(1) பக்கங்களின் எண்ணிக்கை 27.

(2) புதுக்கித் திருப்பிய நாள் 8/91.

(3) ஆதாரங்குறிப்பவர் சுருக்கொப்பம்

தமிழ்நாடு ஆவணக் காப்பகம்.

தமிழ்நாடு அரசு

P.W.D. துறை

அரசாணை எண்.
மு. கோப்புத் தாள் எண். 3057

அச்சகம்
பலவகை

அனுமதிப்பணத்தொகை

நாள் : 27.11.1893.

198—.

மடிக்கவோ கண்டபடி கையாளவோ கூடாது

ஆவண. கா-1—18,006—15-6-87.

3057
1

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ— the following paper :—

From Commander H. A. STREET, R.I.M., Acting Presidency Port Officer, Madras, to the Chief Secretary to Government, dated Madras, —— October 1893.

I have the honour to forward, herewith, the Report on the Administration of the Madras Port Department (including the reports of the Agent for Government Consignments and Deputy Conservator of the Port, Madras) for the official year 1892–93.

REPORT ON THE ADMINISTRATION OF THE MADRAS PORT DEPARTMENT FOR THE OFFICIAL YEAR 1892–93.

Official Staff.—Commander Street's term of office as Presidency Port Officer, Madras, having expired, Commander Powell, R.I.M., succeeded him on 18th February 1893.

The Port service sustained a loss in the person of the late Mr. J. H. Fletcher, Port Officer of Mangalore, who died at that port on the 7th August 1892.

Other changes in the gazetted staff of the department are noticed in Appendix H.

Act X of 1889.—The scale of fees for the use of the port crane at Masulipatam was revised, and reduced rates sanctioned. A scale was fixed for the use of the cranes at Vizagapatam. For the private use, at any port, of anchors, hawsers, &c. (being the property of Government), a charge of 20 per cent. on their value was sanctioned, in addition to cost of making good any damages that may occur.

To permit of railway material being landed at Ganjám for the East Coast Railway, the Ports Act was extended to that port and the necessary action taken with regard to the appointment of a Port Conservator, the framing of port rules, schedule of port dues rates, &c.

A schedule of fees for the use of the goods-shed at Tuticorin was sanctioned.

Act VII of 1880.—The notification of 1880 with regard to the appointment of "Detaining Officer," "Inspecting Officer," "Scientific Referee," &c., under Act VII of 1880 was re-issued in an amended form in view of certain modifications which became necessary. Section 7 of the Act was, moreover, extended to the port of Mangalore and withdrawn from Calingapatam.

Madras Act III of 1885.—This Act was extended to Mangalore and the necessary rules and a schedule of fees brought into force there.

The schedule of fees under this Act in force at Msulipatam was revised.

Acts X of 1841 *and XI of* 1850.—One hundred and four native vessels were registered and 134 changes of masters endorsed on registry certificates. The total of fees realized under both heads was Rs. 1,412–15–0 as against Rs. 1,402–0–6 in the previous year, showing a small increase. Details are given in Appendices F and G.

Act I of 1859.—Details of shipments and discharges of seamen are given in Appendix K. Compared with the figures of the preceding year there was a small increase in the number of European seamen discharged, while in the case of seamen shipped (European and Native) there was a decrease.

Act X of 1887.—By vessels that came under the operation of this Act, 18,957 "Native passengers" left the Madras coast on *long* voyages and 150,261 on *short* voyages.

Wrecks and Casualties.—There were 18 casualties in the year as against 22 in the preceding year. The most important was the total loss by fire of the Swedish barque *Adolf* of 633 tons at Cochin. A formal inquiry in this case was considered unnecessary. There was no loss of life in any instance. Details are given in Appendix A.

Life-saving Apparatus.—Quarterly exercises were continued at Gopalpur, Bimlipatam and Vizagapatam.

General Passenger Traffic.—Details are given in Appendix I. 207,202 passengers arrived on the coast and 264,406 sailed therefrom, being a decrease in arrivals and increase in departures as compared with the past year's figures. The largest traffic was at the ports of Pámban, Tuticorin and Negapatam.

Boat-supply.—The boat-supply at coast ports was well maintained. The figures in Appendix L represent the number available at the more important ports, and show an increase.

Meteorological.—Observations were continued regularly at the Presidency Port Office Observatory.

Weather.—There was nothing extraordinary to report under this head.

Dredging Operations.—The dredger "Wenlock" was employed at Pámban for 34 days in the year and removed 40,400 tons of silt at an average working expense of Annas 1–7 per ton. At Cocanada she was employed 157 days in the year and removed 118,580 tons of sil at an average cost of Annas 2–4$\frac{1}{2}$ per ton. Dredging operations were also carried on at Cocanada by the "Priestman" and "Connemara" dredgers, and at Cuddalore by the small dredger there. Further details will be found in Appendices J, J (i), and J (ii).

Service Registers—were maintained in accordance with the orders of Government.

Navigation, Tonnage and Dues.—Details are given in Appendix B. The following statement shows the number of vessels, their tonnage, and the dues collected thereon in the whole Presidency:—

—	Vessels.	Number.	Tonnage.	Dues.	Remarks.
				Rs.	
Madras	British—				Men-of-war, Government ships and vessels that called for orders only are not included; hence the variation between the figures here and those in the Deputy Conservator's report.
	Coasting	357	619,671	40,431	
	Other than coasting	204	401,279	49,621	
	Foreign	75	96,888	9,883	
	Native	71	7,940	691	
	Total ..	707	1,125,778	1,00,626	
Coast Ports	British—				
	Coasting	3,464	4,731,283	1,44,105	
	Other than coasting	289	408,907	33,468	
	Foreign	670	131,687	15,554	
	Native	20,602	715,664	26,017	
	Total ..	25,025	5,987,491	2,19,144	

Compared with the figures of the preceding year, there was, in respect to the port of Madras, in the case of—

(*a*) British coasting vessels, a decrease in number, but an increase in tonnage (indicative of vessels of larger capacity having called in the year under notice) and a corresponding increase in dues;

(*b*) British vessels other than coasting, a decrease in number and tonnage and a corresponding decrease in dues;

(*c*) Foreign vessels, a small increase in number and tonnage, and a corresponding increase in dues; and

(*d*) Native vessels, a perceptibly large decrease in number and tonnage and in dues, showing that there is very little inducement now at Madras for this class of vessels.

Class (*a*) paid Annas 1–1 per ton port dues, Class (*b*) Annas 2, Class (*c*) As. 1–8 and Class (*d*) Annas 1–5. The payments at Madras thus averaged from 13 to 24 pies per ton.

Similarly compared, there was, in respect to the coast ports, in the case of—

Class (*a*), (*c*) and (*d*), an increase in number and tonnage, and a corresponding increase in dues, and

Class (*b*), a decrease in number, but an increase in tonnage (indicative of vessels of larger capacity having called in the year) and a decrease in dues attributable to the exemptions provided for in the schedule to the Ports Act.

Class (*a*) paid Pies 6 per ton port dues, Class (*b*) Annas 1–4, Class (*c*) As. 1–11 and Class (*d*) Pies 7. The payments at coast ports averaged thus from 6 to 23 pies per ton.

Trade.—The subjoined statement exhibits the value of, and duty on, the import and export trade of the principal ports of the Presidency excluding Government stores and Government and private treasure:—

Ports	Tonnage of vessels entered.	Value of						Duty on						Total.		
		Imports.			Exports.			Imports.			Exports.					
		Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.
Madras	1,195,778	6,93,14,809	0	0	5,10,18,461	0	0	11,03,33,270	0	6	14,340	15	1	11,22,848	15	8
Tuticorin	411,748	69,74,475	0	0	1,70,15,351	0	0	2,39,85,826	0	0	11,303	11	3	20,642	4	5
Cochin	302,398	85,08,934	0	0	1,28,41,406	0	0	2,13,50,340	0	0	114	0	1	26,976	6	1
Cocanada	369,443	35,35,882	0	0	1,60,70,202	0	0	1,96,12,174	0	0	40,084	15	11	46,071	15	7
Calicut	461,804	72,04,509	0	0	1,08,02,199	0	0	1,80,86,708	0	0	142	8	0	9,717	11	1
Talbicherry	393,781	67,82,241	0	0	1,04,77,132	0	0	1,72,59,363	0	0	208	8	0	5,104	5	6
Mangalore	219,703	37,74,115	0	0	1,13,17,595	0	0	1,50,89,700	0	0	5,547	14	10	14,150	15	8
Negapatam	553,656	64,83,136	0	0	68,85,775	0	0	1,23,71,911	0	0	1,08,038	10	3	1,09,210	14	6
Bimlipatam	418,941	21,60,831	0	0	35,99,461	0	0	56,97,293	0	0	205	13	9	575	6	4
Cuddalore	269,618	15,42,510	0	0	41,39,927	0	0	56,72,437	0	0	4,506	6	9	4,506	6	9
Chemmanore	207,670	25,30,403	0	0	12,62,416	0	0	37,82,818	0	0	..	..	..	..	..	..
Masulipatam	372,090	12,07,103	0	0	24,75,027	0	0	25,81,030	0	0	108	5	4	108	5	4
Vizagapatam	426,542	17,37,008	0	0	17,95,026	0	0	25,32,133	0	0	34	4	0	41,051	12	7
Coconjur	214,514	13,23,625	0	0	17,91,576	0	0	31,15,501	0	0	41,017	9	7	41,051	13	7
Calingapatam	257,144	5,26,872	0	0	8,47,120	0	0	10,56,992	0	0	1,813	13	9	1,813	13	9
Porto Novo	62,997	1,10,759	0	0	6,02,603	0	0	8,03,242	0	0	1,804	2	1	1,804	2	1
Pamban	81,178	5,02,713	0	0	5,07,072	0	0	6,99,785	0	0	1,812	0	0	3,206	2	1
All other coast ports	645,335	69,78,432	0	0	1,44,00,259	0	0	1,84,38,691	0	0	386	4	0	436	4	0
											12,480	15	9	12,480	15	9
											1,471	4	3	1,489	6	3
											1,27,195	11	4	1,28,117	4	11
Madras .. { 1891-92 ..	1,209,800	6,90,93,642	0	0	3,41,42,806	0	0	11,32,36,448	0	0	183	3	7	11,46,757	15	1
Madras .. { 1892-93 ..	1,125,178	6,93,14,809	0	0	5,10,18,461	0	0	11,03,33,270	0	6	14,340	15	1	11,22,848	15	8
Increase ..	84,622	97,783	0	0	68,75,655	0	0	90,03,178	0	0	14,357	11	6	22,908	15	5
Decrease ..											..	..	..	..	..	..
Coast ports { 1891-92 ..	5,845,802	5,74,42,387	0	0	10,38,68,976	0	0	16,63,09,833	0	0	76,287	11	8	4,19,227	15	6
Coast ports { 1892-93 ..	5,997,491	6,08,46,518	0	0	11,33,19,266	0	0	17,41,39,583	0	0	66,954	0	11	4,21,660	5	7
Increase ..	141,399	33,98,261	0	0	44,32,289	0	0	78,30,550	0	0	..	..	..	2,432	6	2
Decrease ..	..	..	..	..	..	..	..	..	..	..	9,333	10	9	..	..	..

Tuticorin again stands first among the coast ports in point of the value of the trade carried on at each port.

COAST PORTS.—*Gopalpur*—The platform of the pier at this port was repaired and the structure was utilized in landing heavy Railway and other material. *Cocanada*—The machinery of the steam launch "Empress" was overhauled and the vessel repaired; the "Connemara" and "Priestman" dredgers were employed in clearing away silt in the vicinity of the wharves, and the "Wenlock" in dredging the channel between the mouth of the river and the bar; the groynes were repaired from time to time as found necessary; the Ports Conservancy Board (Gódávari) held twelve meetings. *Negapatam*—Much inconvenience was experienced owing to the bad state of the river and bar and the trade of the port was to some extent diverted to neighbouring ports in consequence; measures were, however, under consideration for the necessary improvements; the question of a pier for this port was again mooted by the Landing and Shipping Dues Committee, but abandoned. *Pamban*—Since the dredging of the sand-bank channel the depth of water obtained has been maintained, and no difficulty in passing through the channel has been experienced. *Tuticorin*—The goods-shed for this port was almost completed at the close of the year; the question of providing a new pier was under consideration. *Cochin*—The bar remained unchanged with the usual depth of water; the groynes were repaired as required from time to time. *Mangalore*—Owing to erosion of the sand spit south of the entrance, the southern boundary pillar was washed away, and a new one was erected on a site further south.

Periodical repairs to the several port flagstaves, beacons and boundary pillars along the coast were carried out. The shore limits of the more important ports were marked with boundary stones. Arrangements were made for introducing the International Buoyage system. The Presidency Port Officer paid his annual visit of inspection to the principal ports and found the general port and office arrangements in a satisfactory condition.

ACCOUNTS.

The financial position of the Port and Marine Funds of this Presidency, as they stood on the 31st March 1893, is given in Appendix C.

Port Funds—Act X of 1889.

The receipts and charges of Port Funds have been revised on the lines laid down in G.O., No. 24, Marine, dated 27th January 1890.

Receipts.—(i) Port dues collections in 1892–93 were Rs. 10,880 less than in the previous year—*vide* abstract statement to Appendix B. The collections at Madras from "Other British vessels" were Rs. 16,658 less than in 1891–92, and the fall was due chiefly to the P. & O. and Clan Line steamers not having called at Madras as frequently as hitherto.

(ii) Particulars of general receipts will be found in Appendix C (iv).

(iii) Particulars of fees levied under Acts and Overtime fees for Port Officers, Conservators and their establishments are contained in Appendix C (v-*a*). Fees levied under Acts and Overtime fees for Port Officers and Conservators amounted to Rs. 21,606–2–11, and the personal allowance and half overtime fees paid to Port Officers and Conservators to Rs. 15,741–4–0, thus leaving a net credit under "Fees" of Rs. 5,864–14–11.

(iv) There were no special receipts during the year under review except Rs. 6,029–2–9, Provincial contribution to the Ganjám Port Fund, ordered in G.O., No. 210, Financial, dated 27th February 1893.

Charges.—(i) General charges for 1892–93 were Rs. 4,864 less than those of the previous year.

(ii) Light-house charges were Rs. 37,207 more than those of 1891–92, the increase being due to cost of new lights purchased during the year as explained in this office No. 1639—307 G., dated 9th September 1893.

Ports	Tonnage of vessels entered.	Value of Imports.	Duty on Imports.	Value of Exports.	Duty on Exports.	Total.
		Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
Madras	1,195,778	6,93,14,809 0 0	11,08,308 0 7	14,640 16 1	11,22,948 15 8	11,22,948 15 8
Tuticorin	411,748	69,74,476 0 0	9,148 9 2	11,393 11 3	20,542 4 5	20,542 4 5
Cochin	502,598	85,05,664 0 0	25,862 0 1	114 0 0	25,976 0 1	25,976 0 1
Cocanada	560,443	85,35,882 0 0	2,986 15 8	40,084 15 11	43,071 15 7	43,071 15 7
Calicut	461,804	72,04,609 0 0	9,575 3 1	142 8 0	9,717 11 1	9,717 11 1
TellicherryMangalore	333,781	67,82,241 0 0	4,895 13 6	208 8 0	5,104 5 6	5,104 5 6
Negapatam	219,706	37,72,115 0 0	8,603 0 10	5,547 14 10	14,150 15 8	14,150 15 8
Rámnád	559,656	64,83,136 0 0	1,172 4 2	1,08,038 10 3	1,09,210 14 6	1,09,210 14 6
Cuddalore	418,344	21,86,831 0 0	469 7 7	205 13 9	675 6 4	675 6 4
Cannanore	260,018	15,42,610 0 0	.. ..	4,506 5 9	4,506 5 9	4,506 5 9
Masulipatam	207,670	25,30,403 0 0	108 5 4	.. ..	108 5 4	108 5 4
Vizagapatam	372,090	13,07,403 0 0	34 4 0	41,017 9 7	41,051 13 7	41,051 13 7
Gopalpur	428,642	17,37,098 0 0	1,813 13 9	.. ..	1,813 13 9	1,813 13 9
Calingapatam	214,314	13,23,695 0 0	1,394 2 1	1,812 0 0	3,206 2 1	3,206 2 1
Porto Novo	287,144	6,99,872 0 0	50 0 0	386 4 0	436 4 0	436 4 0
Pámban	62,527	1,70,739 0 0	.. ..	12,480 15 9	12,480 15 9	12,480 15 9
All other coast ports	81,173	3,93,713 0 0	18 2 0	1,471 4 3	1,489 6 3	1,489 6 3
	643,335	66,75,632 0 0	921 9 7	1,27,195 11 4	1,28,117 4 11	1,28,117 4 11
Madras .. { 1891-92	1,209,800	6,90,93,642 0 0	11,45,574 11 6	183 3 7	11,45,757 15 1	11,45,757 15 1
Madras .. { 1892-93	1,195,778	6,93,14,809 0 0	11,08,308 0 7	14,640 16 1	11,22,948 15 8	11,22,948 15 8
Increase	..	..	..	14,357 11 6	22,808 15 5	22,808 15 5
Decrease	84,022	97,78,833 0 0	37,266 10 11	.. ..	.. ..	.. ..
Coast ports { 1891-92	5,845,802	5,74,42,357 0 0	76,287 11 8	3,42,940 3 9	4,19,227 15 5	4,19,227 15 5
Coast ports { 1892-93	5,987,491	6,08,40,619 0 0	66,564 0 11	3,54,706 4 8	4,21,600 5 7	4,21,600 6 7
Increase	141,689	33,98,261 0 0	.. ..	11,765 0 11	2,492 6 2	2,492 6 2
Decrease	..	..	9,333 10 9	.. ..	.. ..	.. ..

