ports	..	..	..	..
Total ..	4,032	54	164	4,240
II.—AT BARUVA.				
(a) Ports within the Presidency	8	1	..	9
(b) Ports beyond the Presidency, but within British India.	..	..	..	..
(c) Ports in Burma	..	..	..	..
(d) Ports in Ceylon	..	..	..	..
(e) Ports in Straits Settlements	..	..	..	..
(f) Other ports	..	..	..	..
Total ..	8	1	..	9
II.—AT BIMLIPATAM.				
(a) Ports within the Presidency	425	69	44	538
(b) Ports beyond the Presidency but within British India.	153	16	12	183
(c) Ports in Burma	6,187	131	111	6,429
(d) Ports in Ceylon	..	..	..	..
(e) Ports in Straits Settlements	..	..	..	..
(f) Other ports	..	..	..	..
Total ..	6,767	216	167	7,150

II.—Statement of Passengers arrived at the undermentioned ports in the Presidency of Madras during the official year 1891–92—*cont.*

Names of Ports.	Adults.		Children under 12.	Total.
	Males.	Females.		
II.—AT VIZAGAPATAM.				
(a) Ports within the Presidency	893	3	33	629
(b) Ports beyond the Presidency, but within British India.	133	..	4	137
(c) Ports in Burma	3,200	13	39	3,252
(d) Ports in Ceylon	..	..	..	..
(e) Ports in Straits Settlements	..	..	..	..
(f) Other ports	..	..	..	..
Total ..	4,226	16	76	4,318
II.—AT COCANADA.				
(a) Ports within the Presidency	1,461	185	79	1,725
(b) Ports beyond the Presidency, but within British India.	98	18	6	122
(c) Ports in Burma	9,183	287	185	9,655
(d) Ports in Ceylon	..	..	..	..
(e) Ports in Straits Settlements	..	..	..	..
(f) Other ports	3	..	..	3
Total ..	10,745	490	270	11,505
II.—AT MASULIPATAM.				
(a) Ports within the Presidency	617	124	61	702
(b) Ports beyond the Presidency, but within British India.	3	..	..	3
(c) Ports in Burma	269	49	12	330
(d) Ports in Ceylon	..	..	..	..
(e) Ports in Straits Settlements	..	..	..	..
(f) Other ports	..	..	..	..
Total ..	889	173	73	1,035
II.—AT CUDDALORE.				
(a) Ports within the Presidency	4	..	..	4
(b) Ports beyond the Presidency, but within British India.	..	..	..	..
(c) Ports in Burma	..	..	..	..
(d) Ports in Ceylon	10	..	..	10
(e) Ports in Straits Settlements	1	1	..	2
(f) Other ports	..	..	..	..
Total ..	15	1	..	16

I.—Statement of Passengers sailed from the undermentioned ports in the Presidency of Madras during the official year 1891–92—*cont.*

Names of Ports.	Adults.		Children under 12.	Total.
	Males.	Females.		
I.—FROM VIZAGAPATAM.				
(a) Ports within the Presidency	..	..	..	..
(b) Ports beyond the Presidency, but within British India.	..	..	..	..
(c) Ports in Burma	7,980	151	208	8,339
(d) Ports in Ceylon	..	..	..	..
(e) Ports in Straits Settlements	..	..	..	..
(f) Other ports	..	..	..	..
Total ..	7,980	151	208	8,339
I.—FROM COCANADA.				
(a) Ports within the Presidency	813	106	54	973
(b) Ports beyond the Presidency, but within British India.	35	5	2	40
(c) Ports in Burma	10,143	335	327	10,805
(d) Ports in Ceylon	2	1	4	7
(e) Ports in Straits Settlements	..	..	..	..
(f) Other ports	10	..	1	11
Total ..	11,003	446	387	11,836
I.—FROM MASULIPATAM.				
(a) Ports within the Presidency	495	117	45	657
(b) Ports beyond the Presidency, but within British India.	5	..	..	5
(c) Ports in Burma	250	57	31	278
(d) Ports in Ceylon	..	..	..	..
(e) Ports in Straits Settlements	..	..	..	..
(f) Other ports	..	..	..	..
Total ..	750	177	76	1,040
I.—FROM CUDDALORE.				
(a) Ports within the Presidency	2	..	..	2
(b) Ports beyond the Presidency, but within British India.	..	..	..	..
(c) Ports in Burma	116	7	3	126
(d) Ports in Ceylon	..	..	..	..
(e) Ports in Straits Settlements	15	..	..	15
(f) Other ports	..	..	..	..
Total ..	133	7	3	143

I.—Statement of Passengers arrived at the undermentioned ports in the Presidency of Madras during the official year 1891-92—*cont.*

Names of Ports.	Adults.		Children under 12.	Total.
	Males.	Females.		
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	1	1	..	2
(e) Ports in Straits Settlements	199	4	7	210
(f) Other ports	..	..	..	..
Total ..	200	6	7	212
I.—FROM NEGAPATAM.				
(a) Ports within the Presidency	599	49	28	676
(b) Ports beyond the Presidency, but within British India.	20	7	1	28
(c) Ports in Burma	12,550	966	695	14,211
(d) Ports in Ceylon	1,762	167	97	1,956
(e) Ports in Straits Settlements	21,869	1,846	1,433	25,142
(f) Other ports	24	3	1	28
Total ..	36,764	3,042	2,255	42,041
I.—FROM TUTICORIN.				
(a) Ports within the Presidency	..	..	..	..
(b) Ports beyond the Presidency, but within British India.	6	..	..	6
(c) Ports in Burma	3	..	..	3
(d) Ports in Ceylon	..	..	..	..
(e) Ports in Straits Settlements	..	..	..	..
(f) Other ports	..	..	..	..
Total ..	11	..	..	11
I.—FROM TRINCOMALEE.				
(a) Ports within the Presidency	..	..	..	..
(b) Ports beyond the Presidency, but within British India.	..	..	..	..
(c) Ports in Burma	..	..	..	..
(d) Ports in Ceylon	27	..	..	27
(e) Ports in Straits Settlements	..	..	..	..
(f) Other ports	..	..	..	..
Total ..	27	..	..	27

I.—Statement of Passengers arrived at the undermentioned ports in the Presidency of Madras during the official year 1891-92—*cont.*