Tuticorin again stands first among the coast ports in point of the value of the trade carried on at each port.

COAST PORTS.—*Gopalpur*—The platform of the pier at this port was repaired and the structure was utilized in landing heavy Railway and other material. *Cocanada*—The machinery of the steam launch "Empress" was overhauled and the vessel repaired; the "Connemara" and "Priestman" dredgers were employed in clearing away silt in the vicinity of the wharves, and the "Wenlock" in dredging the channel between the mouth of the river and the bar; the groynes were repaired from time to time as found necessary; the Ports Conservancy Board (Gódávari) held twelve meetings. *Negapatam*—Much inconvenience was experienced owing to the bad state of the river and bar and the trade of the port was to some extent diverted to neighbouring ports in consequence; measures were, however, under consideration for the necessary improvements; the question of a pier for this port was again mooted by the Landing and Shipping Dues Committee, but abandoned. *Pamban*—Since the dredging of the sand-bank channel the depth of water obtained has been maintained, and no difficulty in passing through the channel has been experienced. *Tuticorin*—The goods-shed for this port was almost completed at the close of the year; the question of providing a new pier was under consideration. *Cochin*—The bar remained unchanged with the usual depth of water; the groynes were repaired as required from time to time. *Mangalore*—Owing to erosion of the sand spit south of the entrance, the southern boundary pillar was washed away, and a new one was erected on a site further south.

Periodical repairs to the several port flagstaves, beacons and boundary pillars along the coast were carried out. The shore limits of the more important ports were marked with boundary stones. Arrangements were made for introducing the International Buoyage system. The Presidency Port Officer paid his annual visit of inspection to the principal ports and found the general port and office arrangements in a satisfactory condition.

ACCOUNTS.

The financial position of the Port and Marine Funds of this Presidency, as they stood on the 31st March 1893, is given in Appendix C.

Port Funds—Act X of 1889.

The receipts and charges of Port Funds have been revised on the lines laid down in G.O., No. 24, Marine, dated 27th January 1890.

Receipts.—(i) Port dues collections in 1892–93 were Rs. 10,880 less than in the previous year—*vide* abstract statement to Appendix B. The collections at Madras from "Other British vessels" were Rs. 16,658 less than in 1891–92, and the fall was due chiefly to the P. & O. and Clan Line steamers not having called at Madras as frequently as hitherto.

(ii) Particulars of general receipts will be found in Appendix C (iv).

(iii) Particulars of fees levied under Acts and Overtime fees for Port Officers, Conservators and their establishments are contained in Appendix C (v-*a*). Fees levied under Acts and Overtime fees for Port Officers and Conservators amounted to Rs. 21,606–2–11, and the personal allowance and half overtime fees paid to Port Officers and Conservators to Rs. 15,741–4–0, thus leaving a net credit under "Fees" of Rs. 5,864–14–11.

(iv) There were no special receipts during the year under review except Rs. 6,029–2–9, Provincial contribution to the Ganjám Port Fund, ordered in G.O., No. 210, Financial, dated 27th February 1893.

Charges.—(i) General charges for 1892–93 were Rs. 4,864 less than those of the previous year.

(ii) Light-house charges were Rs. 37,207 more than those of 1891–92, the increase being due to cost of new lights purchased during the year as explained in this office No. 1639—307 G., dated 9th September 1893.

District Port Funds.

Ganjam.—A provincial contribution of Rs. 6,029–2–9 was credited to this district during 1892–93. Pier receipts at Gopalpur amounted to Rs. 536–0–8 only. There were no special charges during the year. Rupees 7,816, interest on loan, has been adjusted to the debit of this district—*vide* Appendix C. A contribution from Provincial of Rs. 8,255–12–1 will be necessary to cover the small deficit of the year, interest on loan, and also the small deficit balance of the district on the 31st March 1892. The debit balance of the district will then remain unaltered.

Vizagapatam.—The increase of Rs. 9,371–3–3 in the share of light-house charges, and the cost including freight, as well as the erection of a hand-derrick 10-ton crane at the port of Vizagapatam amounting to Rs. 5,347–10–1, account for the deficit of the district during the year. Vizagapatam Port Fund had a surplus cash balance of Rs. 1,793–12–7 on the 31st March 1893, besides Rs. 90,000 in Government securities. The estimated cash balance on the 1st April 1893 as per G.O., No. 259, Financial, dated 13th March 1893, paragraph 2, was Rs. ·09 lakh; against expectations, the actual balance on that date was only Rs. 1,793–12–7. Assuming the surplus of 1893–94 will be Rs. ·07 lakh, a further investment of Rs. 8,000 has been made in September 1893 as per G.O., No. 259, Financial, dated 13th March 1893.

Gódávari.—Government securities of a nominal value of Rs. 4,000, costing Rs. 4,365–11–10, were purchased during the year on behalf of this district and accounted for as its charges, and this led to the surplus of the year being only Rs. 1,379–11–7. In addition to Rs. 4,000 in Government securities, Gódávari Port Fund had a surplus balance of Rs. 9,449–15–7 on the 31st March 1893; and of this latter sum, Rs. 6,000 has been invested in Government paper in September 1893 as per G.O., No. 259, Financial, dated 13th March 1893.

Kistna.—The transactions of this district for the year 1892–93 resulted in a deficit, and was due chiefly to the share of light-house charges having been Rupees 4,173–14–1 in excess of that of the previous year. Rs. 152, interest on loan, has been adjusted to the debit of this [illegible] in Appendix C. The large deficit of the year necessitated the raising of a further loan of Rs. 2,700 from Madras, besides leaving a small debit balance of Rs. 34–13–2 on the 31st March 1893.

Nellore.—Rs. 319–8–2, interest on the funded capital, and Rs. 929–5–2, sale-proceeds of property recovered from the sea, contribute largely towards the receipts of this district for 1892–93. The charges being indeed very small, there remained to the credit of this district a surplus of Rs. 1,259–3–11. Deducting from this sum the small loan of Rs. 100 outstanding against this district on the 31st March 1892, and Rs. 4, interest payable thereon for 1892–93, the Nellore Port Fund had to its credit on the 31st March 1893 Rs. 8,000 in Government securities and a surplus cash balance of Rs. 1,190–4–5.

Chingleput.—The receipts of this district include two large sums, Rs. 275–13–10, sale-proceeds of property recovered from the sea, and Rs. 239–6–4, interest on its funded capital. There were no charges during the year. The financial position of this district on the 31st March 1893 was satisfactory, as it had to its credit on that date Rs. 585–0–4 as surplus cash balance and Rs. 6,000 in Government securities.

South Arcot.—Wharfage collections at Porto Novo during the year 1892–93 amounted to Rs. 966–15–0, and charges on account of dredger establishment and contingencies at Cuddalore to Rs. 2,229–12–8. Rs. 678–4–10, interest on the funded capital of the district, was also brought to account. Save these items, there were no special receipts or charges during the year. The financial position of this District Port Fund was also good on the 31st March 1893, as it had on that date, a surplus cash balance of Rs. 3,364–10–5 and a funded capital of Rs. 17,000 in Government paper. Out of the surplus cash balance, Rs. 2,000 has been invested in Government securities in September 1893 as per G.O., No. 259, Financial, dated 13th March 1893.

Tanjore.—The share of light-house charges for 1892–93 having been unusually heavy, the surplus of the district for that year was only Rs. 3,592–15–11. Rs. 616, interest on loan from Madras, had to be adjusted against this District Port Fund. There were no special receipts or charges during the year. Out of the surplus of the district for 1892–93, Rs. 3,300 has been treated as repayment of loan, and this left a loan of Rs. 12,000 outstanding against this district on the 31st March 1893 and a deficit balance of Rs. 63–8–2. Adjusting this deficit in the usual way by a loan of Rs. 100 from Madras, the account of this District Port Fund was made to close on the 31st March 1893 with a debt of Rs. 12,100 and a small credit balance of Rs. 36–7–10.

Madura.—Rs. 490–14–2, surplus balance of this district on the 31st March 1892, has been transferred during 1892–93 to the credit of the Pámban and Kílakarai Pilotage Funds as per G.O., No. 210, Financial, dated 27th February 1893. There were no special receipts or charges during the year under review. The transactions of the year resulted in a surplus of Rs. 1,701–2–2, and this sum will have to be transferred to the credit of the Pámbam and Kílakarai Pilotage Funds, as there is no object in retaining this small sum to the credit of the district. Effecting this adjustment, the Madura Port Fund balance on the 31st March 1893 was "nil."

Tinnevelly.—Pier receipts at Tuticorin for 1892–93 amounted to Rs. 15,099–9–3, and charges for constructing a corrugated iron goods-shed to Rs. 11,079. Save these two items, and Rs. 2,194–8–0, interest on the funded capital of the district, there were no special receipts or charges during the year. A sum of Rs. 2,808, interest on loan to Pilotage Funds of Pámban and Kílakarai, has been adjusted to the credit of this district. The Tinnevelly Port Fund had on the 31st March 1893 a surplus balance of Rs. 41,063–2–8, besides Rs. 55,000 in Government paper, and Rs. 70,200, amount advanced as loan to Pilotage Funds, Pámban and Kílakarai.

Malabar.—Rs. 21,828–11–2 were charged in the accounts for the year 1892–93 for purchasing Government securities of the nominal value of Rs. 20,000, and this had the effect of leaving only a surplus balance of Rs. 18,828–4–3 for the year. Besides Rs. 7,570–9–4, interest on funded capital, there were no special receipts or charges during 1892–93. The Malabar District Port Fund had a surplus balance of Rupees 53,576–15–0 and a funded capital of Rs. 1,90,000 on the 31st March 1893. Out of the former sum Rs. 50,000 has been invested in Government securities in June 1893 as per G.O., No. 259, Financial, dated 13th March 1893.

South Canara.—Out of the surplus cash balance on the 31st March 1893, Government securities of the nominal value of Rs. 6,000, costing Rs. 6,548–9–9, were purchased on behalf of this District Port Fund in April 1892 and charged in the accounts for 1892–93. The surplus of the district for 1892–93 has been merged in this heavy charge. The transactions of the South Canara Port Fund, including charges on account of the investment referred to, resulted in a deficit of Rupees 1,019–13–6. The financial position of this District Port Fund on the 31st March 1893 was good, as it had on that date, a surplus cash balance of Rs. 6,816–14–0 in addition to Rs. 35,000 in Government securities. Of the former sum Rs. 3,000 has been invested in Government securities in September 1893 as per G.O., No. 259, Financial, dated 13th March 1893.

Madras.—Port dues collections at this port were credited in full. Rs. 65,000 was paid as contribution to Harbour Trust Board, and Government securities of a nominal value of Rs. 20,000, costing Rs. 21,325–11–10, were purchased in March 1893 as per G.O., No. 273, Financial, dated 5th March 1892. Rs. 8,588, interest on loan to District Port Funds, has been adjusted to the credit of this district. Save this item of receipt, and the two charges referred to, there were no special receipts or charges during the year. The Madras Port Fund had to its credit on the 31st March 1893 a surplus cash balance of Rs. 51,847–5–6 and Rs. 20,000 in Government securities, as also Rs. 2,14,000 advanced as loan to District Port Funds. The funded capital, *i.e.*, Rs. 20,000 in Government paper, has been made over to the Harbour Trust Board in June 1893 in accordance with G.O., No. 411, Financial, dated 27th April 1893. It was not found necessary to invest Rs. 10,000 as ordered in G.O., No. 259,

Financial, dated 13th March 1893, as it was arranged in G.O., No. 340-A., Financial, dated 1st April 1893, that sums standing to the credit of the Madras Port Fund on the 31st March 1893 and on the same day in subsequent years should be handed over to the Harbour Trust Board. Orders of Government are necessary in respect to the transfer of Rs. 51,847–5–6.

Taking a general review of the financial position of the District Port Funds, it will be seen that, excluding charges on account of investment in Government securities, all the districts had a surplus during 1892–93, except Ganjám, Vizagapatam, Kistna and Madras. The unusually heavy share of light-house charges for 1892–93 debited to Ganjám, Vizagapatam and Kistna districts and the payment by Madras Port Fund of Rs. 65,000 as contribution to Harbour Trust Board have led to the transactions of these districts resulting in a deficit. The financial position of the Eastern and Western Group districts had a steady gain during the year under review, their balances on the 31st March 1892 having been increased by Rs. 8,878–11–9 and Rs. 43,808–6–9 respectively, and that of the Madras Port Fund had a fall of Rs. 13,092–15–2. The financial position of the Port Funds taken as a whole showed on the 31st March 1893 an increase of Rs. 39,594–3–4 over the balance on that date of the previous year. The Port Fund balance on the 31st March 1893 was Rs. 6,64,889–11–2. 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 Appendices C (i) and C (ii) are furnished in the Appendices C (viii-*a*) and C (viii-*b*) for the approval of Government.

Landing and Shipping Dues (Act III of 1885).

The transactions at the ports of Vizagapatam, Cocanada, Masulipatam, Negapatam and Mangalore are recorded in Appendix C (vi). Except payment of Rs. 18,592–2–2 by Cocanada as contribution towards charges of Dredger *Wenlock*, there were no special receipts or charges during the year at any of these ports. The transactions of the year under review left a surplus in each case, and their financial position on the 31st March 1893 showed a marked improvement in the balance that stood to their respective credit on the same day of the previous year.

Pilotage Funds (Act X of 1889).

(i) The transactions of the Pilotage Fund at Madras, Pámban and Kílakarai, Cochin and Mangalore are also contained in Appendix C (vi).

(ii) Government securities of a nominal value of Rs. 83,900 on behalf of the Madras Pilotage Funds costing Rs. 89,930–9–6 were purchased in March 1893 and recorded as charges of that month. There was also a large sum of Rs. 7,001–1–8 debited to this fund on account of cost of erection of Harbour Master's office. The deficit of the Madras Pilotage Fund in the year 1892–93 was due to these two heavy charges on the resources of that year.

(iii) The surplus of Rs. 490–14–2 of the Madura Port Fund on the 31st March 1892 has been adjusted to the credit of this fund, as also Rs. 18,592–2–2, contribution by Cocanada on account of dredger charges. The exemption of Cocanada from the liability of payment of percentage on the initial cost of the dredger and depreciation, amounting to Rs. 11,000, has seriously affected the resources of this fund for 1892–93. In addition to the sum of Rupees 18,592–2–2* charges incurred on account of the dredger while at Cocanada, and for which a *contra* credit has been taken to this head of account, there were charges on account of pilot establishment and contingencies, which amounted to Rs. 1,603–12–8,

	Rs.	A.	P.
* Establishment	7,233	1	4
Stores and contingencies.	11,359	0	10
Total ..	18,592	2	2

and on account of dredger *Wenlock*, debitable to Pámban Pilotage Funds which amounted to Rs. 16,064–5–11.* A sum of Rs. 2,808, interest on loan from the Tinnevelly Port Fund, has been adjusted to the debit of this district, and a credit is also taken for Rs. 1,701–2–2, being surplus balance of the Madura Port Fund for 1892–93—*vide* Appendix C. These transactions adjusted with the credit balance of Rs. 468–10–4 that stood to the credit of this fund on the 31st March 1892 resulted in a deficit of Rs. 7,313–7–4 on the 31st March 1893. This fund was not thus in a position to repay its debt of Rs. 70,200 to any extent during the year 1892–93, and the debt had therefore to be continued to the 31st March 1893. The liability of the fund for this loan has been liberated† during the current year by a grant of Rs. 70,000 from Provincial funds. The balance of Rs. 200 will be paid out of the surplus of the year.

	Rs.	A.	P.
* Establishment	2,454	10	3
Docking charges of dredger at Bombay	5,531	14	1
Cost of supplying duplicate parts of the machinery ..	5,408	12	8
Stores and contingencies ..	2,669	0	11
Total ..	16,064	5	11

† G.O., No. 778, Financial, dated 15th August 1893.

(iv) The transactions of the Cochin Pilotage Fund in 1892–93 resulted in a surplus of Rs. 1,525–8–8, and there remained to the credit of this fund on the 31st March 1893 Rs. 18,029–1–6. Of this sum Rs. 12,000 has been invested in Government securities in May 1893 as per G.O., No. 259, Financial, dated 13th March 1893.

(v) The Mangalore Pilotage Fund had a small surplus during the year under review, and this adjusted with the debit balance at the end of the previous year, there remained a deficit of Rs. 3–15–7 on the 31st March 1893.

SUMMARY.

Compared with the previous year's figures there was at Madras an increase in tonnage and dues in the case of British coasting vessels and Foreign vessels, and a decrease in the tonnage and dues of native vessels and British vessels other than coasting. At the coast ports there was an increase in the tonnage and dues of all classes of vessels that called.

Seven hundred and seven vessels of 1,125,778 tons (total) called at Madras in the year 1892–93 paying Rs. 1,00,626 in port dues, while 25,025 vessels of 5,987,491 tons (total) called at the coast ports paying Rs. 2,19,144 in port dues.

The payments in dues averaged from 13 to 24 pies per ton at Madras and from 6 to 23 pies per ton at the coast ports.

The largest passenger traffic was carried on at the following ports, viz., Pámban (36,290 passengers arrived and 63,817 left); Tuticorin (46,024 arrived and 51,412 left); and Negapatam (27,752 arrived and 46,772 left).

The largest trade was carried on at Tuticorin; Cochin, Cocanada, Calicut, Tellicherry and Mangalore come next in order.

The number of casualties to shipping was 18 as against 22 in the previous year.

APPENDIX A.

STATEMENT of Wrecks and Casualties which have occurred, or have been reported, at Ports in the Madras Presidency during the official year 1892–93.

Date.	Name of vessel.	Tonnage.	Summary of particulars furnished by the reporting officer.	Finding of the Court of Inquiry.
	(Stranding).			
1892. Mar. 18th ..	British Indian Muchwa *Raghupatiprasad.*	16	While being taken to a safe anchorage at Badagara the vessel struck on a sand bank owing to strong winds and heavy sea, but got off uninjured.	
	(Stranding).			
April 11th ..	British Indian Pattimar *Mahalaxmi*; Master, Mahadavoo.	79	While entering the inner anchorage at Cannanore, stranded on the reef off Fort Point. Partial loss to cargo about Rs. 1,159; total loss to Pattimar, Rs. 1,500.	
	(Miscellaneous).			
,, 17th ..	British Indian Dhoney *Muhammad Bux*; Master, Muhammad Thavathoo.	74	Was destroyed by fire at the port of Kayalpatam. Total loss to the dhoney, Rs. 6,000.	
	(Miscellaneous).			
,, 24th ..	British Indian Pattimar *Dasalatprasad*; Master, Soonoo Khandoo.	88	Capsized at the entrance to the Ponnáni river in a sudden squall and heavy sea. Total loss to the vessel, Rs. 2,000.	
	(Stranding).			
,, 24th ..	British Indian Brig *Muthu Coomar Latchmy*; Master, Ugirally.	155	Parted her ground tackle and touched the ground at the entrance to the Kilakarai Channel, but got off uninjured.	
	(Stranding).			
,, 29th ..	British S.S. *Bheema*; Master, Moosa Ismail.	196	Grounded on the Jeppo sands, Mangalore backwater, but was floated without damage to the steamer or cargo.	
	(Stranding).			
May 2nd ..	British Indian Pattamar *Eswamtee*; Master, Rugoo Bappoo.	61	While discharging cargo at Calicut a ground swell set in causing the vessel to strand at low water and break up. Loss to cargo, Rupees 6,544.	
	(Stranding).			
,, 7th ..	British Indian *Bates Sindhudury*; Master, Govind.	38	En route from Bombay to Calicut sprang a leak off Marmagoa and with difficulty reached Bahadur Ghur where she filled up. Partial loss to vessel, Rs. 50; to cargo, Rs. 1,200.	
	(Miscellaneous).			
,, 22nd ..	Swedish Barque *Adolf*; Master, Severia Pehrsson.	633	Took fire in the main hold while lying at anchor in the outer roads of Cochin and was totally destroyed. Cause of fire unknown. Loss to cargo, Rs. 1,08,000; to ship unknown.	
	(Miscellaneous).			
,, 26th ..	Native Cotia *Lakshmipasa*; Master, Gool Mahmed.	65	Having experienced heavy weather and rough sea on route from Jaitapur to Calicut and lost her sails and rudder, vessel put into Tellicherry where she discharged her cargo. Partial loss to the Cotia, Rs. 40; and to cargo, Rs. 1,362.	

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.
	(Stranding).			
1892. May 29th ..	British Indian Batela *Laxmiprasad Padavu.*	..	Ran ashore through stress of weather at the port of Kumbla and became a total wreck.	
	(Stranding).			
,, 30th ..	Native Gunga *Pulkhi*; Master, Khamissa.	145	En route from Calicut to Kutch the vessel encountered rough weather off Cannanore, lost both masts and subsequently drifted to the southward and stranded on the beach 1½ miles south of the Beypore river. Total loss to the vessel, Rs. 10,000; partial loss to cargo, Rs. 1,627.	
	(Miscellaneous).			
July 24th ..	British Indian Munji *Hydross*; Master, Jainoodin Cooty.	23	Was hauled up on shore at Ponáni for the monsoon when the vessel was washed adrift by sudden freshes in the river and stranded on the bar. Total loss to the Munji, Rs. 150.	
	(Stranding).			
Oct 29th ..	British Indian Soovala *Khajoori Jaggadeviprasad.*	20	Having experienced bad weather, the vessel put into the port of Baliapatam for protection, and in doing so, she took the ground.	
	(Stranding).			
Dec 7th ..	British Indian Pattimar *Salamati*; Master, Babajee Sambajee.	51	Mistook the spit buoy for the bar buoy and went aground at the entrance to the Cochin river, but got off without loss.	
	(Foundering).			
1893. Jan. 1st ..	British Brig *Sri Venugopalswamy*; Master, Gungali Maricar.	217	While at anchor at Porto Novo the vessel sprang a leak owing to strong north-easterly wind and rough sea and foundered. Total loss to the brig, Rs. 6,500; partial loss to cargo, Rs. 4,500.	
	(Stranding).			
,, 21st ..	British Indian Gunja *Fateh Salam*; Master, Hadjee Camissa.	153	Struck on the Coote reef and damaged her bottom. Partial loss to the vessel, Rs. 200.	
	(Stranding).			
Feb. 2nd ..	British Indian Pattimar *Ramaprasad*; Master, Vittu.	81	En route from Cochin to Bombay the vessel encountered adverse winds, and in endeavouring to take refuge near Buhadur Ghur, struck on the rocks, sprang a leak and foundered. Loss to the vessel, Rs. 3,932; to cargo, Rs. 7,642.	

ABSTRACT.

Year.	Number of casualties.					Number of lives lost.
	Strandings.	Founderings.	Collisions.	Miscellaneous.	Total.	
1891–92	11	2	2	7	22	1
1892–93	12	1	..	5	18	..
Increase ..	1	..	..	..	..	..
Decrease ..	..	1	2	2	4	..

APPENDIX B.

PARTICULARS of the Trade of the several districts of the Madras Presidency during the official year 1892-93.

Districts.	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
			Rs. A. P.			Rs. A. P.			Rs. A. P.			Rs. A. P.
Eastern Group.												
Ganjám	2	962	133 11 0	190	274,241	13,960 5 0	155	241,549	3,379 2 0	347	516,752	17,473 2 0
Vizagapatam	..	..	..	389	628,086	5,616 3 0	103	162,936	2,589 5 0	492	791,022	8,205 8 0
Godávari	3	4,490	424 8 9	62	124,259	3,345 3 0	216	334,512	4,387 5 0	281	463,261	8,157 0 9
Kistna	9	16,350	382 11 0	94	148,074	503 10 0	122	191,213	3,624 15 0	225	354,637	4,511 4 0
Nellore	..	..	..	..	..	..	..	..	..	..	..	..
Chingleput	..	..	..	..	..	..	..	..	..	..	..	..
South Arcot	..	..	..	141	234,437	4,426 8 0	1	809	..	142	235,246	4,426 8 0
Tanjore	2	1,794	..	179	268,078	6,549 2 0	124	144,115	9,336 0 0	305	413,987	15,885 2 0
Madura	17	5,299	..	7	1,829	..	231	56,401	1,392 3 9	255	63,529	1,392 3 9
Tinnevelly	..	..	..	309	376,716	29,912 11 6	..	..	..	309	376,716	29,912 11 6
Total ..	33	27,795	940 14 9	1,371	2,049,720	64,413 10 6	952	1,131,535	25,108 14 9	2,356	3,209,050	90,463 8 0
Western Group.												
Malabar	5	7,437	359 2 6	581	1,005,002	39,141 14 0	137	231,422	9,515 8 0	723	1,243,861	49,016 8 6
South Canara	2	23	..	2	3,235	..	381	275,114	4,368 7 8	385	278,372	4,368 7 8
Total ..	7	7,460	359 2 6	583	1,008,237	39,141 14 0	518	506,536	13,883 15 8	1,108	1,522,233	53,385 0 2
Madras	1	1,352	..	356	618,319	40,430 7 3	..	..	..	357	619,671	40,430 7 3
Grand Total ..	41	36,607	1,300 1 3	2,310	3,676,276	1,43,985 15 9	1,470	1,638,071	38,992 14 5	3,821	5,350,954	1,84,278 15 5

APPENDIX B—*cont.*

Districts.	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.
	14	15	16	17	18	19	20	21	22	23	24	25
			Rs. A. P.			Rs. A. P.			Rs. A. P.			Rs. A. P.
Eastern Group.												
Ganjám	1	17	..	170	244.783	..	175	271,198	..	346	515,998	..
Vizagapatam	1	2,158	..	388	625,928	..	103	162,936	..	492	791,022	..
Godávari	..	..	..	60	121,577	..	219	336,444	..	279	458,021	..
Kistna	38	60,891	..	64	104,868	..	123	188,778	..	225	354,537	..
Nellore	..	..	..	..	..	..	..	..	..	..	..	..
Chingleput	..	..	..	..	..	..	..	..	..	..	..	..
South Arcot	..	..	..	126	203,750	..	16	31,496	..	142	235,246	..
Tanjore	..	..	..	211	299,753	..	95	112,090	..	306	411,843	..
Madura	40	9,807	..	5	1,507	..	210	52,215	256 5 0	255	63,529	256 5 0
Tinnevelly	7	13,633	..	302	372,252	..	..	..	..	309	385,885	..
Total ..	87	86,506	..	1,326	1,974,418	..	941	1,155,157	256 5 0	2,354	3,216,081	256 5 0
Western Group.												
Malabar	45	77,494	..	564	971,052	..	115	196,083	..	724	1,244,629	..
South Canara	2	23	..	1	3,038	..	382	275,312	..	385	278,373	..
Total ..	47	77,517	..	565	974,090	..	497	471,395	..	1,109	1,523,002	..
Madras	75	136,801	..	291	499,881	..	..	..	..	366	636,682	..
Grand Total ..	209	300,824	..	2,182	3,448,389	..	1,438	1,626,552	256 5 0	3,829	5,375,765	256 5 0

APPENDIX B—*cont.*

British Vessels—*cont.*

Other Vessels (excluding Coasting Steamers).

Arrived

Districts.	In Ballast.			With Cargo.			With Passengers.			Total.		
	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.
	26	27	28	29	30	31	32	33	34	35	36	37
Eastern Group.			Rs. A. P.			Rs. A. P.			Rs. A. P.			Rs. A. P.
Ganjám	1	1,335	187 11 9	2	3,253	126 7 6	..	..	..	3	4,588	314 3 3
Vizagapatam	5	8,086	758 1 0	28	44,528	3,390 11 6	..	..	..	33	52,614	4,148 12 6
Godávari	15	24,999	3,009 10 6	39	61,747	9,863 1 9	..	..	..	54	86,746	12,872 12 3
Kistna	..	..	..	..	..	..	..	..	..	..	..	..
Nellore	..	..	..	..	..	..	..	..	..	..	..	..
Chingleput	..	..	..	..	..	..	..	..	..	..	..	..
South Arcot	7	12,037	1,128 7 6	11	18,009	2,251 2 0	27	45,374	1,241 11 6	45	75,420	4,621 5 0
Tanjore	..	..	..	18	30,483	3,102 12 6	44	73,421	3,287 3 0	62	103,904	6,389 15 6
Madura	..	..	..	23	5,141	300 9 6	8	1,069	28 15 3	31	6,210	329 8 9
Tinnevelly	1	1,766	165 9 0	5	9,529	1,004 2 0	..	..	..	6	11,295	1,169 11 0
Total ..	29	48,223	5,249 7 9	126	172,690	20,038 14 9	79	119,864	4,557 13 9	234	340,777	29,846 4 3
Western Group.												
Malabar	..	..	..	53	66,077	3,405 2 6	1	1,536	144 0 0	54	67,613	3,549 2 6
South Canara	1	517	72 10 9	..	..	..	..	..	..	1	517	72 10 9
Total ..	1	517	72 10 9	53	66,077	3,405 2 6	1	1,536	144 0 0	55	68,130	3,621 13 3
Madras	3	3,981	419 13 11	200	395,955	49,012 7 9	1	1,343	188 13 2	204	404,279	49,621 3 5
Grand Total ..	33	52,721	5,742 0 5	379	634,722	72,456 9 0	81	122,743	4,890 11 6	493	810,186	83,089 4 11

APPENDIX B—*cont.*

British Vessels—*cont.*

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

Left

Districts.	In Ballast.			With Cargo			With Passengers.			Total.		
	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.
	38	39	40	41	42	43	44	45	46	47	48	49
Eastern Group.			Rs. A. P.			Rs. A. P.			Rs. A. P.			Rs. A. P.
Ganjám	..	..	..	2	2,684	..	..	..	..	2	2,684	..
Vizagapatam	8	14,103	..	26	39,916	..	..	..	..	34	54,019	..
Godávari	1	1,350	..	49	78,114	..	3	3,400	..	53	82,864	..
Kistna	..	..	..	..	..	..	..	..	..	..	..	..
Nellore	..	..	..	..	..	..	..	..	..	..	..	..
Chingleput	..	..	..	..	..	..	..	..	..	..	..	..
South Arcot	..	..	..	16	26,488	..	28	46,782	..	44	73,270	..
Tanjore	1	1,734	..	27	46,362	..	33	54,558	..	61	102,654	..
Madura	30	6,036	..	1	174	..	..	..	..	31	6,210	..
Tinnevelly	..	..	..	6	11,295	..	..	..	..	6	11,295	..
Total ..	40	23,223	..	127	205,033	..	64	104,740	..	231	332,996	..
Western Group.												
Malabar	4	1,383	..	46	62,528	..	..	..	..	50	63,911	..
South Canara	..	..	..	1	517	..	..	..	..	1	517	..
Total ..	4	1,383	..	47	63,045	..	..	..	..	51	64,428	..
Madras	32	53,364	..	170	348,337	..	..	..	..	202	401,701	..
Grand Total ..	76	77,970	..	344	616,415	..	64	104,740	..	484	799,125	..