Names of Ports.	Adults.		Children under 12.	Total.
	Males.	Females.		
II.—AT TONDIARPET.				
(a) Ports within the Presidency	..	..	..	..
(b) Ports beyond the Presidency, but within British India.	1	..	..	1
(c) Ports in Burma	..	..	..	..
(d) Ports in Ceylon	2,372	267	42	2,681
(e) Ports in Straits Settlements	..	..	..	..
(f) Other ports	..	..	..	..
Total ..	2,373	267	42	2,682
II.—AT MYCRERY.				
(a) Ports within the Presidency	4	2	..	6
(b) Ports beyond the Presidency, but within British India.	..	..	..	..
(c) Ports in Burma	..	..	..	..
(d) Ports in Ceylon	215	13	17	246
(e) Ports in Straits Settlements	..	..	..	..
(f) Other ports	..	..	..	..
Total ..	219	15	17	251
II.—AT ADIRAMPATNAM.				
(a) Ports within the Presidency	64	13	4	71
(b) Ports beyond the Presidency, but within British India.	..	..	..	..
(c) Ports in Burma	..	..	..	..
(d) Ports in Ceylon	437	25	34	495
(e) Ports in Straits Settlements	..	..	..	..
(f) Other ports	..	..	..	..
Total ..	491	38	38	567
II.—AT KOTAPATNAM.				
(a) Ports within the Presidency	..	..	..	..
(b) Ports beyond the Presidency, but within British India.	..	..	..	..
(c) Ports in Burma	..	..	..	..
(d) Ports in Ceylon	365	19	83	467
(e) Ports in Straits Settlements	..	..	..	..
(f) Other ports	..	..	..	..
Total ..	365	19	83	467

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I.—Statement of Passengers sailed from the undermentioned ports in the Presidency of Madras during the official year 1891-92—*cont.*

Names of Ports.	Adults.		Children under 12.	Total.
	Males.	Females.		
I.—FROM TONDIARPET.				
(a) Ports within the Presidency	10	..	..	10
(b) Ports beyond the Presidency, but within British India.	..	..	..	..
(c) Ports in Burma	..	..	..	..
(d) Ports in Ceylon	3,033	526	169	3,908
(e) Ports in Straits Settlements	..	..	..	..
(f) Other ports	..	..	..	..
Total ..	3,043	526	169	3,978
I.—FROM MYCRERY.				
(a) Ports within the Presidency	2	..	..	2
(b) Ports beyond the Presidency, but within British India.	..	..	..	..
(c) Ports in Burma	..	..	..	..
(d) Ports in Ceylon	199	12	19	230
(e) Ports in Straits Settlements	..	..	..	..
(f) Other ports	..	..	..	..
Total ..	201	12	19	232
I.—FROM ADIRAMPATNAM.				
(a) Ports within the Presidency	5	..	..	5
(b) Ports beyond the Presidency, but within British India.	..	..	..	..
(c) Ports in Burma	..	..	..	..
(d) Ports in Ceylon	341	5	7	353
(e) Ports in Straits Settlements	..	..	..	..
(f) Other ports	..	..	..	..
Total ..	346	6	7	359
I.—FROM KOTAPATNAM.				
(a) Ports within the Presidency	..	..	..	..
(b) Ports beyond the Presidency, but within British India.	..	..	..	..
(c) Ports in Burma	..	..	..	..
(d) Ports in Ceylon	63	2	36	101
(e) Ports in Straits Settlements	..	..	..	..
(f) Other ports	..	..	..	..
Total ..	63	2	36	101

II.—Statement of Passengers arrived at the undermentioned ports in the Presidency of Madras during the official year 1891-92—*cont.*

Names of Ports.	Adults. Males.	Adults. Females.	Children under 12.	Total.
II.—AT PAMBAN.				
(a) Ports within the Presidency	7,921	2,038	51	10,010
(b) Ports beyond the Presidency, but within British India.	..	..	..	..
(c) Ports in Burma	..	..	..	..
(d) Ports in Ceylon	18,628	3,605	671	22,904
(e) Ports in Straits Settlements	..	..	..	..
(f) Other ports	..	..	..	..
Total ..	26,547	5,643	722	32,912
II.—AT KILAKARAI.				
(a) Ports within the Presidency	2,106	1,021	23	3,150
(b) Ports beyond the Presidency, but within British India.	..	..	..	..
(c) Ports in Burma	..	..	..	..
(d) Ports in Ceylon	419	5	32	456
(e) Ports in Straits Settlements	..	..	..	..
(f) Other ports	..	..	..	..
Total ..	2,525	1,026	54	3,605
II.—AT DEVIPATNAM.				
(a) Ports within the Presidency	4,777	2,330	303	7,410
(b) Ports beyond the Presidency, but within British India.	..	..	..	..
(c) Ports in Burma	..	..	..	..
(d) Ports in Ceylon	112	5	7	124
(e) Ports in Straits Settlements	..	..	..	..
(f) Other ports	..	..	..	..
Total ..	4,889	2,335	310	7,534
II.—AT TUTI.				
(a) Ports within the Presidency	175	6	13	194
(b) Ports beyond the Presidency, but within British India.	..	..	..	..
(c) Ports in Burma	..	..	..	..
(d) Ports in Ceylon	4,665	288	335	4,879
(e) Ports in Straits Settlements	..	..	..	..
(f) Other ports	..	..	..	..
Total ..	4,840	294	348	5,073

I.—Statement of Passengers sailed from the undermentioned ports in the Presidency of Madras during the official year 1891-92—*cont.*

Names of Ports.	Adults. Males.	Adults. Females.	Children under 12.	Total.
I.—From Pamban.				
(a) Ports within the Presidency	8,750	3,633	75	12,478
(b) Ports beyond the Presidency, but within British India.	..	..	..	..
(c) Ports in Burma	..	..	..	..
(d) Ports in Ceylon	37,828	12,343	3,112	53,283
(e) Ports in Straits Settlements	..	..	..	..
(f) Other ports	..	..	..	..
Total ..	46,578	15,976	3,187	65,741
I.—From Kilakarai.				
(a) Ports within the Presidency	763	123	17	893
(b) Ports beyond the Presidency, but within British India.	..	..	..	..
(c) Ports in Burma	..	..	..	..
(d) Ports in Ceylon	42	2	..	44
(e) Ports in Straits Settlements	..	..	..	..
(f) Other ports	..	..	..	..
Total ..	784	125	17	926
I.—From Devipatnam.				
(a) Ports within the Presidency	6,814	3,406	582	9,802
(b) Ports beyond the Presidency, but within British India.	..	..	..	..
(c) Ports in Burma	..	..	..	..
(d) Ports in Ceylon	136	3	10	149
(e) Ports in Straits Settlements	..	..	..	..
(f) Other ports	..	..	..	..
Total ..	6,950	3,409	592	10,951
I.—From Tuti.				
(a) Ports within the Presidency	105	8	8	118
(b) Ports beyond the Presidency, but within British India.	..	..	..	..
(c) Ports in Burma	..	..	..	..
(d) Ports in Ceylon	5,000	1,340	753	5,758
(e) Ports in Straits Settlements	..	..	..	..
(f) Other ports	..	..	..	..
Total ..	5,105	1,348	761	7,214

II.—Statement of Passengers arrived at the undermentioned ports in the Presidency of Madras during the official year 1891-92—*cont.*