APPENDIX B—*cont.*

Foreign Vessels.

Arrived

Districts.	In Ballast.			With Cargo.			With Passengers.			Total.		
	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.
	50	51	52	53	54	55	56	57	58	59	60	61
Eastern Group.			Rs. A. P.			Rs. A. P.			Rs. A. P.			Rs. A. P.
Ganjám	..	..	..	1	680	127 8 0	..	..	..	1	680	127 8 0
Vizagapatam	..	..	..	1	1,827	228 6 0	..	..	..	1	1,827	228 6 0
Gódávari	1	553	77 12 3	5	5,523	1,035 9 0	1	424	79 8 0	7	6,500	1,192 13 3
Kistna	..	..	..	..	..	..	..	..	..	..	..	..
Nellore	..	..	..	..	..	..	..	..	..	..	..	..
Chingleput	1	1,889	177 1 6	..	..	..	..	..	..	1	1,889	177 1 6
South Arcot	..	..	..	8	13,907	2,544 14 6	..	..	..	8	13,907	2,544 14 6
Tanjore	..	..	..	..	..	..	..	..	..	..	..	..
Madura	..	..	..	..	..	..	..	..	..	..	..	..
Tinnevelly	..	..	..	..	..	..	..	..	..	..	..	..
Total ..	2	2,442	254 13 9	15	21,937	3,936 5 6	1	424	79 8 0	18	24,803	4,270 11 3
Western Group.												
Malabar	46	13,728	1,223 2 10	192	81,197	9,482 15 6	1	30	..	239	94,955	10,706 2 4
South Canara	149	3,376	116 15 0	256	8,341	455 15 4	8	162	4 3 3	413	11,879	577 1 7
Total ..	195	17,104	1,340 1 10	448	89,538	9,938 14 10	9	192	4 3 3	652	106,834	11,283 3 11
Madras	..	..	..	75	96,888	9,883 1 6	..	..	..	75	96,888	9,883 1 6
Grand Total ..	197	19,546	1,594 15 7	538	208,363	23,758 5 10	10	616	83 11 3	745	228,525	25,437 9 8

APPENDIX B—*cont.*

Foreign Vessels—*cont.*

Left

Districts.	In Ballast.			With Cargo.			With Passengers.			Total.		
	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.
	62	63	64	65	66	67	68	69	70	71	72	73
Eastern Group.			Rs. A. P.			Rs. A. P.			Rs. A. P.			Rs. A. P.
Ganjám	..	..	..	1	680	..	..	..	..	1	680	..
Vizagapatam	..	..	..	1	1,827	..	..	..	..	1	1,827	..
Gódávari	..	..	..	6	6,076	..	1	424	..	7	6,500	..
Kistna	..	..	..	..	..	..	..	..	..	..	..	..
Nellore	..	..	..	..	..	..	..	..	..	..	..	..
Chingleput	..	..	..	..	..	..	..	..	..	..	..	..
South Arcot	..	..	..	1	1,889	..	..	..	..	1	1,889	..
Tanjore	..	..	..	8	13,907	..	..	..	..	8	13,907	..
Madura	..	..	..	..	..	..	..	..	..	..	..	..
Tinnevelly	..	..	..	..	..	..	..	..	..	..	..	..
Total ..	..	..	..	17	24,379	..	1	424	..	18	24,803	..
Western Group.												
Malabar	28	3,523	..	204	83,190	..	3	4,278	..	235	90,997	..
South Canara	41	1,742	..	367	10,056	..	3	73	..	411	11,871	..
Total ..	69	5,265	..	571	93,252	..	6	4,351	..	646	102,868	..
Madras	11	15,258	..	61	76,066	..	..	..	..	72	91,324	..
Grand Total ..	80	20,523	..	649	193,697	..	7	4,775	..	736	218,995	..

3659

APPENDIX B—*cont.*

Native Craft.

Arrived

Districts.	In Ballast.			With Cargo.			With Passengers.			Total.		
	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.
	74	75	76	77	78	79	80	81	82	83	84	85
Eastern Group.			Rs. A. P.			Rs. A. P.			Rs. A. P.			Rs. A. P.
Ganjám	10	1,194	56 0 3	18	896	56 0 0	1	57	..	29	2,147	112 0 3
Vizagapatam	..	..	..	27	2,020	397 1 0	..	..	..	27	2,020	397 1 0
Godávari	36	4,674	191 12 3	50	6,674	327 8 0	8	1,814	113 7 0	94	13,162	632 9 3
Kistna	200	13,560	413 6 9	206	8,708	370 3 0	1	87	5 7 0	407	22,355	789 0 9
Nellore	5	232	21 8 9	39	1,035	30 15 0	..	..	..	44	1,267	52 7 9
Chingleput	..	..	..	..	..	..	..	..	..	..	..	..
South Arcot	38	4,274	125 9 11	53	6,992	326 5 0	66	7,794	306 9 9	157	18,990	758 8 8
Tanjore	305	21,886	596 8 0	494	44,747	1,819 12 2	386	21,308	692 7 5	1,245	87,941	3,108 11 7
Madura	1,294	29,543	287 14 2	996	38,863	1,753 12 0	1,394	18,788	97 14 0	3,684	87,194	2,139 8 2
Tinnevelly	326	10,914	201 9 3	1,213	54,682	1,394 4 3	168	6,825	92 12 0	1,717	72,421	1,688 9 6
Total ..	2,254	86,277	1,894 5 4	3,096	164,547	6,475 10 5	2,024	56,673	1,308 9 2	7,404	307,497	9,678 8 11
Western Group.												
Malabar	1,847	66,758	2,502 4 3	6,449	234,060	9,750 15 8	165	6,611	436 1 3	8,461	310,429	12,689 5 2
South Canara	1,678	30,440	522 15 9	2,859	64,310	2,338 3 4	200	2,988	30 10 6	4,737	97,738	2,891 13 7
Total ..	3,525	100,198	3,025 4 0	9,308	298,370	12,089 3 0	365	9,599	466 11 9	13,198	408,167	15,581 2 9
Madras	8	712	49 12 6	63	7,328	641 5 3	..	..	..	71	7,940	691 1 9
Grand Total ..	5,817	187,187	4,969 5 10	12,467	470,145	19,206 2 8	2,389	66,272	1,775 4 11	20,673	723,604	25,950 13 5

APPENDIX B—*cont.*

Native Craft—*cont.*

Left

Districts.	In Ballast.			With Cargo.			With Passengers.			Total.		
	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.
	86	87	88	89	90	91	92	93	94	95	96	97
Eastern Group.			Rs. A. P.			Rs. A. P.			Rs. A. P.			Rs. A. P.
Ganjám	2	255	..	23	1,103	..	1	57	..	26	1,415	..
Vizagapatam	18	1,367	..	9	653	..	..	..	..	27	2,020	..
Godávari	21	2,591	..	61	8,590	..	3	664	..	85	11,845	..
Kistna	46	2,192	..	379	19,236	..	..	..	..	425	21,428	..
Nellore	41	1,215	..	4	227	..	..	..	..	46	1,442	..
Chingleput	..	..	..	..	..	..	..	..	..	..	..	..
South Arcot	41	6,525	38 7 0	58	6,534	..	69	5,649	164 13 9	168	18,708	203 4 9
Tanjore	235	20,988	..	651	55,914	28 1 3	363	11,551	52 10 6	1,249	87,553	80 11 9
Madura	1,400	37,723	79 11 6	803	26,794	327 7 9	1,514	20,004	24 15 6	3,717	84,521	432 2 9
Tinnevelly	459	12,388	..	1,099	54,663	41 3 3	152	5,133	..	1,710	72,184	41 3 3
Total ..	2,263	84,344	118 2 6	3,087	173,714	396 12 3	2,102	43,058	242 7 9	7,452	301,116	757 6 6
Western Group.												
Malabar	2,240	68,250	..	6,100	236,967	..	98	2,630	..	8,438	307,847	..
South Canara	784	14,727	..	3,709	80,134	..	240	3,541	..	4,733	98,402	..
Total ..	3,024	82,977	..	9,809	317,101	..	338	6,171	..	13,171	406,249	..
Madras	32	4,580	..	46	4,563	..	..	..	..	78	9,083	..
Grand Total ..	5,319	171,901	118 2 6	12,942	495,378	396 12 3	2,440	49,229	242 7 9	20,701	716,448	757 6 6

9057/10

APPENDIX B—*cont.*

Districts.	Total. — Arrived											
	In Ballast.			With Cargo.			With Passengers.			Total.		
	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.
	98	99	100	101	102	103	104	105	106	107	108	109
Eastern Group.			Rs. A. P.			Rs. A. P.			Rs. A. P.			Rs. A. P.
Ganjám	13	3,491	377 7 0	211	279,670	14,270 4 6	156	241,606	3,379 2 0	380	524,167	18,026 13 6
Vizagapatam	5	8,086	758 1 0	445	676,461	9,632 5 6	103	162,636	2,989 5 0	553	847,483	13,379 11 6
Godávari	55	34,716	3,703 11 9	156	198,293	14,571 3 9	225	336,750	4,580 4 0	436	569,669	22,855 3 6
Kistna	209	28,810	796 1 9	300	156,782	873 13 0	123	191,300	3,630 6 0	632	376,892	5,300 4 9
Nellore	5	232	21 8 9	39	1,035	30 15 0	..	..	..	44	1,267	52 7 9
Chingleput	..	..	..	..	..	..	..	..	..	..	..	..
South Arcot	46	18,200	1,431 2 11	205	259,368	7,003 15 0	94	53,977	1,548 5 3	345	331,545	9,983 7 2
Tanjore	367	22,680	596 8 0	699	357,215	14,116 9 2	554	238,844	13,315 10 5	1,620	619,739	28,028 11 7
Madura	1,311	34,842	287 14 2	1,026	45,833	2,054 5 6	1,633	76,258	1,519 1 6	3,970	156,933	3,861 4 8
Tinnevelly	337	12,680	367 2 3	1,527	434,927	32,311 1 9	188	6,825	92 12 0	2,032	454,432	32,771 0 0
Total ..	2,349	164,737	8,339 9 7	4,608	2,408,894	94,864 9 2	3,056	1,308,496	31,054 13 8	10,012	3,882,127	1,34,259 0 5
Western Group.												
Malabar	1,898	90,923	4,084 9 7	7,275	1,386,736	61,780 15 8	304	230,699	10,095 9 3	9,477	1,716,858	75,961 2 6
South Canara	1,830	34,356	712 9 6	3,117	75,886	2,794 2 8	589	278,264	4,403 5 5	5,536	388,506	7,910 1 7
Total ..	3,728	125,279	4,797 3 1	10,392	1,462,222	64,575 2 4	893	517,863	14,498 14 8	15,013	2,105,364	83,871 4 1
Madras	12	6,045	469 10 5	694	1,118,390	99,967 5 9	1	1,343	188 13 9	707	1,125,778	1,00,625 13 11
Grand Total ..	6,088	296,061	13,606 7 1	15,694	4,989,506	2,59,407 1 3	3,950	1,827,702	45,742 10 1	25,732	7,113,269	3,18,756 2 5

APPENDIX B.—*cont.*

Districts.	Total. — Left											
	In Ballast.			With Cargo.			With Passengers.			Total.		
	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.
	110	111	112	113	114	115	116	117	118	119	120	121
Eastern Group.			Rs. A. P.			Rs. A. P.			Rs. A. P.			Rs. A. P.
Ganjam	3	272	..	196	249,250	..	176	271,255	..	375	520,777	..
Vizagapatam	27	17,628	..	424	668,324	..	103	162,936	..	554	848,888	..
Godávari	22	3,941	..	176	214,357	..	226	340,932	..	424	559,230	..
Kistna	84	63,083	..	443	124,104	..	123	188,778	..	650	375,965	..
Nellore	41	1,215	..	4	227	..	..	..	..	45	1,442	..
Chingleput	..	..	..	..	..	..	..	..	..	..	..	..
South Arcot	41	6,525	38 7 0	201	238,661	..	113	83,927	164 13 9	355	329,113	203 4 9
Tanjore	236	21,822	..	897	415,936	28 1 3	491	178,199	52 10 6	1,624	615,957	80 11 9
Madura	1,470	53,566	79 11 6	809	28,475	327 7 9	1,724	72,219	281 4 6	4,003	154,260	688 7 9
Tinnevelly	466	26,021	..	1,407	438,210	41 3 3	152	5,133	..	2,025	469,364	41 3 3
Total ..	2,390	194,073	118 2 6	4,557	2,377,544	396 12 3	3,108	1,303,379	498 12 9	10,055	3,874,996	1,013 11 6
Western Group.												
Malabar	2,317	150,650	..	6,914	1,358,743	..	216	202,991	..	9,447	1,707,384	..
South Canara	827	16,492	..	4,078	93,745	..	625	278,926	..	5,530	389,163	..
Total ..	3,144	167,142	..	10,992	1,447,488	..	841	481,917	..	14,977	2,096,547	..
Madras	150	210,003	..	568	928,787	..	..	..	..	718	1,138,790	..
Grand Total ..	5,684	571,218	118 2 6	16,117	4,753,819	396 12 3	3,949	1,785,296	498 12 9	25,750	7,110,333	1,013 11 6

ABSTRACT of Appendix B.

	1892–93.								1891–92.		1890–91.	
	Madras.		Eastern Group.		Western Group.		Total.					
Class of Vessels.	NUMBER.	TONNAGE.	NUMBER.	TONNAGE.	NUMBER.	TONNAGE.	NUMBER.	TONNAGE.	NUMBER.	TONNAGE.	NUMBER.	TONNAGE.
British .. Coasting steamers ..	357	619,671	2,356	3,209,050	1,108	1,522,233	3,821	5,350,954	3,776	5,235,986	3,954	4,948,359
British .. Other vessels	204	401,279	234	340,777	55	68,130	493	810,186	541	906,802	966	947,206
Foreign vessels	75	96,888	18	24,803	652	106,834	745	228,525	702	206,049	666	130,048
Native do.	71	7,940	7,404	307,497	13,198	408,167	20,673	723,604	19,432	706,855	19,969	785,603
Total ..	707	1,125,778	10,012	3,882,127	15,013	2,105,364	25,732	7,113,269	24,451	7,055,692	25,555	6,811,216
Dues Collected.	RS.		RS.		RS.		RS.		RS.		RS.	
British .. Coasting steamers ..	40,431		90,720		53,385		1,84,536		1,80,348		1,64,407	
British .. Other vessels	49,621		29,846		3,622		83,089		1,02,626		1,02,949	
Foreign vessels	9,883		4,271		11,283		25,437		21,505		12,859	
Native do.	691		10,426		15,581		26,708		26,171		25,860	
Total ..	1,00,626		1,35,273		83,871		3,19,770		3,30,650		2,96,075	

APPENDIX C.

STATEMENT showing the Financial position of the Port and Marine Funds of the Madras Presidency on the 31st March 1893.

	Opening balance on 1st April 1892.		1892–93.					Closing balance on 31st March 1893.	
	Government securities and sums lent +, sums borrowed —.	Cash balance. Surplus +. Deficit —.	Receipts.	Charges.	Surplus + Deficit —.	Adjustments. Credits + Debits —.	Government securities purchased and sums lent +. Securities sold and sums borrowed —.	Government securities and sums lent +. Sums borrowed —.	Cash balance. Surplus +. Deficits —.
1	2	3	4	5	6	7	8	9	10
PORT FUNDS.	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.
Act X of 1889.									
Ganjám	— 1,95,400 0 0	— 24 2 2	16,899 2 4 6,029 2 9	23,343 15 0	— 415 9 11	(*a*) +8,255 12 1 (*b*) —7,816 0 0	..	— 1,95,400 0 0	..
Vizagapatam	+ 90,000 0 0	+ 8,793 13 3	33,053 8 3	40,053 8 11	— 7,000 0 8	..	..	+ 90,000 0 0	+ 1,793 12 7
Gódávari	..	+ 8,070 4 0	30,187 12 11	28,808 1 4	+ 1,379 11 7	..	+ 4,000 0 0	+ 4,000 0 0	+ 9,448 15 7
Kistna	— 3,800 0 0	+ 1 10 0	13,793 10 5	16,378 1 7	— 2,584 7 2	— (*b*) 152 0 0	..	+ 6,500 0 0	— 34 13 2
Nellore	+ 8,000 0 0 — 100 0 0	+ 35 0 6	1,307 0 1	47 12 2	+ 1,259 3 11	— (*b*) 4 0 0	..	+ 8,000 0 0	+ 1,190 4 5
			597 5 10	..	+ 527 5 10	..	..	+ 6,900 0 0	+ 585 0 4

APPENDIX C (*i*).

STATEMENT showing the receipts of the Maritime Districts in the Madras Presidency (under Act X of 1889) for the official year 1892-93, 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 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.
Ganjám	14,441 7 4	514 8 0	4 5 6	689 3 3	..	1,249 10 3	..	...	6,029 2 9	22,928 5 1
Vizagapatam	22,106 5 10	4,774 3 6	6 10 5	361 12 2	..	2,213 8 4	3,591 0 0	..	..	33,053 8 3
Godávari	12,946 0 0	14,698 2 9	3 14 4	70 13 11	540 0 0	1,770 12 7	157 8 4	..	..	30,187 12 11
Kistna	9,908 1 7	809 1 7	2 15 8	396 3 11	..	2,677 3 8	..	..	..	13,793 10 5
Nellore	..	52 7 9	..	929 5 2	..	6 0 0	319 3 2	..	..	1,307 0 1
Chingleput	..	..	..	287 15 6	..	..	239 6 4	..	..	527 5 10
Madras	40,430 7 3	62,806 11 11	5 3 5	3,159 8 6	..	1,775 5 2	..	..	..	1,08,177 4 3
South Arcot	6,574 5 2	5,760 3 11	1 15 8	1,009 9 6	..	952 8 8	678 4 10	..	..	14,976 15 9
Tanjore	11,569 8 5	12,134 5 4	3 7 8	717 11 4	..	3,207 6 7	..	..	..	27,632 7 4
Madura	1,775 6 8	2,971 0 8	0 8 7	947 1 10	..	1,655 12 11	..	..	..	7,349 14 8
Tinnevelly	10,360 4 0	2,940 14 9	3 1 11	16,228 1 0	..	2,249 1 0	2,194 8 0	..	..	33,975 14 8
Total ..	1,30,112 7 3	1,07,461 12 2	32 3 2	24,797 6 1	540 0 0	17,757 5 2	7,179 14 8	..	6,029 2 9	2,93,910 3 3
Western Group.										
Malabar	43,622 7 1	26,944 10 0	10 7 4	522 10 10	..	3,701 2 7	7,570 9 4	..	..	82,371 15 2
South Canara	9,762 8 11	3,543 10 8	2 5 8	376 7 4	..	1,602 0 3	1,393 6 0	..	..	16,680 6 8
Total ..	53,385 0 0	30,488 4 8	12 12 10	899 2 2	..	5,303 2 10	8,963 15 4	..	..	99,052 5 10
Grand Total ..	1,83,497 7 3	1,37,950 0 10	45 0 0	25,696 8 3	540 0 0	23,060 8 0	16,143 14 0	..	6,029 2 9	3,92,962 9 1

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 1892-93.

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.
Ganjám	17,473 2 0	514 8 0	..	689 3 3	..	1,249 10 3	..	..	6,029 2 9	25,955 10 3
Vizagapatam	8,605 8 0	4,774 3 6	..	361 12 2	..	2,213 8 4	3,591 0 0	..	..	19,546 0 0
Godávari	8,157 0 9	14,698 2 9	..	70 13 11	540 0 0	1,770 12 7	157 8 4	..	..	25,394 6 4
Kistna	4,132 2 2	809 1 7	..	396 3 11	..	2,677 3 8	..	..	..	8,014 11 4
Nellore	..	52 7 9	..	929 5 2	..	6 0 0	319 3 2	..	..	1,307 0 1
Chingleput	..	..	..	287 15 6	..	..	239 6 4	..	..	527 5 10
Madras	40,430 7 3	62,806 11 11	45 0 0	3,159 8 6	..	1,775 5 2	..	..	..	1,08,217 0 10
South Arcot	4,426 8 0	5,760 3 11	..	1,009 9 6	..	952 8 8	678 4 10	..	..	12,827 2 11
Tanjore	15,326 6 10	12,134 5 4	..	717 11 4	..	3,207 6 7	..	..	..	31,385 14 1
Madura	1,648 8 9	2,971 0 8	..	947 1 10	..	1,655 12 11	..	..	..	7,222 8 2
Tinnevelly	29,912 11 6	2,940 14 9	..	16,228 1 0	..	2,249 1 0	2,194 8 0	..	..	53,525 4 3
Total ..	1,30,112 7 3	1,07,461 12 2	45 0 0	24,797 6 1	540 0 0	17,757 5 2	7,179 14 8	..	6,029 2 9	2,93,923 0 1
Western Group.										
Malabar	49,016 8 6	26,944 10 0	..	522 10 10	..	3,701 2 7	7,570 9 4	..	..	87,755 9 3
South Canara	4,368 7 6	3,543 10 8	..	376 7 4	..	1,602 0 3	1,393 6 0	..	..	11,283 15 9
Total ..	53,385 0 0	30,488 4 8	..	899 2 2	..	5,303 2 10	8,963 15 4	..	..	99,039 9 0
Grand Total ..	*1,83,497 7 3	1,37,950 0 10	45 0 0	25,696 8 3	540 0 0	23,060 8 0	16,143 14 0	..	6,029 2 9	3,92,962 9 1

	Rs. A. P.	Rs. A. P.
* Total of Coasting Steamers' dues as per abstract statement in Appendix B		1,84,535 4 5
Deduct—		
Refund of Coasting Steamers' dues, Eastern Group	1,037 13 2	
Do. do. Western Group	..	1,037 13 2
Total ..		1,83,497 7 3

3052
13

APPENDIX C (ii).

STATEMENT showing the charges of the Maritime Districts of the Madras Presidency (under Act X of 1889) for the official year 1892–93, 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.	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.
Ganjám	5,728 8 10	10,093 1 11	3,239 2 8	1,481 2 4	2,124 8 8	219 8 2	457 14 5	..	..	23,343 15 0
Vizagapatam	8,769 0 4	15,450 2 0	5,556 8 7	2,181 0 0	6,942 3 3	215 14 9	938 12 0	..	..	40,053 8 11
Gódávari	5,135 9 1	9,048 5 6	4,980 0 0	2,263 14 0	6,036 12 1	667 6 1	676 2 7	..	..	28,808 1 4
Kistna	3,939 4 7	6,924 12 3	2,705 9 0	746 9 7	900 12 5	— 114 9 6	1,284 11 3	..	..	16,378 1 7
Nellore	..	..	..	..	47 12 2	..	..	..	..	47 12 2
Chingleput	..	..	..	..	..	..	..	..	..	..
Madras	6,869 7 8	12,103 5 1	9,597 8 1	19,019 13 5	1,02,268 1 2	..	..	..	..	1,49,858 3 5
South Arcot	2,607 13 10	4,594 12 7	870 0 0	1,698 2 11	2,060 0 7	1,173 12 9	299 6 11	..	..	13,304 1 7
Tanjore	4,589 5 3	8,085 14 11	5,672 7 8	1,505 9 7	1,749 2 10	768 6 7	1,308 8 7	..	..	23,679 7 5
Madura	704 4 2	1,240 13 5	1,879 14 5	490 8 0	1,735 7 9	..	88 10 11	..	..	6,139 10 8
Tinnevelly	4,109 10 3	7,240 12 4	3,088 12 2	1,928 10 0	960 6 4	11,518 12 5	1,027 3 0	..	..	29,874 2 6
Total ..	42,444 0 0	74,782 0 0	37,589 14 7	31,315 5 10	1,24,825 3 3	14,449 3 3	6,081 5 8	..	..	3,31,487 0 7
Western Group.										
Malabar	13,789 0 10	6,013 4 1	11,280 0 0	5,356 7 11	23,806 10 3	1,630 4 0	1,667 15 10	..	..	63,543 10 11
South Canara	3,086 15 2	1,345 11 11	3,394 15 6	1,160 8 3	7,216 3 10	1,005 13 3	491 0 3	..	..	17,700 4 2
Total ..	16,875 0 0	7,359 0 0	14,674 15 6	6,517 0 2	31,022 14 1	2,636 1 3	2,159 0 1	..	..	81,243 15 1
Grand Total ..	59,319 0 0	82,141 0 0	52,264 14 1	37,832 6 0	1,55,848 1 4	17,085 4 6	8,240 5 9	..	..	4,12,730 15 8

APPENDIX C (ii-*a*).

STATEMENT showing the *actual Charges* of the Maritime Districts in the Madras Presidency (under Act X of 1889) for the official year 1892–93.

Districts.	General charges.	Lighthouse charges.	Establishment.		Contingencies and Miscellaneous.	Public Works charges.	Fees.	Interest.	Repayment of loans, advances and contribution.	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.
Ganjám	292 3 0	938 3 2	3,239 2 8	1,481 2 4	2,124 8 8	219 8 2	457 14 5	..	..	8,752 15 5
Vizagapatam	478 11 0	5,888 2 8	5,556 8 7	3,181 0 0	6,942 3 3	215 14 9	938 12 0	..	..	20,151 5 0
Gódávari	660 2 8	12,544 0 10	4,980 0 0	2,263 14 0	6,036 12 1	667 6 1	676 2 7	..	..	27,828 6 3
Kistna	741 0 0	2,891 11 8	2,705 9 0	746 9 7	900 12 5	— 114 9 6	1,284 11 3	..	..	9,155 12 5
Nellore	..	2,988 3 8	..	..	47 12 2	..	..	..	..	3,030 15 5
Chingleput	..	5,191 2 0	..	..	..	..	..	..	..	5,191 2 0
Madras	55,812 9 2	27,922 0 3	9,597 8 1	19,019 13 5	1,02,268 1 2	..	..	..	..	2,14,620 0 1
South Arcot	150 0 0	3,886 3 0	870 0 0	1,698 2 11	2,060 0 7	1,173 12 9	299 6 11	..	..	10,137 10 2
Tanjore	169 5 2	3,663 7 0	5,672 7 8	1,505 9 7	1,749 2 10	768 6 7	1,308 8 7	..	..	14,836 15 5
Madura	103 3 7	2,058 15 2	1,879 14 5	490 8 0	1,735 7 9	..	88 10 11	..	..	6,356 11 10
Tinnevelly	387 12 0	8,864 15 0	3,088 12 2	1,928 10 0	960 6 4	11,518 12 5	1,027 3 0	..	..	27,776 6 11
Total ..	58,795 4 4	74,782 0 0	37,589 14 7	31,315 5 10	1,24,825 3 3	14,449 3 3	6,081 5 8	..	..	3,47,838 4 11
Western Group.										
Malabar	487 1 0	4,187 7 10	11,280 0 0	5,356 7 11	23,806 10 3	1,630 4 0	1,667 15 10	..	..	48,415 14 10
South Canara	36 10 8	3,171 8 2	3,394 15 6	1,160 8 3	7,216 3 10	1,005 13 3	491 0 3	..	..	16,476 11 11
Total ..	523 11 8	7,359 0 0	14,674 15 6	6,517 0 2	31,022 14 1	2,636 1 3	2,159 0 1	..	..	64,892 10 9
Grand Total ..	59,319 0 0	82,141 0 0	52,264 14 1	37,832 6 0	1,55,848 1 4	17,085 4 6	8,240 5 9	..	..	4,12,730 15 8

3057/14

APPENDIX C (iii-*a*).

STATEMENT showing increase and decrease in Port Fund Receipts of 1892–93 as compared with those of the year 1891–92.

Districts.		Share of coasting steamers' dues.	Other port dues.	Share of general Administration receipts.	Miscellaneous receipts.	Public Works receipts.	Fees.	Interest.	Repayment of loans, Advances and Contributions.	Provincial Contributions.	Total.
		Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
Ganjám	1891–92	13,551 1 8	1,218 0 6	1 3 2	759 7 3	15 1 3	1,503 11 2	..	..	..	17,054 9 0
	1892–93	14,441 7 4	514 8 0	4 5 6	689 3 3	..	1,249 10 3	..	..	6,029 2 9	22,928 5 1
		+ 890 5 8	— 703 8 6	+ 3 2 4	— 70 4 0	— 15 1 3	— 260 0 11	..	..	+ 6,029 2 9	+ 5,873 12 1
Vizagapatam	1891–92	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
	1892–93	22,106 5 10	4,774 3 6	6 10 5	361 12 2	..	2,213 8 4	3,591 0 0	..	..	33,053 8 3
		+ 681 8 4	— 866 13 9	+ 4 10 1	— 265 7 0	— 163 7 10	— 626 9 10	..	..	..	— 1,236 4 0
Gódávari	1891–92	12,042 7 0	14,691 0 9	1 5 1	214 4 9	540 0 0	1,406 11 7	..	..	..	28,894 13 2
	1892–93	12,946 9 0	14,698 2 9	3 14 4	70 13 11	540 0 0	1,770 12 7	157 8 4	..	..	30,187 12 11
		+ 904 2 0	+ 7 2 0	+ 2 9 3	— 143 6 10	..	+ 365 1 0	+ 157 8 4	..	..	+ 1,292 15 9
Kistna	1891–92	9,808 0 8	1,296 11 1	0 14 7	533 15 4	..	2,155 6 8	..	..	..	13,885 0 4
	1892–93	9,908 1 7	809 1 7	2 15 8	396 3 11	..	2,677 3 8	..	..	..	13,793 10 5
		+ 10 0 11	— 487 9 6	+ 2 1 1	— 137 11 5	..	+ 521 13 0	..	..	..	— 91 5 11
Nellore	1891–92	130 11 10	187 1 4	0 0 3	248 8 7	..	141 0 0	318 2 6	..	..	1,025 8 6
	1892–93	..	52 7 9	..	920 5 2	..	6 0 0	319 3 2	..	..	1,307 0 1
		— 130 11 10	— 134 9 7	— 0 0 3	+ 680 12 7	..	— 135 0 0	+ 1 0 8	..	..	+ 281 7 7
Chingleput	1891–92	..	..	..	65 12 9	..	..	238 5 9	..	..	304 2 0
	1892–93	..	..	..	287 15 1	..	..	239 6 4	..	..	527 5 10
		..	..	..	+ 223 3	..	..	+ 1 0 7	..	..	+ 223 3 10
Madras	1891–92	39,905 8 3	79,654 1 4	2 14 8	3,576 10 10	..	2,009 15 6	..	..	..	1,25,149 2 7
	1892–93	40,430 7 3	62,806 11 11	5 3 5	3,159 8 6	..	1,776 5 2	..	..	..	1,08,177 4 3
		+ 524 15 0	— 16,847 5 5	+ 2 4 9	— 417 2 4	..	— 234 10 4	..	..	..	— 16,971 14 4

APPENDIX C (iii-*a*)—*cont.*

Statement showing increase and decrease in Port Fund Receipts of 1892–93 as compared with those of the year 1891–92—cont.