Names of Ports.	Adults. Males.	Adults. Females.	Children under 12.	Total.
II.—AT TUTICORIN.	Rs.	Rs.	Rs.	Rs.
(a) Ports within the Presidency	1,065	69	23	1,757
(b) Ports beyond the Presidency, but within British India.	8	..	..	8
(c) Ports in Burma	4	..	..	4
(d) Ports in Ceylon	38,719	7,182	2,445	48,346
(e) Ports in Straits Settlements	..	..	..	..
(f) Other ports	..	..	..	..
Total ..	40,396	7,251	2,468	50,115
II.—AT KULASEKHARAPATNAM.				
(a) Ports within the residency	221	103	10	334
(b) Ports beyond the Presidency, but within British India.	..	..	..	..
(c) Ports in Burma	..	..	..	..
(d) Ports in Ceylon	709	61	129	899
(e) Ports in Straits Settlements	..	..	..	..
(f) Other ports	..	..	..	..
Total ..	927	164	139	1,230
II.—AT KAYALPATNAM.				
(a) Ports within the Presidency	18	..	..	18
(b) Ports beyond the Presidency, but within British India.	..	..	..	..
(c) Ports in Burma	..	..	..	..
(d) Ports in Ceylon	25	..	..	25
(e) Ports in Straits Settlements	..	..	..	..
(f) Other ports	..	..	..	..
Total ..	43	..	..	43
II.—AT COCHIN.				
(a) Ports within the Presidency	195	12	14	221
(b) Ports beyond the Presidency, but within British India.	126	26	8	160
(c) Ports in Burma	..	..	..	..
(d) Ports in Ceylon	12	2	..	14
(e) Ports in Straits Settlements	..	..	..	..
(f) Other ports	..	..	..	..
Total ..	333	40	22	395

I.—Statement of Passengers sailed from the undermentioned ports in the Presidency of Madras during the official year 1891-92—*cont.*

Names of Ports.	Adults. Males.	Adults. Females.	Children under 12.	Total.
I.—From Tuticorin.	Rs.	Rs.	Rs.	Rs.
(a) Ports within the Presidency	777	38	11	826
(b) Ports beyond the Presidency, but within British India.	31	..	..	31
(c) Ports in Burma	..	..	..	..
(d) Ports in Ceylon	37,410	4,093	4,693	46,196
(e) Ports in Straits Settlements	..	..	..	..
(f) Other ports	..	..	..	..
Total ..	38,218	4,131	4,704	47,053
I.—From Kulasekharapatnam.				
(a) Ports within the Presidency	153	38	6	197
(b) Ports beyond the Presidency, but within British India.	..	..	..	..
(c) Ports in Burma	..	..	..	..
(d) Ports in Ceylon	662	75	191	928
(e) Ports in Straits Settlements	..	..	..	..
(f) Other ports	..	..	..	..
Total ..	815	113	197	1,125
I.—From Kayalpatnam.				
(a) Ports within the Presidency	24	18	1	43
(b) Ports beyond the Presidency, but within British India.	..	..	..	..
(c) Ports in Burma	..	..	..	..
(d) Ports in Ceylon	20	..	..	20
(e) Ports in Straits Settlements	..	..	..	..
(f) Other ports	..	..	..	..
Total ..	44	18	1	63
I.—From Cochin.				
(a) Ports within the Presidency	161	10	7	178
(b) Ports beyond the Presidency, but within British India.	93	15	4	112
(c) Ports in Burma	..	..	..	..
(d) Ports in Ceylon	8	2	..	10
(e) Ports in Straits Settlements	13	1	2	16
(f) Other ports	..	..	..	..
Total ..	293	28	13	336

I.—Statement of Passengers sailed from the undermentioned ports in the Presidency of Madras during the official year 1891-92—*cont.*

Names of Ports.	Adults.		Children under 12.	Total.
	Males.	Females.		
I.—FROM CALICUT.				
(a) Ports within the Presidency	875	100	73	1,048
(b) Ports beyond the Presidency, but within British India.	217	19	11	238
(c) Ports in Burma	..	..	..	..
(d) Ports in Ceylon	15	3	1	19
(e) Ports in Straits Settlements	..	..	..	..
(f) Other ports	53	7	..	60
Total ..	1,160	129	85	1,365
I.—FROM TELLICHERRY.				
(a) Ports within the Presidency	254	34	17	305
(b) Ports beyond the Presidency, but within British India.	46	2	2	50
(c) Ports in Burma	..	..	..	..
(d) Ports in Ceylon	8	2	1	11
(e) Ports in Straits Settlements	..	..	..	..
(f) Other ports	18	..	..	18
Total ..	326	38	20	384
I.—FROM CANNANORE.				
(a) Ports within the Presidency	283	58	34	375
(b) Ports beyond the Presidency, but within British India.	44	6	2	52
(c) Ports in Burma	..	..	..	..
(d) Ports in Ceylon	4	..	..	4
(e) Ports in Straits Settlements	..	..	..	..
(f) Other ports	..	..	..	..
Total ..	331	64	36	431
I.—FROM MANGALORE.				
(a) Ports within the Presidency	3,516	922	436	4,874
(b) Ports beyond the Presidency, but within British India.	3,326	845	410	4,581
(c) Ports in Burma	8	..	..	8
(d) Ports in Ceylon	3	..	..	3
(e) Ports in Straits Settlements	..	..	..	..
(f) Other ports	437	59	41	537
Total ..	7,290	1,826	887	10,003

II.—Statement of Passengers arrived at the undermentioned ports in the Presidency of Madras during the official year 1891-92—*cont.*

Names of Ports.	Adults.		Children under 12.	Total.
	Males.	Females.		
II.—AT CALICUT.				
(a) Ports within the Presidency	1,244	134	50	1,428
(b) Ports beyond the Presidency, but within British India.	1,037	34	46	1,117
(c) Ports in Burma	2	1	..	3
(d) Ports in Ceylon	30	1	2	33
(e) Ports in Straits Settlements	..	..	..	..
(f) Other ports	39	5	4	48
Total ..	1,352	175	102	2,629
II.—AT TELLICHERRY.				
(a) Ports within the Presidency	268	24	9	301
(b) Ports beyond the Presidency, but within British India.	51	3	..	54
(c) Ports in Burma	..	..	..	..
(d) Ports in Ceylon	8	1	1	10
(e) Ports in Straits Settlements	..	..	..	..
(f) Other ports	8	..	..	8
Total ..	335	28	10	373
II.—AT CANNANORE.				
(a) Ports within the Presidency	279	63	36	378
(b) Ports beyond the Presidency, but within British India.	47	4	7	58
(c) Ports in Burma	..	..	..	..
(d) Ports in Ceylon	..	..	..	..
(e) Ports in Straits Settlements	..	..	..	..
(f) Other ports	..	..	..	..
Total ..	326	67	43	436
II.—AT MANGALORE.				
(a) Ports within the Presidency	2,893	660	244	3,797
(b) Ports beyond the Presidency, but within British India.	2,773	561	174	3,508
(c) Ports in Burma	..	..	..	..
(d) Ports in Ceylon	25	..	..	25
(e) Ports in Straits Settlements	..	..	..	..
(f) Other ports	583	128	39	750
Total ..	6,274	1,349	457	8,080

I.—Statement of Passengers sailed from the undermentioned ports in the Presidency of Madras during the official year 1891-92—*cont.*