Districts.		Share of coasting steamers dues.	Other port dues.	Share of general Administration receipts.	Miscellaneous receipts.	Public Works receipts.	Fees.	Interest.	Repayment of loans, Advances and Contributions.	Provincial Contributions.	Total.
		Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
South Arcot	1891–92	5,025 2 1	2,833 10 7	0 10 5	10,059 11 5	..	685 15 9	994 14 4	..	..	19,600 0 7
	1892–93	6,574 5 2	5,760 3 11	1 15 8	1,009 9 6	..	952 8 8	678 4 10	..	..	14,976 15 9
		+ 1,549 3 1	+ 2,926 9 4	+ 1 5 3	— 9,050 1 11	..	+ 266 8 11	— 316 9 6	..	..	— 4,623 0 10
Tanjore	1891–92	12,151 7 6	15,781 7 7	1 7 7	483 3 4	..	3,609 13 1	..	..	..	32,007 7 1
	1892–93	11,569 8 5	12,154 5 4	3 7 8	717 11 4	..	3,207 6 7	..	..	..	27,682 7 4
		— 581 15 1	— 3,627 2 3	+ 2 0 1	+ 234 8 0	..	— 402 6 6	..	..	..	— 4,374 15 9
Madura	1891–92	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
	1892–93	1,775 6 8	2,971 0 8	0 8 7	947 1 10	..	1,455 12 11	..	..	..	7,349 14 8
		+ 668 8 9	+ 305 10 7	+ 0 4 5	— 21,416 13 0	..	+ 564 2 9	— 798 0 0	..	..	— 20,676 2 6
Tinnevelly	1891–92	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
	1892–93	10,360 4 0	2,940 14 9	3 1 11	16,228 1 0	..	2,249 1 0	2,194 8 0	..	..	33,975 14 8
		+ 582 14 2	— 509 4 6	+ 2 0 10	— 65,704 14 0	..	+ 51 1 6	— 2,593 8 0	..	..	— 68,171 10 0
Malabar	1891–92	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
	1892–93	43,622 7 1	26,944 10 0	10 7 4	522 10 10	..	3,701 2 7	7,570 9 4	..	..	82,371 15 2
		— 1,888 11 4	+ 3,689 10 0	+ 6 2 0	+ 76 13 2	— 0 7 0	+ 49 2 4	+ 824 0 8	..	..	+ 2,756 9 10
South Canara	1891–92	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
	1892–93	9,762 8 11	3,543 10 8	2 5 6	376 7 4	..	1,602 0 3	1,393 6 0	..	..	16,680 6 8
		+ 1,554 11 4	+ 405 2 8	+ 1 8 2	— 79 13 1	..	+ 33 14 11	+ 239 14 8	..	..	+ 2,155 6 8
Grand Total	1891–92	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
	1892–93	1,83,497 7 3	1,37,950 0 10	45 0 0	25,696 8 3	540 0 0	23,060 8 0	16,143 14 0	..	6,029 2 9	3,92,962 9 1
		+ 4,764 15 0	— 15,842 2 11	+ 28 0 0	— 96,071 4 7	— 179 0 1	+ 193 0 10	— 2,484 8 7	..	+ 6,029 2 9	— 1,03,561 13 7

APPENDIX C (iii-*b*).

STATEMENT showing increase and decrease in Port Fund Charges of 1892-93 as compared with those of the year 1891-92.

Districts.		Share of general Administration charges.	Share of Lighthouse charges.	Establishment. Port Officers and Conservators.	Establishment. Other Establishments.	Contingencies and Miscellaneous.	Public Works charges.	Fees.	Interest.	Repayment of loans, Advances and Contributions	Total.
		Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.			Rs. A. P.
Ganjám	1891-92 ..	4,519 1 8	3,602 4 11	3,115 0 4	1,456 10 6	1,890 15 5	333 4 11	590 9 3	..	..	15,507 15 0
	1892-93 ..	5,728 8 10	10,093 1 11	3,239 2 8	1,481 2 4	2,124 8 8	219 8 2	467 14 5	..	..	23,343 15 0
		+ 1,209 7 2	+ 6,490 13 0	+ 124 2 4	+ 24 7 10	+ 233 9 3	— 113 12 9	— 122 10 10	..	..	+ 7,836 0 0
Vizagapatam	1891-92 ..	7,626 0 4	6,078 14 9	5,525 12 0	2,182 13 3	1,402 11 4	544 11 2	938 3 6	..	..	24,299 2 4
	1892-93 ..	8,769 0 4	15,450 2 0	5,366 8 7	2,181 0 0	6,942 3 3	215 14 9	958 12 0	..	..	40,053 8 11
		+ 1,143 0 0	+ 9,371 3 3	+ 30 12 7	— 1 13 3	+ 5,539 7 11	— 328 12 5	+ 0 8 6	..	..	+ 15,754 6 7
Gódávari	1891-92 ..	4,072 6 3	3,963 10 2	5,767 14 8	2,393 1 3	2,231 7 7	1,715 10 11	588 2 11	..	..	21,638 5 9
	1892-93 ..	5,135 9 1	9,048 5 6	4,980 0 0	2,263 14 0	6,036 12 1	667 6 1	676 2 7	..	..	28,808 1 4
		+ 163 2 10	+ 5,084 11 4	— 787 14 8	— 135 3 3	+ 3,805 4 6	— 1,048 4 10	+ 87 15 8	..	..	+ 7,169 11 7
Kistna	1891-92 ..	3,450 15 10	2,750 14 2	3,180 0 0	760 0 0	1,135 12 9	533 9 7	1,024 14 11	..	..	12,836 3 3
	1892-93 ..	3,930 4 7	6,924 12 3	2,705 9 0	746 9 7	900 12 5	— 114 9 6	1,284 11 3	..	..	16,378 1 7
		+ 479 4 9	+ 4,173 14 1	— 474 7 0	— 13 6 5	— 235 0 4	— 648 3 1	+ 259 12 4	..	..	+ 3,541 14 4
Nellore	1891-92 ..	66 10 1	53 1 10	..	..	2,196 4 11	159 5 6	..	..	..	2,475 6 4
	1892-93 ..	..	..	..	..	47 12 2	..	..	..	..	47 12 2
		— 66 10 1	— 53 1 10	..	..	— 2,148 8 9	— 159 5 6	..	..	..	— 2,427 10 2
Chingleput	1891-92 ..	..	..	..	..	2,153 10 0	..	..	..	..	2,153 10 0
	1892-93 ..	..	..	..	..	..	..	..	..	..	..
		..	..	..	..	— 2,153 10 0	..	..	..	..	— 2,153 10 0
Madras	1891-92 ..	11,005 1 7	8,772 7 9	10,851 7 3	22,331 4 8	73,616 3 11	399 7 5	..	..	..	1,26 976 0 7
	1892-93 ..	6,869 7 8	12,103 5 1	9,597 8 1	19,019 13 5	1,02,268 1 2	..	..	..	..	1,49,858 3 5
		— 4,135 9 11	+ 3,330 13 4	— 1,253 15 2	— 3,311 7 3	+ 28,651 13 3	— 399 7 5	..	..	..	+ 22,882 2 10

APPENDIX C (iii-*b*)—*cont.*

Statement showing increase and decrease in Port Fund Charges of 1892-93 as compared with those of the year 1891-92—*cont.*

Districts.		Share of general Administration charges.	Share of Lighthouse charges.	Establishment. Port Officers and Conservators.	Establishment. Other Establishments.	Contingencies and Miscellaneous.	Public Works charges.	Fees.	Interest.	Repayment of loans, Advances and Contributions	Total.
		Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.			Rs. A. P.
South Arcot	1891-92 ..	2,463 5 9	1,963 9 10	830 9 4	1,775 10 6	6,861 13 1	2,197 7 7	183 15 1	..	..	16,276 7 4
	1892-93 ..	2,607 13 10	4,594 12 7	870 0 0	1,698 2 11	2,060 0 7	1,173 12 9	299 6 11	..	..	13,304 1 7
		+ 144 8 1	+ 2,631 2 9	+ 39 6 8	— 77 7 9	— 4,801 12 6	— 1,023 10 10	+ 115 7 10	..	..	— 2,972 5 9
Tanjore	1891-92 ..	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
	1892-93 ..	4,589 5 3	8,085 14 11	5,672 7 8	1,505 9 7	1,749 2 10	768 6 7	1,308 8 7	..	..	23,679 7 5
		— 985 0 6	+ 3,642 7 2	+ 240 7 8	— 226 8 2	— 458 6 10	+ 594 6 7	+ 111 1 6	..	..	+ 2,918 7 5
Madura	1891-92 ..	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
	1892-93 ..	704 4 2	1,240 13 5	1,879 14 5	490 8 0	1,735 7 9	..	88 10 11	..	..	6,139 10 8
		— 277 15 9	+ 457 13 10	— 520 1 7	+ 2 4 0	— 23,811 1 8	— 119 5 9	+ 19 2 11	..	..	— 24,249 4 0
Tinnevelly	1891-92 ..	4,025 2 8	3,208 9 8	3,300 0 0	2,039 8 0	71,940 4 8	..	977 13 6	..	..	85,491 6 1
	1892-93 ..	4,109 10 3	7,240 12 4	3,088 12 2	1,928 10 0	960 6 4	11,518 12 5	1,027 3 0	..	..	29,874 2 6
		+ 84 7 7	+ 4,032 3 1	— 211 3 10	— 110 14 0	— 70,979 14 4	+ 11,518 12 5	+ 49 5 6	..	..	— 55,617 3 7
Malabar	1891-92 ..	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
	1892-93 ..	13,789 0 10	6,013 4 1	11,280 0 0	5,356 7 11	23,806 10 3	1,630 4 0	1,667 15 10	..	..	63,543 10 11
		— 2,563 13 6	— 1,798 8 1	— 8 0 0	+ 37 2 10	— 54,241 4 5	— 2,022 2 10	+ 69 15 4	..	..	— 60,526 10 8
South Canara	1891-92 ..	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
	1892-93 ..	3,085 15 2	1,345 11 11	3,394 15 6	1,160 8 3	7,216 3 10	1,005 13 3	491 0 3	..	..	17,700 4 2
		— 58 12 8	— 156 7 11	— 29 8 10	— 3 7 9	— 1,140 5 10	+ 1,000 2 3	+ 107 5 1	..	..	— 281 3 8
Grand Total	1891-92 ..	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
	1892-93 ..	60,319 0 0	82,141 0 0	52,264 14 1	37,832 6 0	1,55,848 1 4	17,685 4 6	8,240 5 9	..	..	4,12,730 15 8
		— 4,864 0 0	+ 37,207 0 0	— 2,850 5 10	— 3,816 5 2	— 1,21,739 13 9	+ 7,250 3 10	+ 687 15 10	..	..	— 88,125 5 1

3857 16

APPENDIX C (v-*a*).

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 1892–93.

Districts.	Receipts.						Charges.																	
	Survey and Registration of vessels.	Sale of surplus stores.	Total.	Officers of the Administrative Department.	Presidency Port Office Establishment.	(Contingencies)	Travelling allowance of Officers of the Administrative Department.	Leave allowance of Port Officers.	Miscellaneous.	Pensions and gratuities.	Tide-gauge. Establishment.	Tide-gauge. Contingencies.	Total.											
	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.											
Ganjám ..	..	..	..	..	..	..	..	..	..	292 8 0	..	..	292 8 0											
Vizagapatam ..	..	..	..	..	..	..	..	..	..	467 3 9	..	..	467 3 9											
Gódávari ..	..	..	..	..	..	..	11 8 0	..	..	561 2 8	..	..	561 2 8											
Kistna ..	..	..	..	..	..	..	79 0 0	..	..	96 0 0	..	..	96 0 0											
Nellore ..	..	..	..	..	..	..	..	645 0 0	..	..	..	..	..											
Chingleput ..	..	..	..	..	..	..	..	..	..	..	..	..	..											
Madras (Presidency Port Office)	..	..	..	..	..	..	..	..	..	18,064 14 7	..	..	18,064 14 7											
South Arcot ..	26 1 2	18 14 10	45 0 0	15,079 14 2	11,190 12 1	2,147 14 8	3,173 6 1	4,065 4 10	*2,090 6 0	20,294 12 10	423 1 0	3 12 0	59,319 0 0											
Tanjore ..	..	..	..	..	..	..	11 0 0	..	..	139 0 0	..	..	150 0 0											
Madura ..	..	..	..	..	..	..	..	..	..	169 5 2	..	..	169 5 2											
Tinnevelly ..	..	..	..	..	..	..	..	..	..	103 3 7	..	..	103 3 7											
Malabar ..	..	..	..	103 3 7	..	..	..	..	..	..	384 0 0	3 12 0	387 12 0											
South Canara ..	..	..	..	..	..	..	..	..	..	448 0 0	39 1 0	..	487 1 0											
	..	..	..	..	..	..	..	..	..	36 10 8	..	..	36 10 8											
Total ..	26 1 2	18 14 10	45 0 0	15,183 1 9	11,190 12 1	2,147 14 8	3,274 14 1	4,710 4 10	2,090 6 9	20,294 12 10	423 1 0	3 12 0	59,319 0 0											

* This sum includes the following special charges:—

Printing and stationery charges	..	..	1,208 7 7
Rent of Telephone Line	..	..	188 0 0
Periodicals supplied	..	..	-462 4 3
Share of Municipal assessment on Port office building	..	..	125 4 8

3059/17

APPENDIX C (v-*a*).

STATEMENT of fees received during 1892–93.

Districts.	Fees levied under Acts.	Overtime fees for Port Officers and Conservators.	Overtime fees for Establishments.	Total.
	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
Ganjám ..	331 8 6	843 1 5	75 0 10	1,249 10 3
Vizagapatam ..	336 0 0	1,829 0 0	48 8 4	2,213 8 4
Gódávari ..	284 4 0	1,302 14 0	203 10 7	1,770 12 7
Kistna ..	229 0 0	2,261 12 8	186 7 0	2,677 3 8
Nellore ..	6 0 0	..	..	6 0 0
Chingleput ..	..	..	..	..
Madras ..	..	1,775 5 2	..	1,775 5 2
South Arcot ..	..	76 14 2	267 9 6	962 8 8
Tanjore ..	608 1 6	2,572 8 0	238 8 7	3,207 6 7
Madura ..	401 6 0	1,060 0 0	39 2 11	1,655 12 11
Tinnevelly ..	556 10 0	1,765 0 0	64 11 0	2,249 1 0
Malabar ..	419 6 0	2,650 0 0	274 10 7	3,701 2 7
South Canara ..	776 8 0	790 0 0	61 0 3	1,602 0 3
	751 0 0			
Total ..	4,679 11 6	16,926 7 5	1,454 5 1	23,060 8 0

APPENDIX C (v-*b*).

STATEMENT of fees paid during 1892–93.

Districts.	Overtime fees paid to Port Officers and Conservators.	Overtime fees paid to Establishments.	Total.
	Rs. A. P.	Rs. A. P.	Rs. A. P.
Ganjám ..	398 12 0	59 2 5	457 14 5
Vizagapatam ..	938 12 0	..	938 12 0
Gódávari ..	472 8 0	203 10 7	676 2 7
Kistna ..	1,116 11 6	167 15 9	1,284 11 3
Nellore ..	..	..	..
Chingleput ..	..	..	..
Madras ..	..	..	..
South Arcot ..	85 11 3	213 11 8	299 6 11
Tanjore ..	1,076 0 0	233 8 7	1,308 8 7
Madura ..	20 0 0	68 10 11	88 10 11
Tinnevelly ..	962 8 0	64 11 0	1,027 3 0
Malabar ..	1,368 0 0	299 15 10	1,667 15 10
South Canara ..	420 0 0	71 0 3	491 0 3
Total ..	6,857 14 9	1,382 7 0	8,240 5 9

APPENDIX C (vi).

STATEMENT showing Receipts and Charges of the Marine Funds of the Madras Presidency for 1892–93.

Funds.	Receipts.			Charges.		
Landing and Shipping dues (Act III of 1885).						
	RS.	A.	P.	RS.	A.	P.
Vizagapatam	4,721	13	6	1,996	9	8
Cocanada	44,450	11	4	35,588	0	0
Masulipatam	3,244	9	7	592	15	2
Negapatam	13,847	8	10	2,982	1	2
Mangalore	6,209	14	6	280	8	2
Total ..	72,474	9	9	41,440	2	2
Pilotage Funds (Act X of 1889).						
Madras	28,665	11	11	1,21,620	1	3
Pámban and Kilakarai	29,585	0	11	36,260	4	9
Cochin	3,731	4	0	2,205	11	4
Mangalore	342	4	0	295	0	0
Total ..	62,324	4	10	1,60,381	1	4

APPENDIX C (vii).

MADRAS Loan Account.