Names of orPts.	Adults.		Children under 12.	Total.
	Males.	Females.		
I.—FROM KASARAGOD.				
(a) Ports within the Presidency	698	162	76	936
(b) Ports beyond the Presidency, but within British India.	..	..	..	..
(c) Ports in Burma	..	..	..	..
(d) Ports in Ceylon	..	..	..	..
(e) Ports in Straits Settlements	..	..	..	..
(f) Other ports	..	..	..	..
Total ..	698	162	76	936
I.—FROM MALPE.				
(a) Ports within the Presidency	1,361	372	334	2,067
(b) Ports beyond the Presidency, but within British India.	1,148	238	152	1,538
(c) Ports in Burma	..	..	..	..
(d) Ports in Ceylon	..	..	..	..
(e) Ports in Straits Settlements	..	..	..	..
(f) Other ports	323	128	64	515
Total ..	2,832	738	550	4,120
I.—FROM BARKUR.				
(a) Ports within the Presidency	6	1	..	7
(b) Ports beyond the Presidency, but within British India.	3	2	5	10
(c) Ports in Burma	..	..	..	..
(d) Ports in Ceylon	..	..	..	..
(e) Ports in Straits Settlements	..	..	..	..
(f) Other ports	3	..	..	3
Total ..	12	3	5	20
I.—FROM COONDAPOOR.				
(a) Ports within the Presidency	858	162	119	1,139
(b) Ports beyond the Presidency, but within British India.	1,198	360	153	1,711
(c) Ports in Burma	..	..	..	..
(d) Ports in Ceylon	..	..	..	..
(e) Ports in Straits Settlements	..	..	..	..
(f) Other ports	..	..	..	..
Total ..	2,056	522	272	2,850

II.—Statement of Passengers arrived at the undermentioned ports in the Presidency of Madras during the official year 1891-92—*cont.*

Names of Ports.	Adults.		Children under 12.	Total.
	Males.	Females.		
II.—AT KASARAGOD.				
(a) Ports within the Presidency	419	65	43	527
(b) Ports beyond the Presidency, but within British India.	..	..	..	..
(c) Ports in Burma	..	..	..	..
(d) Ports in Ceylon	..	..	..	..
(e) Ports in Straits Settlements	..	..	..	..
(f) Other ports	..	..	..	..
Total ..	419	65	43	527
II.—AT MALPE.				
(a) Ports within the Presidency	1,905	535	349	2,789
(b) Ports beyond the Presidency, but within British India.	1,010	236	112	1,358
(c) Ports in Burma	..	..	..	..
(d) Ports in Ceylon	..	..	..	..
(e) Ports in Straits Settlements	..	..	..	..
(f) Other ports	576	202	116	894
Total ..	3,491	973	577	5,041
II.—AT BARKUR.				
(a) Ports within the Presidency	4	2	3	9
(b) Ports beyond the Presidency, but within British India.	6	..	..	6
(c) Ports in Burma	..	..	..	..
(d) Ports in Ceylon	..	..	..	..
(e) Ports in Straits Settlements	..	..	..	..
(f) Other ports	64	..	8	72
Total ..	74	2	11	87
II.—COONDAPOOR.				
(a) Ports within the Presidency	997	201	162	1,360
(b) Ports beyond the Presidency, but within British India.	1,055	249	135	1,439
(c) Ports in Burma	..	..	..	..
(d) Ports in Ceylon	..	..	..	..
(e) Ports in Straits Settlements	..	..	..	..
(f) Other ports	..	..	..	..
Total ..	2,052	450	297	2,799

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I.—*Statement of Passengers sailed from the undermentioned ports in the Presidency of Madras during the official year 1891-92—cont.*

Names of Ports.	Adults. Males.	Adults. Females.	Children under 12.	Total.
II.—AT BATAVIA.				
(a) Ports within the Presidency				
(b) Ports beyond the Presidency, but within British India.				
(c) Ports in Burma				
(d) Ports in Ceylon				
(e) Ports in Straits Settlements				
(f) Other ports				
Total ..				
II.—AT MADRAS.				
(a) Ports within the Presidency	1,750	220	161	2,241
(b) Ports beyond the Presidency, but within British India.	2,283	229	110	2,672
(c) Ports in Burma	3,528	183	111	3,822
(d) Ports in Ceylon	108	63	14	275
(e) Ports in Straits Settlements	617	84	46	710
(f) Other ports	1,373	267	136	1,776
Total ..	8,499	1,146	568	10,214
Grand Total {1891-92 ..	171,444	26,282	9,491	208,217
{1890-91 ..	116,042	10,714	6,953	133,709
Increase ..	55,402	15,568	3,538	75,508
Decrease ..	..	..	..	..

Names of Ports.	Adults. Males.	Adults. Females.	Children under 12.	Total.
I.—FROM BATAVIA.				
(a) Ports within the Presidency	17	9	4	30
(b) Ports beyond the Presidency, but within British India.	60	10	..	70
(c) Ports in Burma	..	..	..	..
(d) Ports in Ceylon	..	..	..	..
(e) Ports in Straits Settlements	..	..	..	..
(f) Other ports	..	..	..	..
Total ..	77	19	4	100
I.—FROM MADRAS.				
(a) Ports within the Presidency	867	118	56	1,041
(b) Ports beyond the Presidency, but within British India.	1,102	90	47	1,239
(c) Ports in Burma	3,618	447	392	4,457
(d) Ports in Ceylon	109	33	12	154
(e) Ports in Straits Settlements	503	11	25	539
(f) Other ports	1,773	302	64	2,069
Total ..	7,962	901	596	9,499
Grand Total {1891-92 ..	203,810	36,952	20,031	260,793
{1890-91 ..	138,948	20,420	11,172	169,540
Increase ..	65,862	16,532	8,859	92,253
Decrease ..	..	..	..	..

APPENDIX J.

STATEMENT showing the particulars of Dredging operations at the Port of Cocanada for the official year 1891-92, including the figures of the previous two years.

Particulars.	Previous two years. 1889-90.	Previous two years. 1890-91.	1891-92.
Priestman's Dredger.			
(a) Days working	182	195	212
(b) Hours dredging	1,392	1,600	1,898
(c) Barges / Boats loaded, giving number of tons each barge / boat will hold.	290 of 59⅝ tons and 887 of 29 7/16 tons each.	273 of 59⅝ tons and 1,054 of 29 7/16 tons each.	526 of 59⅝ tons and 497¼ of 29 7/16 tons each.
(d) Tons dredged	43,269	47,520	46,019 5/16
(e) Cubic yards dredged	32,051	35,200	34,089
(f) Average outturn per day	176·1 cubic yds. = 239·7 tons.	243 3/16 tons	217·07 tons.
(g) Working expenses per ton	* Rs. 0-1-11	* Rs. 0-1-6	* Rs. 0-1-11
Dredger "Connemara."			
(a) Days working	29	121	223
(b) Hours dredging	192	1,022	1,965
(c) Barges / Boats loaded, giving number of tons each barge / boat will hold.	7 of 59⅝ tons and 111 of 29 7/16 tons each.	299 of 59⅝ tons and 242 of 29 7/16 tons each.	523 of 59¼ tons and 457 of 29 7/16 tons each.
(d) Tons dredged	3,712½	24,948	44,638 5/16
(e) Cubic yards dredged	2,750	18,480	33,086
(f) Average outturn per day	94·82 cubic yards = 125 11/16 tons.	206 5/16 tons	200·1 tons.
(g) Working expenses per ton	* Rs. 0-2-0	† Rs. 0-2-8	* Rs. 0-1-9

* Not including cost of Dredger.
† Including cost of repairing machinery, but not cost of Dredger and new mud buckets holding ½ cubic yards.

APPENDIX J (i).

STATEMENT showing the particulars of Dredging operations at the Port of Cuddalore for the official year 1891-92, including the figures of the previous two years.

Particulars.	Previous two years. 1889-90.	Previous two years. 1890-91.	1891-92.
Cuddalore Dredger.			
(a) Days working	..	‡ 80	§ 119
(b) Hours dredging	..	670	884
(c) Boats loaded, giving number of tons each boat will hold.	..	849½ of 4 tons each.	1,096⅜ of 4 tons each.
(d) Tons dredged	..	3,399	6,787
(e) Cubic yards dredged	..	2,517	5,029
(f) Average outturn per day	..	38 tons.	57 tons.
(g) Working expenses per ton	..	‖ Rs. 0-5-4	‖ Rs. 0-2-6.

‡ Total of six months, viz., from October 1890 to March 1891.
§ Total of eight months, viz., from April to September 1891 and February to March 1892.
‖ Exclusive of cost of Dredger.

APPENDIX J (8).

STATEMENT showing the particulars of Dredging operations at the Port of Pámban for the official year 1891-92.

Particulars.	Previous two years.		1891-92.	
	1889-90.	1890-91.		
Dredger "Wenlock."				
(a) Days working	..	..	96	Between 19th August 1891 and 31st March 1892.
(b) Hours dredging	..	..	HRS. MTS. 427 5	
(c) Hopper loads	..	..	243 loads of 400 tons, 1 load of 200 tons and 1 load of 250 tons	
(d) Tons dredged	..	..	99,650	
(e) Cubic yards dredged	..	..	68,277	
(f) Average outturn per day	..	..	1,038	
(g) Working expenses per ton	..	..	* Rs. 2-4-10	

* Includes cost of Dredger and all other charges.
Exclusive of cost of Dredger, but including all other charges, Annas 4 and pies 10 per ton.

APPENDIX K.

PARTICULARS of the number of Seamen shipped and discharged at ports in the Madras Presidency under the various Merchant Shipping Acts in the official year 1891-92.

Name of port.	Europeans.		Asiatics.		Total.	
	Shipped.	Discharged.	Shipped.	Discharged.	Shipped.	Discharged.
Gopálpur	..	..	..	1	..	1
Vizagapatam	..	2	..	..	..	2
Cocanada	5	15	134	57	139	72
Madras	19	20	55	1,102	74	1,131
Porto Novo	..	..	55	29	55	29
Negapatam	3	3	499	413	502	416
Pámban	..	6	17	43	17	49
Tuticorin	..	1	..	..	..	1
Cochin	..	2	36	35	36	37
Total of year under report	27	68	796	1,680	823	1,738
Total of previous year	18	56	901	1,179	919	1,235
Increase	9	2	..	501	..	503
Decrease	..	..	105	..	96	..

APPENDIX L.

STATEMENT showing the number of cargo and other licensed boats at the principal ports in the Madras Presidency at the end of the official year 1891-92.

Ports.	Number of boats serviceable	Number of boats unserviceable.	Total.
Madras	210	..	210
Gopálpur	85	..	85
Calingapatam	82	111	193
Báruva	25	..	25
Vizagapatam	148	25	173
Bimlipatam	61	84	145
Cocanada	189	7	196
Masulipatam	43	13	56
Nizampatam	14	..	14
Kottapatam	25	..	25
Iparupalem	10	1	11
Mottupalli	6	..	6
Cuddalore	106	23	129
Porto Novo	43	9	52
Tirumalavassal	26	10	36
Tranquebar	20	7	27
Negore	4	8	12
Negapatam	161	37	198
Valangany	1	2	3
Topputorai	9	..	9
Mutupet	30	1	31
Adirámpatnam	7	3	10
Ammapatam	3	2	5
Kotapatam	1	2	3
Pámban	88	22	110
Tuticorin	58	20	78
Kulasekharapatnam	6	..	6
Káyalpatnam	6	1	7
Cochin	73	97	170
Ponáni	1	..	1
Tánúr	20	..	20
Calicut and Beypore	13	1	14
Quilandi	31	5	36
Badagara	4	..	4
Kallai	54	17	54
Tellicherry	67	..	84
Cannanore	2	..	2
Baindur	91	..	91
Coondapoor	24	..	24
Bárkár	28	..	28
Malpe	14	..	14
Mudki	5	1	6
Manjeshwar	9	..	9
Kásaragód	2,041	509	2,550
Total of 1891-92	1,806	392	2,198
" of 1890-91	235	117	352
Increase	..	..	..
Decrease	..	..	..

ENCLOSURE.

ADMINISTRATION REPORT of the Office of Agent for Government Consignments, Madras, for the official year 1891-92.

Mr. H. D. Baddeley, Agent for Government Consignments, having obtained 12 months' leave on medical certificate, was permitted to hand over charge of the office to the manager of this office, which he did on the afternoon of the 10th October 1891.

Mr. C. S. Johnson, Reserve Port Officer, having been appointed to act for the Agent for Government Consignments, assumed charge of the office on the 12th October 1891 and continued to act as such since.

2. The work of landing and removing Government stores was, as usual, carried on by contract, but at more favorable rates than those of the previous years; the work of shipping was conducted by this office.

3. The total quantity of stores shipped was 3,883 tons composed of 35,227 packages which, as compared with the previous two years, show an increase as follows:—

	No. of packages.	Tons.
1890–91	30,676	2,464
1891–92	35,227	3,883
Increase ..	4,551	1,319

4. There was an increase in the number of packages landed, but a decrease in tonnage thus:—

	No. of packages.	Tons.
1890–91	98,028	11,411
1891–92	103,927	6,800
	+ 5,899	— 4,611

5. The cost of shipping was the same as last year, viz., Annas 14 per ton.

6. The landing charges amounted to Rs. 1–0–11 per ton as against Rs. 1–2–5 of last year, the decrease being attributable to the keener competition for the contract. The cost of removal, including cart-hire on up-country stores conveyed to railway stations, was 7¼ annas per ton as against 8 annas for last year.

7. The above rates, however, do not include cost of establishment.

8. No coal was landed for any departments and the importation of Harbour Works stores and cement was very small. These combined facts are the principal causes of the falling off in tonnage under imports.

9. The sum of Rs. 868–13–10 has been recovered from the respective steamer agents and Rs. 4–5–11 from landing contractor on account of stores lost and damaged. The value of stores lost by accident of the sea and other unpreventible causes, on account of which no recoveries were made, amounted to Rs. 225.

10. The establishment underwent no change.

11. Appended to this report are two statements showing the quantities of stores shipped, and landed, respectively, for various departments during the year. The causes of increase and decrease are explained in the remark column.

Madras,
20*th August* 1892.