Districts.	Net loan outstanding, 1st April 1892.	1892–93. Loan to meet the deficit of the year.	1892–93. Loan to meet interest on previous loan.	1892–93. Repayment of loan.	Net loan outstanding on the 31st March 1893.	Remarks.
	RS.	RS.	RS.	RS.	RS.	
Ganjám	1,95,400	(a) ..	(a) ..	..	1,95,400	(a) The deficit of the year and interest on previous loan are met by a contribution from Provincial.
Bisjna	3,800	2,548	152	100	6,500	
Nellore	100	..	..	..	..	
Tanjore	15,400	..	..	3,300	12,100	
Total ..	2,14,700	2,548	152	3,400	2,14,000	

APPENDIX C (viii-a).

Plus and Minus entries to be made in Port Fund Receipts (Act X of 1889) for 1892–93 to arrive at the figures given in Appendix C (i).

1	2	3	4	5	6	7	8
Districts.	Total receipts as per monthly accounts sent to Accountant-General.	Receipts in one district on account of another.	Other adjustments.	Net receipt as per Appendix C (i-a).	Adjustments of coasting steamers' dues.	Adjustments of general receipts.	Net receipt as per Appendix C (i).
		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.	RS. A. P.
Ganjám	25,956 10 3	.. / ..	.. / ..	25,956 10 3	17,473 2 0 / ..	4 5 6 / ..	22,928 5 1
Vizagapatam	10,546 0 0	.. / ..	.. / ..	10,546 0 0	8,606 8 0 / ..	6 10 5 / ..	33,053 8 3
Godávari	25,304 6 4	.. / ..	.. / ..	25,304 6 4	8,167 0 9 / ..	3 14 4 / ..	30,187 12 11
Kistna	6,203 13 4	.. / ..	.. / ..	6,203 13 4	4,132 2 2 / ..	2 15 8 / ..	13,793 10 5
Nellore	1,307 0 1	.. / ..	.. / ..	1,307 0 1	.. / ..	.. / ..	1,307 0 1
Chingleput	527 5 10	.. / ..	.. / ..	527 5 10	.. / ..	.. / ..	527 5 10
Madras { Administration ..	44 10 2	.. / ..	.. / 44 10 2	..	.. / ..	.. / ..	..
Madras { Madras Port Funds ..	4,935 8 6	1,03,237 3 2 / ..	.. / ..	1,08,177 4 3	40,430 7 3 / ..	5 3 5 / 45 0 0	1,08,177 4 3
Madras { Sea Customs ..	1,03,237 3 2	.. / 1,03,237 3 2	.. / ..	..	.. / ..	.. / ..	..
South Arcot	12,827 2 11	.. / ..	.. / ..	12,827 2 11	6,574 5 2 / ..	1 15 8 / ..	14,976 15 9
Tanjore	32,044 9 3	.. / ..	.. / ..	32,044 9 3	11,569 8 8 / ..	3 7 8 / ..	27,632 7 4
Madura	7,222 8 2	.. / ..	.. / ..	7,222 8 2	1,175 6 8 / 1,648 8 9	0 8 7 / ..	7,349 14 8
Tinnevelly	55,525 4 3	.. / ..	.. / ..	55,525 4 3	16,360 4 0 / 29,912 11 6	3 1 11 / ..	33,975 14 8
Total ..	2,94,360 13 3	1,03,237 3 2 / 1,03,237 3 2	44 10 2 / 44 10 2	2,94,360 13 3	1,30,112 7 3 / 1,30,112 7 3	32 3 2 / 45 0 0	2,96,910 3 3
Malabar	87,755 9 3	.. / ..	.. / ..	87,755 9 3	43,622 7 1 / 49,616 8 6	10 7 4 / ..	82,371 15 2
South Canara	11,283 16 9	.. / ..	.. / ..	11,283 16 9	9,702 8 11 / 4,368 7 6	2 5 6 / ..	16,050 6 8
Total ..	99,039 9 0	.. / ..	.. / ..	99,039 9 0	53,325 0 0 / 53,985 0 0	12 12 10 / ..	99,052 5 10
Grand Total ..	3,94,000 6 3	1,03,237 3 2 / 1,03,237 3 2	44 10 2 / 44 10 2	3,94,000 6 3	1,83,437 7 3 / 1,83,497 7 3	45 0 0 / 45 0 0	3,92,962 9 1

* Coasting steamers' dues refunded.

REMARKS.—Column 3.—Port dues collections at Madras amounting to Rs. 1,03,237-3-2 accounted for by the Sea Customs Department, Madras, have been adjusted to the credit of "Madras Port Funds."

Column 4.—Coasting Steamer dues refunded during the year have been deducted from the collections of coasting dues in the several districts, in accordance with the rules for the distribution of these dues laid down in G.O., No. 24, Marine, dated 27th January 1890. The sum of Rs. 44-10-2 deducted from "Administration" represents "General Receipts" realised in Madras.

Column 6.—The total of the actuals of coasting steamer dues less refunds of the Eastern group districts and Western group districts (Madras excepted) as shown in column "Deduct" have been distributed according to tonnage as shown in column "Add."

Column 7.—Rs. 44-10-2 "General Receipts" realised in Madras have been taken as a whole sum of Rs. 45 for sake of distribution in proportion to the total tonnage of the districts.

APPENDIX C (viii-*b*).

Pilot and Mayor entries to be made in Port Fund Charges (Act X of 1889) for 1892-93 to arrive at the figures given in Appendix C (ii).

1	2	3	4	5	6	7	8
Districts.	Total charges as per monthly account sent to Accountant-General.	Payment in one district on account of another.	Other adjustments.	Net charges as per Appendix C (ii)-*a*.	Adjustments on account of general charges.	Adjustments of Lighthouse charges.	Net charges as per Appendix C (ii).
		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.
Ganjám	8,460 7 5	..	292 8 0	8,752 15 5	292 8 0	10,093 1 11	23,343 15 0
Vizagapatam	19,672 9 3	..	478 11 9	20,151 5 0	478 11 9	15,460 2 0	40,053 8 11
Godávari	27,196 3 7	..	660 2 8	27,858 6 3	660 2 8	3,838 2 5	28,809 1 4
Kistna	8,793 14 5	..	741 0 0	9,156 12 5	741 0 0	9,048 5 6	16,378 1 7
Nellore	3,030 15 5	..	..	3,030 15 5	..	6,024 12 3	47 12 2
Chingleput	6,191 2 0	..	..	6,191 2 0	..	..	..
Madras { Administration ..	69,319 1 1	..	..	..	..	..	..
Madras { Madras Port Fund ..	1,58,807 6 10	..	..	69,319 1 1	55,812 10 3	12,103 5 1	27,922 0 3
Madras { Sea Customs ..	..	..	..	..	..	..	..
South Arcot	9,987 10 2	..	..	..	150 0 0	4,594 12 7	3,886 3 0
Tanjore	15,326 5 5	..	..	..	169 5 2	8,085 14 11	3,663 7 0
Madura	6,253 8 3	..	..	..	103 3 7	1,240 13 5	2,058 15 2
Tinnevelly	27,358 10 11	..	..	..	387 12 0	7,240 12 4	8,864 15 0
Total ..	3,49,399 13 9	..	..	58,795 5 5	60,350 14 3	74,782 0 0	3,31,487 0 7
Malabar	47,928 13 10	..	..	..	487 1 0	6,013 4 1	4,187 7 10
South Canara	16,440 1 3	..	..	..	36 10 8	1,345 11 11	3,171 8 2
Total ..	64,368 15 1	..	..	..	523 11 8	7,359 0 0	7,359 0 0
Grand Total ..	4,13,768 12 10	..	..	69,319 1 1	60,396 14 3	82,141 0 0	82,141 0 0

* Coasting steamers' dues refunded.

REMARKS.—Column 4.—The sum of Rs. 69,319-1-1 deducted from "Administration" represents charges incurred in the several districts as shown in column "Add" and accounted for by the Accountant-General, Madras.

Columns 6 and 7.—General and Lighthouse charges incurred in each district have been distributed in accordance with the orders of Government and shown against these districts in columns "Add."

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 1892-93.

—	Number of officers.	Number of men.	Total annual cost.	Total annual earnings.
1	2	3	4	5
			Rs.	Rs.
Madras.				
Port establishment	4	97	45,592	..
Lighthouse establishment	..	5	2,199	..
Divers' establishment	..	2	1,800	..
Marine Police establishment	..	..	4,992	..
Marine dispensary establishment	..	2	2,401	..
Pilotage, Madras	3	26	17,633	28,666
Coast Ports.				
Port Officers and Conservators	16	140	61,480	..
Lighthouses	..	91	17,855	..
Pilotage (Pamban and Kilakarai, Cochin and Mangalore) ..	..	36	13,592	33,658
Landing and shipping dues (Cocanada, Vizagapatam, Masulipatam, Negapatam and Mangalore)	..	48	8,785	72,475

APPENDIX E.

STATEMENT showing the various Government vessels, &c., under the Madras Government in the year 1892-93.

Detail of vessels.	Tonnage of each vessel and horse-power and engine of a steamer.	Number of officers.	Number of men.	Total annual cost.	Total annual earnings.	Remarks.
1	2	3	4	5	6	7
				Rs.	Rs.	
River-going Vessels.						
Steam Dredge "Priestman's"	..	1	10	4,514	..	
Do. "Connemara"	..	..	11	3,718	..	
Steam Launch "Empress"	..	..	1	354	..	
Steam Tug "Godávari"	6½ tons	..	9	1,684	..	
	10 tons, eighty-horse power.	1	5	2,230	..	
Steam Dredge (at Cuddalore)	12 tons, six-horse power.	2	25	34,656	..	
Steam Dredge "Wenlock"	407 tons, forty-five-horse power.					

APPENDIX F.

STATEMENT showing the changes of Masters endorsed on registers of vessels under Act X of 1841 and the Merchant Shipping Act from 1st April 1892 to 31st March 1893 in the Maritime districts of the Madras Presidency.

Districts.	Number of vessels on the register of which changes of Masters have been endorsed.	Amount of fees.	Remarks.
		RS.	
Madras	..	..	
Ganjám	2	4	
Vizagapatam	..	..	
Gódávari	..	..	
Kistna	11	22	
Nellore	9	18	
Chingleput	..	..	
South Arcot	..	..	
Tanjore	9	18	
Madura	31	62	
Tinnevelly	23	46	
Malabar	17	34	
South Canara	16	32	
Total of 1892–93 ..	134	268	
„ 1891–92 ..	198	396	
Decrease ..	64	128	

APPENDIX G.

STATEMENT showing the number of vessels registered under Act X of 1841 from 1st April 1892 to 31st March 1893 in the maritime districts of the Madras Presidency.

Districts.	Total number of vessels.	Total tonnage.	Total amount of fees.
			RS. A. P.
Madras	..	..	..
Ganjám	1	124	15 10 0
Vizagapatam	..	..	..
Gódávari	..	..	..
Kistna	19	1,586	249 10 0
Nellore	2	51	14 0 0
Chingleput	..	..	..
South Arcot	..	..	..
Tanjore	3	1,528	220 9 0
Madura	11	1,397	183 14 0
Tinnevelly	16	844	127 2 0
Malabar	9	874	113 6 0
South Canara	11	324	69 12 0
	27	544	151 0 0
Total of 1892–93 ..	104	7,272	1,144 15 0
„ 1891–92 ..	100	4,450	1,006 0 6
Increase ..	4	2,822	138 14 6

3059

3059/195

Corrigendum to Accountant-General, Public Works Department, Circular No. 14, dated 27th September 1893.

Orders and opinions passed on questions regarding the exchange compensation allowance.

Expunge the last sentence of paragraph 7 of the enclosure to the above.

R. G. MACDONALD,
Accountant General, P. W. D.

ACCT.-GENL.'S OFFICE, P. W. D.,
Dated Simla, 9th November 1893.

P. W. D.
EXAMINER'S OFFICE.
Forwarded to the Secretary to Government, Public Works Department.
Dated 25th Nov 1893
Examiner of Accounts.
Examiner of Accounts.
RECEIVED
NOV 1893
ACCOUNTS.

3059/26

APPENDIX H.

PARTICULARS of changes in the Gazetted Official Staff of the Madras Port Department by absence on leave, on other duty, &c., in the official year 1892–93.

Name.	Designation.	Cause and period of absence.		Acting arrangements.
Commander H. A. Street, R.I.M.	Presidency Port Officer and Registrar of Shipping.	One year's furlough granted in the previous year.	1st to 27th April 1892.	Commander Creagh, R.I.M., acting.
Do. ..	Do. ..	On special duty at Calcutta.	22nd January to 16th February 1893.	Commander Hewett, R.I.M., acting.
Commander H. B. Simpson, R.I.M.	Deputy Conservator of the Port, Madras.	Furlough to Europe ..	One year from 28th May 1892.	Mr. J. P. James acting till 30th June 1892; Commander Hewett acting till 21st January 1893; Mr. H. D. Baddeley acting from 22nd January to 10th February 1893; and Commander Hewett again acting for the subsequent period.
Mr. H. D. Baddeley.	Agent for Government Consignments and Personal Assistant to the Presidency Port Officer.	Continuation of medical leave to Europe granted in the previous year.	Up to 20th October 1893.	Mr. J. P. James and Mr. C. S. Johnson, respectively, acting.
Mr. R. Minto ..	Port Officer, Bimlipatam.	Acting as Port Officer at Negapatam.	1st April to 2nd July 1892.	Messrs. H. S. Brown and T. F. Lindy, respectively, acting.
Do. ..	Do. ..	Acting as Port Officer at Tuticorin.	3rd July to 30th September 1892.	
Do. ..	Do. ..	Acting as Port Officer at Pamban.	1st October to 3rd November 1892.	
Mr. J. M. Simpson.	Port Officer, Masulipatam.	Privilege leave	Three months from 11th May 1892.	Mr. H. S. Brown, acting.
Mr. J. P. James ..	Port Officer, Negapatam.	Leave on private affairs..	Six months from 22nd May 1892.	Mr. R. Minto, acting.
Do. ..	Do. ..	Acting as Deputy Conservator of the Port of Madras.	22nd May to 3rd July 1892.	
Mr. W. S. Carlyon..	Port Officer, Pamban	Acting as Port Officer, Tuticorin.	9th April to 5th July 1892.	Sea Customs Superintendent in charge, and Reserve Port Officer, acting, respectively.
Mr. C. S. Johnson ..	Do. ..	On special duty in connection with the Indo-Ceylon cable repairs.	19th February to 8th March 1893.	Sea Customs Superintendent in charge.
Mr. T. H. Baker ..	Port Officer, Tuticorin.	Leave on private affairs..	Six months from 1st April 1892.	Sea Customs Superintendent in charge and Messrs. Carlyon and Minto, respectively, acting.
Do. ..	Do. ..	On deputation to Calcutta in connection with the building of pearl fishery vessels.	16th February to 14th March 1893.	Sea Customs Superintendent in charge.

APPENDIX I.

STATEMENT of Passengers *sailed from* the undermentioned ports in the Madras Presidency during the official year 1892–93.