(Signed) C. S. JOHNSON,
Ag. Agent for Govt. Consignments.

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

Description.	1891–92.		1890–91.		1889–90.		Remarks.
	Packages.	Tons.	Packages.	Tons.	Packages.	Tons.	
Civil—							
Stamp	2,047	259	1,647	208	1,499	194	
Stationery	613	175	611	196	742	200	
Forest	3,178	103	1,318	27	193	8	Increase due to tramway materials imported from England.
Police	134	67	335	17	135	17	
Printing	181	13	84	11	32	9	
Jails	..	..	..	..	9	2	
Salt	256	36	190	23	115	18	
Telegraph	38,724	1,309	19,211	667	16,415	533	Increase due to opening of new lines.
Post Office	1,135	99	1,739	223	1,858	166	
Treasury—							
Copper, boxes ..	5,100	..	3,475	..	1,712	..	Increase due to a consignment of 2,246 boxes for Bombay treasury landed here.
Silver	403	.. 6	1,176	.. 2	1,370	.. 3	
Paper Currency ..	32		8		22		
Military—							
Clothing	1,981	475	1,538	371	2,747	669	
Ordnance	15,945	1,066	22,898	1,526	44,272	2,502	No coal imported.
Commissariat	5,074	463	4,384	464	1,778	270	
Medical	1,781	542	1,250	468	1,765	484	
Regimental necessaries.	261	45	302	53	..	..	
Marine—							
Port stores	460	42	270	40	183	31	Increase due to importation of mineral oil and lighthouse stores.
Madras Harbour Works.	5,735	1,075	31,280	6,529	41,230	8,304	Decrease due to approaching completion.
Public Works Department.	10,335	878	5,606	452	7,435	985	Increase due to large quantity of timber from Rangoon.
Miscellaneous	1,247	173	427	82	214	34	
Secretariat	51	4	85	9	84	7	
Government gardens ..	274	39	294	43	27	4	
Total ..	103,927	6,800	98,028	11,411	93,246	14,398	

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

Description.	1891–92.		1890–91.		1889–90.		Remarks.
	Packages.	Tons.	Packages.	Tons.	Packages.	Tons.	
Civil—							
Stamp	220	23	135	20	174	57	
Stationery	691	116	799	136	543	87	
Forests	34	9	31	3	49	4	
Police	801	66	727	47	853	73	
Printing	512	51	301	23	616	53	
Jails	68	8	71	21	84	7	
Salt	583	41	306	12	488	60	
Telegraph	8,839	1,358	2,462	316	1,187	86	Increase in tonnage due to large quantities of rails shipped to Northern Ports.
Post Office	9	2	..	..	..	..	
Treasury—							
Copper, boxes ..	1,601	50	330	..	256	16	Increase probably due to East Coast Railway extension.
Silver	411	..	20	..	181	..	
Paper Currency ..	6	..	10	..	4	..	
Military—							
Clothing	1,312	184	1,254	173	1,317	152	
Ordnance	8,656	528	6,564	565	25,041	836	
Commissariat	7,885	814	7,761	604	5,248	486	
Medical	1,363	180	1,552	295	1,900	285	
Regimental accessaries.	37	5	66	11	..	..	
Marine—							
Port stores	398	37	197	32	299	21	Increase due to shipments of mineral oil to outports for lighthouse use.
Madras Harbour Works.	..	..	..	..	..	..	
Public Works Department	1,815	43	429	52	13,434	195	
Miscellaneous	502	84	576	54	312	39	
Secretariat	..	..	..	..	1	..	
Government gardens ..	24	3	25	2	..	..	
Total ..	35,227	3,883	30,676	2,464	56,681	2,509	

ADMINISTRATION Report of the Deputy Conservator of the Port of Madras for the year 1891–92.

The number of vessels entering the Port of Madras during the year is shown in the following statement, and compared with the preceding year shows a large increase both in numbers and tonnage :—

	1890–91.		1891–92.	
	No.	Tonnage.	No.	Tonnage.
Steam ships, mercantile	636	994,891	697	1,195,738
Sailing „ „	2	2,842	* 14	19,736
Do. native craft	91	11,038	125	16,213
Men-of-war, Government ships and hired transports	22	18,079	16	16,637
Total ..	753	1,026,850	† 852	1,248,324

The increase being 99 vessels and 221,474 tons which seems to show that the port has not lost favour with ship-owners, 11 of the steam ships did not enter the harbour.

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

	No.	Tonnage.
Steam ships	713	1,212,703
Sailing „	14	19,253
Do. native craft	121	15,326
Total ..	848	1,247,282

3. The revenue amounted to Rs. 1,54,078 against Rs. 1,35,622 for 1890–91 and was made up from the following sources :—

	Rs.
Port funds	1,16,868
Salvage	257
Hire of port raft	838
Boat licenses	1,561
Shipping office fees and fines	654
Office fees for overtime	1,218
Sale of old lighter	2,514
Sundries	195
	74
	1,24,179
Pilotage and boat charges connected	29,899
Total ..	1,54,078

4. *Artificial Harbour.*—Shipping work has gone on throughout the whole year without a single day's interruption within the harbour, one large sailing vessel was berthed in the harbour. The native craft have also availed themselves of the use of the harbour to a great extent. Accretion of sand to the south of the harbour still continues.

5. *Weather.*—It has not been necessary to hoist any warning signals throughout the year, the weather having been exceptionally fine.

6. *Accidents and Casualties.*—The number of accidents to vessels has unfortunately been greater and of a more serious character than usual.

The S.S. *Clan Stuart* on the 3rd of May parted her port cable while swinging to No. 6 berth, the anchor and chain were recovered next day by the port diver.

The S.S. *Neimen* on the 9th July parted all her stern lines and had to be left riding head to wind.

The S.S. *Patiala* on the 2nd September parted her stern lines.

* NOTE.—Twelve sailing vessels of 16,432 tons called for orders only.

† Including .. German .. 25; French .. 22; Austro-Hungarian .. 22; American .. 1; Total Foreign .. 70

A native vessel which had lost her foremast was towed inside the harbour on the 16th September and remained until fitted with a new one.

The S.S. *Bedouin* on the 14th September carried away the moorings of the buoy off the Sailors' Home.

The S.S. *Waverly* on the 21st November took the ground in the south-west corner of the harbour while attempting to get into No. 1 berth, and remained there until the 28th, having worked up the sand for a distance of 500 feet, all efforts to prevent her doing so proving useless, and it was not until a powerful tug brought from Calcutta took up a position outside of her and kept a heavy strain on the hawsers while the cargo was discharged, that anything could be done towards getting the vessel afloat. No great damage was done to the vessel and she continued her voyage after re-shipping her cargo.

A boat arrived in the harbour on the 23rd December bringing a report that the S.S *Umtata* was ashore at Armeghon and requesting assistance, but before any effective assistance could be rendered, the rest of the vessel's boats arrived on the 25th bringing the whole of the crew and reporting of the abandoning of the vessel.

Courts of inquiry were held on both of the cases at the Presidency Magistrate's Court, Black Town.

The S.S. *Nadir* on the 5th January lost an anchor and fifteen fathoms of chain through a shackle pin coming out, the chain and anchor were recovered next day by the port diver.

The S.S. *Booldana* on the 10th January ran on the north groyne outside the harbour, the engines not turning astern when required, the helm was put to port to avoid running into the harbour and colliding with the vessel in No. 3 berth, but the ship was too close and ran on the groyne. She was got off without much apparent damage, one anchor being lost.

One lighter was sunk alongside the S.S. *Culna*, and one capsized alongside the S.S. *Pindari*, four others were damaged alongside vessels all while loading cargoes of iron.

Five masulah boats were damaged on the beach, three of them outside the barbour.

No loss of life has been reported during the year.

7. *Moorings.*—Three of the moorings of the inner buoys and one of the outer have been relaid with heavier anchors and chains, the anchors were procured from Calcutta and Bombay and the chains supplied from the harbour works, all being now in condition to bear the strains likely to be brought upon them.

The buoy off the Sailors' Home broke adrift on the 14th of June but was recovered by the Harbour Master's boatmen before it had gone far, and was remoored in position.

The south entrance buoy was found to be leaking badly in October and had to be brought ashore for repairs, it has now been replaced in position.

The anchor of the buoy off the Sailors' Home could not be recovered after the chain had been carried away by the S.S. *Bedouin* and another anchor had to be laid in its place.

The accommodation for ships inside the harbour has been sufficient, except on one or two days during the year.

8. *Boats.*—The Harbour Master's boats had considerable difficulty in boarding many vessels during the north-east monsoon and a steam cutter has been asked for to enable this duty to be carried out more efficiently at that season. The establishment has worked fairly well during the year, and some improvements have been effected in the fittings and gear of the boats. A new lighter for the port diver was built and the old one sold.

One masulah boat still remains in the establishment but it is rarely used.

9. *Port Raft.*—The services of the raft have been required on 25 occasions making 59 trips in all.

10. *Cargo Boats.*—Though the harbour was partly designed to do away with the necessity of the Masulah boat it has not as yet done so, as the number on the register is greater than ever, being 129 or 21 in excess of the former year, 73 lighters are shown against 75 of the former year.

11. *Time Signal.*—The time signal has been much more regular in its performances than last year but might be more perfect, 28 failures being recorded against 41 for the former year.

12. *Life-saving apparatus.*—Quarterly practice has taken place with the rocket apparatus.

13. *Harbour Masters.*—The large increase in the number of vessels visiting the port has correspondingly increased the work of the Harbour Masters and 1,518 vessels have passed through their hands as compared with 1,331 in the preceding year; but unfortunately not with the complete absence of accidents remarkable in former years while in their hands, the S.S. *Waverly* having been in charge of Mr. Howard, Acting Harbour Master, when she grounded. though no blame was attached to that Officer for the grounding.

Mr. Corfield, Senior Harbour Master, was sent to Europe by a Medical Board on eight months' sick leave in May and returned in January 1892.

A native syrang has been appointed for the purpose of conducting native craft out and into the harbour.

The new office for the Harbour Masters has been begun and will be a great convenience when ready.

14. *Port Diver.*—The services of the diver are still in as great requisition as formerly, and it seems it can only be the bad slinging of cargo in vessels' holds that can account for the large quantity of cargo lost overboard, and keeps him so continually employed in recovering articles (mostly iron work) as in every berth inside the harbour the water is smooth enough almost at all times for the safe and easy handling of cargo.

SHIPPING OFFICE.

The business of the Shipping office shows a large increase on former years as the figures given below will show, better office accommodation and probably an increased establishment for this department is required and will be obtained when the office is moved into the old High Court buildings:—

	No.	
European seamen engaged	19	
" " discharged	29	
	—	48
" " sent to hospital	6	
" " sent to jail	1	
Native seamen engaged	55	
" " discharged	1,102	
	—	1,157
" " sent to hospital	3	
" " sent to jail	*Nil.*	
Distressed seamen sent home	69	
		1,205

The number of distressed seamen relieved and sent home is greater than usual, owing to the losses of the Barque *Lady Agnes* and the S.S. *Upiata*.

The fees and fines collected amounted to Rs. 1,218.

The usual periodical returns and statements have been sent to the Board of Trade, London, and the Government of Madras, as they fell due.

Madras,
25th May 1892.

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

Order—dated 15th December 1892, No. 462, Marine.

With his letter, No. 1407–353, dated the 6th October 1892, the Presidency Port Officer submitted the administration report of the Madras Port Department for the year 1891–92, 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. As, however, several inaccuracies were discovered in it, the report had to be returned for careful revision and was re-submitted on the 4th November. The report is inordinately lengthy and should be considerably curtailed in future years. The references to trade statistics, with which the Marine Department has no concern, should be of the briefest possible description, and much unnecessary detail as to finance is given in the body of the report.

2. The Government has perused the report with considerable interest. It contains a complete review of the operations of the Port Department for the year, and exhibits generally an improved financial condition which is very satisfactory.

3. The orders issued and action taken with reference to the various Marine Acts in force are detailed at pages 2 and 3. Revised Boat Rules—which were much needed—were introduced, and although they met with some opposition at first, they appear to have now been accepted as likely to prove beneficial to all parties concerned. Pilotage was made compulsory at the port of Mangalore and the necessary rules were promulgated. The Landing and Shipping Dues Act was extended to Vizagapatam at the beginning of the year, and to Masulipatam from the 15th March 1892. Pier dues at Gopálpur were re-introduced from the 1st November 1891.

4. The satisfactory decrease in the number of shipping casualties noticed in the order on the report for the preceding year was not maintained in 1891–92. The figures for the past three years were 37, 7 and 22 respectively. The gravest casualty in the year under review was the loss of the S.S. *Umtata* on the Armeghon shoal owing to the master having mistaken the Armeghon light for that of Madras. The next most serious occurrence was the stranding within the harbour at Madras of the S.S. *Waverley*. She remained fast for a week and was eventually towed off by a tug from Calcutta. Only one life was lost in consequence of the casualties—that of a boy of the British brig *Shaykh Hamed*, which foundered on May 21st.

G.O., dated 10th November 1891, No. 496, paragraph 3.

5. During the year a Marine Manual was issued by the Presidency Port Officer for the guidance of Port officials. The tidal observations at Cocanada and Cochin were abolished, as sufficient data had been obtained. The Presidency Port Officer reports that there was nothing extraordinary to record in connection with the weather throughout the year.

6. The statement at page 68 of the report exhibits the number and gross tonnage of the several classes of vessels entering the ports of the Presidency during 1891–92, and the dues paid by them. The following are the figures for the last three years:—

	No. of vessels.	Tonnage.	Dues paid.
			Rs.
Madras.			
1889–90	353	990,143	1,08,644
1890–91	721	1,030,968	1,02,101
1891–92	815	1,209,800	1,16,922
All other Ports.			
1889–90	24,439	5,116,726	1,62,790
1890–91	24,834	5,780,248	1,93,974
1891–92	23,636	5,845,892	2,13,728

There was an increase under every head except in the number of vessels entering coast ports. From the increase in the tonnage, however, it may be inferred that a better class of vessel is being brought into use.

7. The statement at pages 8 and 9 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 three years:—

At all ports with the exception of Madras.	Tonnage.	Value of			Duty on		
		Imports.	Exports.	Total.	Imports.	Exports.	Total.
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1889–90	5,116,726	4,38,71,873	10,71,29,724	15,10,01,597	56,716	4,55,403	5,12,119
1890–91	5,780,248	6,32,28,167	10,54,15,433	15,86,43,600	60,498	4,05,954	4,66,452
1891–92	5,845,892	5,74,42,357	10,88,66,976	16,63,09,333	76,288	3,42,940	4,19,228

The increase in the value of imports and exports over the figure for the preceding year amounted to Rs. 76,65,733. There was, however, a decrease of Rs. 47,224 in the amount of duty paid. This is attributable to the smaller shipments of grain owing to the unfavorable character of the season.

8. The value of the trade of the port of Madras and the duty paid on it during 1891–92 are shown below and compared with the figures for the two preceding years:—

Port of Madras.	Tonnage.	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
1891–92	1,209,800	6,90,93,642	4,41,42,806	11,32,36,448	11,45,575	183	11,46,758

There was again an advance in the amount of the trade of the port, but a decline in its value. The value of the imports was Rs. 26,09,574 *more*, but that of the exports was Rs. 69,38,065 *less*, resulting in a decrease of Rs. 43,28,491. The duty paid was less than that for the previous year by Rs. 34,518. The duty on exports was Rs. 183 only.

9. Of the coast ports, Tuticorin again had the largest trade. The total value of its imports and exports was Rs. 2,16,00,640, as against Rs. 2,40,98,311 in the preceding year and Rs. 2,58,40,314 in 1889–90. There was a considerable increase in the trade of Calicut. The value of it was Rs. 1,84,35,913 against Rs. 1,46,34,419 in 1890–91. Of the other coast ports, Cochin, Cocanada, Tellicherry and Mangalore each had trade exceeding 150 lakhs of rupees in value, while that of Negapatam exceeded 100 lakhs.

10. Full details of the passenger traffic at the various ports during the year are afforded in Appendix I to the report. The three ports with the largest numbers are as follows:—

	Passengers sailed.	Passengers arrived.
Pámban	65,761	33,212
Tuticorin	47,053	50,115
Negapatam	47,332	42,041

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

Years.	No. of vessels.	Tonnage.	Fees.
			Rs.
1889–90	113	10,983	1,527
1890–91	90	7,770	1,123
1891–92	100	4,450	1,006

12. The dredger *Wenlock*, of 400 tons hopper capacity, arrived in August 1891. She was employed at Pámban during the remainder of the year, and dredged 99,650 tons, with an average outturn of 1,038 tons per working day.

13. Turning to the portion of the report referring to accounts, the Government is pleased to find that the improvement noticed in 1890–91 continued in the year under review. The receipts on account of coasting steamer dues amounted to Rs. 1,80,348 against Rs. 1,54,407, showing an increase of Rs. 25,941. "Other dues" aggregated Rupees 1,53,792, or Rs. 15,130 more than in 1890–91, and an advance of Rs. 7,922 was recorded under "Other receipts." The total ordinary receipts amounted to Rs. 3,95,980 against Rs. 3,47,674 in the preceding year. The ordinary charges of the year were Rs. 2,63,574 against Rs. 2,47,228 in 1890–91. The increase is accounted for under general and lighthouse charges. The proposal to treat the pay and allowances of the lighthouse mechanic as a general charge is approved.

14. An interesting summary of the transactions of the different District Funds is given at page 30 of the report. It discloses a marked improvement in all cases except Ganjam and Madura. The former, however, was Rs. 1,547 to the good on the year and thus reduced the Provincial contribution to be made to it for the purpose of enabling it to pay the interest on its loan to Madras. The state of the Madura fund is due to the whole of its available balance having been made over to the Pámban Pilotage fund towards the cost of the dredger *Wenlock*. The further transfer made by the Presidency Port Officer and reported at page 27 will be brought to the notice of the Financial Department, in which orders will issue in regard to the Provincial contribution to be made to the Ganjam Fund, to Appendix C (X-*a*) and (X-*b*), and to the proposed investments of Rs. 70,000 from the Madras Pilotage Fund and of Rs. 20,000 of the Tinnevelly District funds. It is observed that out of thirteen funds, seven * held investments in Government securities at the end of the year.

	Rs.
* Malabar	70,000
Vizagapatam	0,000
Tinnevelly	55,000
South Canara	29,000
South Arcot	17,000
Nellore	8,000
Chingleput	6,000

15. The result of the transactions under Act III of 1885 at the four ports at which it was in force is recorded in Appendix C. There was a surplus in each case except Cocanada, which had to meet a charge of more than Rs. 22,000 on account of a steam crane. It ended the year, however, with a credit balance of Rs. 9,576. The accounts of the various Pilotage funds will be found in Appendix C (VIII). There was a difference of only a thousand rupees between the receipts and charges at Madras and a little more at Cochin. The balance was in each case on the credit side and the two funds closed the year with Rs. 99,803 and Rs. 16,504 in hand respectively. The accounts of the Pámban fund are somewhat complicated by extraordinary items on both sides on account of the dredger *Wenlock*. The result was a debit balance of Rs. 5,063.

16. Sub-paragraph (*e*) at page 21 and Appendix C (VI-*a*) and (VI-*b*) contain particulars of the fees under Acts and overtime fees collected and paid during the year. After meeting the personal allowances of the officers of the department, a sum of Rs. 6,320 remained to the credit of Government. Appendix J exhibits the dredging work done during the year at the ports of Cocanada, Cuddalore and Pámban. The number of tons dredged at the three ports was 197,094.

17. It appears from the report of the Deputy Conservator that 852 vessels, with an aggregate tonnage of 1,248,324, called at the port of Madras during 1891–92. As compared with the figures of the previous year, there was an increase of 99 vessels and 221,474 tons. The revenue of the port from all sources was Rs. 1,54,078 against Rs. 1,35,622 in the preceding year. Paragraph 11 of the Deputy Conservator's report will be communicated to the Government Astronomer by the Public Department.

18. Six thousand eight hundred tons of stores were landed by the Agent for Government Consignments against 11,411 in 1890–91 and 14,394 in 1889–90. The shipments aggregated 3,883 tons against 2,464 in the preceding year.

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 1892, similar to that embodied in G.O., dated 8th March 1892, No. 287, Financial, for publication in the Fort St. George and maritime District Gazettes. It should be submitted through the Accountant-General for verification.

(True Extract.)

J. F. PRICE,
Chief Secretary.

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

Exd. A. Raitt.

Govt. of {1892} Madras.

MARINE.

Issued

Recd. *Encl.*

G.O., 15th Dec. 1892. No. 462.

DECEMBER.

Order.— Ft 22.12.92
G. Sailing 93
Recorded
(50) G.T.W

Secs. I, II, III, IV, V & VI Orders

Madras Port Department.

Reviewing the administration report of the — for the year 1891–92.