Names of Ports.	Ports bound to: Ports within the Presidency. Adults. Male.	Female.	Children under 12.	Total.	Ports beyond the Presidency but within British India. Adults. Male.	Female.	Children under 12.	Total.	Ports in Burma. Adults. Male.	Female.	Children under 12.	Total.	Ports in Ceylon. Adults. Male.	Female.	Children under 12.	Total.	Ports in Straits Settlements. Adults. Male.	Female.	Children under 12.	Total.	Other Ports. Adults. Male.	Female.	Children under 12.	Total.	Grand Total.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
Ganjám	2	..	..	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2
Gopalpur	541	58	40	639	1,690	994	1,488	4,172	3,195	10½	136	3,341	..	..	..	..	..	..	..	..	..	..	..	..	8,152
Calingapatam	167	28	13	208	59	16	*5	80	4,226	68	303	4,597	..	..	..	..	..	..	..	..	..	..	..	..	4,885
Baruva	19	2	..	21	..	..	..	..	4,566	21	165	4,692	..	..	..	..	..	..	..	..	..	..	..	..	4,713
Bimlipatam	506	83	48	637	61	10	7	78	1,243	76	68	1,387	1	..	..	1	..	..	..	..	1	..	..	1	2,104
Vizagapatam	917	39	28	984	77	8	4	89	6,904	251	165	6,423	..	..	..	..	..	..	..	..	..	..	..	..	7,496
Cocanada	913	171	73	1,157	44	7	17	68	8,399	316	339	9,054	..	1	..	1	..	..	..	..	11	..	2	13	10,293
Masulipatam	516	136	48	700	8	..	..	8	290	65	35	390	..	..	..	..	..	..	..	..	..	..	..	..	1,098
Cuddalore	1	..	..	1	..	..	..	..	187	7	6	200	..	..	..	..	19	..	..	19	..	..	..	..	220
Porto Novo	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	516	24	60	600	..	..	..	..	600
Negapatam	33	..	..	33	..	..	..	..	22,452	2,244	2,426	27,122	998	83	65	1,146	15,525	1,458	1,450	*18,433	31	3	4	38	46,772
Tirumalaivasal ..	..	..	..	..	..	..	..	..	..	..	..	..	30	..	1	31	..	..	..	..	..	..	..	..	31
Tranquebar	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	117	21	54	192	192
Velangani	..	..	..	..	..	..	..	..	..	..	..	..	16	..	..	16	..	..	..	..	..	..	..	..	16
Tópputtural	32	53	..	85	..	..	..	..	..	..	..	..	2,622	303	22	2,947	..	..	..	..	..	..	..	..	3,032
Mutupet	3	13	2	18	..	..	..	..	..	..	..	..	166	4	38	207	..	..	..	..	..	..	..	..	225
Adirámpatnam ..	11	5	1	17	..	..	..	..	..	..	..	..	222	3	6	231	..	..	..	..	..	..	..	..	248
Ammapatnam ..	..	..	..	..	..	..	..	..	..	..	..	..	18	2	..	20	..	..	..	..	..	..	..	..	20
Kottapatnam	..	..	..	..	..	..	..	..	..	..	..	..	54	..	40	94	..	..	..	..	..	..	..	..	94
Pámban	11,692	5,444	86	17,192	..	..	..	..	..	..	..	..	33,708	11,161	1,756	46,625	..	..	..	..	..	..	..	..	63,817
Kilakarai	669	123	6	798	..	..	..	..	..	..	..	..	171	6	2	179	..	..	..	..	..	..	..	..	977
Devipatnam	8,243	4,358	308	12,909	..	..	..	..	..	..	..	..	146	3	11	160	..	..	..	..	..	..	..	..	13,069
Tondi	220	16	1½	237½	..	..	..	..	..	..	..	..	8,190	2,726	815½	11,731½	..	..	..	..	..	..	..	..	11,969
Tuticorin	495	37	12	544	..	..	..	..	..	..	..	..	41,570	4,610	4,688	50,868	..	..	..	..	..	..	..	..	51,412
Kulasékarapatnam ..	116	30	3	149	..	..	..	..	..	..	..	..	822	83	216	1,121	..	..	..	..	..	..	..	..	1,270
Kávalpatnam	61	17	4	82	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	82
Cochin	121	16	1	138	76	12	2	90	2	..	..	2	9	..	..	9	..	..	..	..	3	1	2	6	245
Calicut	704	510	428	1,642	355	25	8	388	..	..	..	..	11	..	..	11	..	..	..	..	36	6	..	42	2,083
Badagara	2	2	2	6	2	1	..	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9
Tellicherry	353	65	24	442	..	..	..	..	45	3	4	52	13	1	..	14	..	..	..	..	4	..	..	4	512
Cannanore	238	37	19	344	85	8	11	104	..	..	..	..	..	..	..	..	..	..	..	..	4	..	..	6	464
Mangalore	3,277	743	297	4,417	2,300	808	352	3,960	..	..	..	..	3	1	..	4	..	..	..	..	637	653	296	1,586	9,967
Kasaragod	782	213	98	1,093	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1,093
Malpe	1,326	335	281	1,942	1,203	250	182	1,635	..	..	..	..	..	..	..	..	..	..	..	..	83	15	11	109	3,687
Barkur	7	..	..	7	10	8	..	16	..	..	..	..	..	..	..	..	..	..	..	..	8	..	..	8	31
Coondapoor	1,066	200	125	1,331	1,275	317	132	1,724	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3,055
Baindur	53	..	..	58	5	..	..	5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	63
Madras	888	91	62	1,041	832	103	82	1,017	5,229	1,088	664	6,981	64	23	7	94	146	18	10	174	811	195	105	1,111	10,418
Total ..	34,039	12,826	2,010½	48,875½	8,582	2,565	2,290	13,437½	55,778	4,152	4,311	64,241	88,833	19,010	7,667½	115,510½	16,206	1,500	1,520	19,226	1,748	894	474	3,116	264,406

* Including emigrants 1,577 adults and 132 children.

Grand Total.	1892–93	264,406
	1891–92	260,793
	Increase ..	3,613

APPENDIX I—*cont.*

STATEMENT of Passengers *arrived at* the undermentioned ports in the Madras Presidency during the official year 1892–93.

Names of Ports.	Ports arrived from: Ports within the Presidency. Adults. Male.	Female.	Children under 12.	Total.	Ports beyond the Presidency but within British India. Adults. Male.	Female.	Children under 12.	Total.	Ports in Burma. Adults. Male.	Female.	Children under 12.	Total.	Ports in Ceylon. Adults. Male.	Female.	Children under 12.	Total.	Ports in Straits Settlements. Adults. Male.	Female.	Children under 12.	Total.	Other Ports. Adults. Male.	Female.	Children under 12.	Total.	Grand Total.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
Ganjám	15	..	..	15	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	15
Gopalpur	669	86	66	821	499	37	17	553	304	1	1	306	..	..	..	..	..	..	..	..	..	..	..	..	1,680
Calingapatam	189	28	21	238	132	11	8	151	5,434	48	187	5,669	..	..	..	..	..	..	..	..	..	..	..	..	6,058
Baruva	23	1	..	24	..	..	..	..	1,359	6	11	1,376	..	..	..	..	..	..	..	..	..	..	..	..	1,400
Bimlipatam	643	126	90	859	121	25	9	155	4,988	117	92	5,197	1	3	6	10	..	..	..	..	..	..	..	..	6,221
Vizagapatam	1,182	30	29	1,241	109	3	4	116	5,658	18	44	5,720	..	..	..	..	..	..	..	..	..	..	..	..	7,077
Cocanada	1,504	142	93	1,739	88	4	3	95	9,773	200	175	10,148	1	..	..	1	..	..	..	..	1	..	..	1	11,984
Masulipatam	520	127	45	692	1	..	..	1	291	24	15	330	..	..	..	..	..	..	..	..	..	..	..	..	1,023
Cuddalore	3	..	..	3	..	..	..	..	..	..	..	..	10	..	..	10	..	..	..	..	..	..	..	..	13
Porto Novo	..	..	..	..	..	..	..	..	..	..	..	..	58	13	1	72	..	..	..	..	18	5	4	137	209
Negapatam	355	44	23	422	17	1	1	19	9,331	783	642	10,756	1,584	133	84	1,801	13,225	792	628	14,645	75	20	14	109	27,752
Tirumalaivasal ..	16	2	5	23	..	..	..	..	..	..	..	..	15	..	2	17	..	..	..	..	10	3	2	15	55
Velangani	..	..	..	..	..	..	..	..	..	..	..	..	4	1	..	5	..	..	..	..	..	..	..	..	5
Tópputtural	7	53	..	60	..	..	..	..	..	..	..	..	1,779	268	42	2,089	..	..	..	..	..	..	..	..	2,149
Mutupet	..	1	..	1	..	..	..	..	..	..	..	..	156	4	15	175	..	..	..	..	..	..	..	..	176
Adirámpatnam ..	97	..	14	111	..	..	..	..	..	..	..	..	482	36	18	536	..	..	..	..	..	..	..	..	647
Ammapatnam ..	60	..	..	60	..	..	..	..	..	..	..	..	568	16	8	592	..	..	..	..	..	..	..	..	652
Kottapatnam	..	..	..	..	..	..	..	..	..	..	..	..	211	4	27	242	..	..	..	..	..	..	..	..	242
Pámban	9,736	4,575	78	14,389	..	..	..	..	..	..	..	..	17,832	3,587	482	21,901	..	..	..	..	..	..	..	..	36,290
Kilakarai	2,714	1,580	34	4,328	..	..	..	..	..	..	..	..	186	10	12	208	..	..	..	..	..	..	..	..	4,536
Devipatnam	7,279	3,486	312½	11,077½	..	..	..	..	..	..	..	..	76	4	½	80½	..	..	..	..	..	..	..	..	11,158
Tondi	222	14	6	242	..	..	..	..	..	..	..	..	9,118	1,074	363	10,555	..	..	..	..	..	..	..	..	10,797
Tuticorin	1,215	101	24	1,340	3	2	..	5	..	..	..	..	33,925	8,737	2,017	44,679	..	..	..	..	..	..	..	..	46,024
Kulasékarapatnam ..	103	48	21	172	..	..	..	..	..	..	..	..	686	54	144	884	..	..	..	..	..	..	..	..	1,056
Kávalpatnam	46	21	..	67	..	..	..	..	..	..	..	..	87	4	2	93	..	..	..	..	..	..	..	..	160
Cochin	143	18	3	159	114	32	6	152	..	..	..	..	20	..	..	20	..	..	..	..	..	..	..	..	331
Calicut	956	91	46	1,103	117	19	24	160	..	..	..	..	27	..	..	27	..	..	..	..	20	5	7	32	1,322
Badagara	10	4	2	16	2	..	..	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	18
Kallai	..	2	3	5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	5
Tellicherry	295	44	21	360	55	2	1	58	..	..	..	..	5	1	..	6	..	..	..	..	7	3	3	13	437
Cannanore	286	55	21	362	14	1	2	17	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	379
Mangalore	2,765	518	206	3,489	2,209	541	222	2,972	..	..	..	..	2	..	..	2	..	..	..	..	862	181	95	1,138	7,601
Kasaragod	567	122	63	752	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	752
Kumbla	2	2	2	6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	6
Malpe	1,588	428	422	2,438	1,101	345	242	1,688	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	4,126
Barkur	5	..	..	5	26	12	25	63	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	112
Coondapoor	1,052	187	158	1,407	1,237	272	104	1,663	..	..	..	..	..	..	..	..	..	..	..	..	40	..	4	44	3,070
Madras	2,314	354	151	2,819	1,078	149	66	1,293	4,112	645	281	5,038	405	128	76	609	357	53	18	428	1,032	376	129	1,537	11,664
Total ..	36,621	12,285	1,939½	50,845½	6,913	1,456	734	9,103	41,256	1,842	1,448	44,546	67,238	14,077	3,209½	84,614½	13,582	845	646	15,073	2,175	593	258	3,026	207,202

Grand Total	1892–93	207,202
	1891–92	208,217
	Decrease ..	1,015

APPENDIX J.

STATEMENT showing the particulars of Dredging operations at the Port of Cocanada for the official year 1892–93, including the figures of the previous two years.

Particulars.	Previous two years. 1890–91.	Previous two years. 1891–92.	1892–93.
Priestman's Dredger.			
(*a*) Days working	195	212	67
(*b*) Hours dredging	1,600	1,898	421
(*c*) Barges — Boats loaded, giving number of tons each barge / boat will hold.	273 of 59⅜ tons and 1054 of 29 7/10 tons each.	526 of 59⅜ tons and 497⅛ of 29 7/10 tons each.	142 of 59⅜ tons and 230 of 29 7/10 tons.
(*d*) Tons dredged	47,520	46,019 9/10	15,265·8
(*e*) Cubic yards dredged	35,200	34,089	11,308
(*f*) Average outturn per day	243 3/5 tons.	217·07 tons.	227·8 tons.
(*g*) Working expenses per ton	Rs. 0–1–6	Rs. 0–1–11	Rs. 0–4–5½
Dredger "Connemara."			
(*a*) Days working	121	223	132
(*b*) Hours dredging	1,022	1,965	1,165
(*c*) Barges — Boats loaded, giving number of tons each barge / boat will hold.	299 of 59⅜ tons and 242 of 29 7/10 tons each.	523 of 59⅜ tons and 457 of 29 7/10 tons each.	238 of 59⅜ tons and 490 of 29 7/10 tons.
(*d*) Tons dredged	24,948	44,638 9/10	28,719
(*e*) Cubic yards dredged	18,480	33,066	21,274
(*f*) Average outturn per day	206 3/5 tons.	200·1 tons.	217·5 tons.
(*g*) Working expenses per ton	Rs. 0–2–8.	Rs. 0–1–9	Rs. 0–2–1
Dredger "Wenlock."			
(*a*) Days working	..	..	157
(*b*) Hours dredging	..	..	HRS. MTS. 1,177 55
(*c*) Barges — Boats loaded, giving number of tons each barge / boat will hold.	..	..	82 loads of 400 tons, 5 loads of 350 tons, 17 loads of 300 tons and 2,631 punts of 30 tons.
(*d*) Tons dredged	..	..	118,580
(*e*) Cubic yards dredged	..	..	87,318
(*f*) Average outturn per day	..	..	755 5/5 tons.
(*g*) Working expenses per ton	..	..	Rs. 0–2–4⅓

APPENDIX J (i).

STATEMENT showing the particulars of Dredging operations at the Port of Pamban for the official year 1892–93, including the figures of the previous two years.

Particulars.	Previous two years. 1890–91.	Previous two years. 1891–92.	1892–93.
Dredger "Wenlock."			
(*a*) Days working	..	96	34
(*b*) Hours dredging	..	HRS. MTS. 427 5	160
(*c*) Barges — Boats loaded, giving number of tons each barge / boat will hold.	..	248 loads of 400 tons, 1 load of 200 tons and 1 load of 250 tons.	101 loads of 400 tons.
(*d*) Tons dredged	..	99,650	40,400
(*e*) Cubic yards dredged	..	68,277	27,631
(*f*) Average outturn per day	..	1,038	2,354
(*g*) Working expenses per ton	..	(*a*) Rs. 2–4–10	(*b*) Rs. 0–1–7

(*a*) Inclusive of cost of dredger. (*b*) Exclusive of cost of dredger.

APPENDIX J (ii).

STATEMENT showing the particulars of Dredging operations at the Port of Cuddalore for the official year 1892–93, including the figures of the previous two years.

Particulars.	Previous two years. 1890–91.	Previous two years. 1891–92.	1892–93.
Cuddalore Dredger.			
(*a*) Days working	89	119	120
(*b*) Hours dredging	670	884	707
(*c*) Barges — Boats loaded, giving number of tons each barge / boat will hold.	849¾ of 4 tons each.	1,696¾ of 4 tons each.	1,877 of 4 tons each.
(*d*) Tons dredged	3,399	6,787	7,508
(*e*) Cubic yards dredged	2,517	5,029	5,565
(*f*) Average outturn per day	38 tons.	57 tons.	45
(*g*) Working expenses per ton	Rs. 0–5–4	Rs. 0–2–6	Rs. 0–4–6

APPENDIX K.

PARTICULARS of Seamen shipped and discharged at Ports in the Madras Presidency under the various Merchant Shipping Acts in the official year 1892–93.

Name of Port.	Europeans. Shipped.	Europeans. Discharged.	Asiatics. Shipped.	Asiatics. Discharged.	Total. Shipped.	Total. Discharged.
Gopalpur	..	..	..	1	..	1
Cocanada	..	1	46	48	46	49
Madras	11	42	52	680	63	722
Porto Novo	..	..	131	68	131	68
Negapatam	..	..	372	316	372	316
Tuticorin	4	16	25	..	25	..
Cochin	1	1	13	13	14	26
Tellicherry	1	..	15	9	16	10
Mangalore	..	..	..	..	..	..
Total of year under report	17	60	651	1,132	668	1,192
Total of previous year	27	58	796	1,680	823	1,738
Increase	..	2	..	..	..	..
Decrease	10	..	145	548	155	546

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 1892–93.

Names of ports.	Number of boats serviceable.	Number of boats unserviceable.	Total.
Gopalpur	78	8	86
Calingapatam	90	14	104
Vizagapatam	156	25	181
Bimlipatam	71	81	152
Cocanada	240	8	248
Masulipatam	44	12	56
Cuddalore	126	13	139
Porto Novo	41	10	51
Negapatam	114	60	174
Pamban	93	17	110
Tuticorin	58	2	60
Cochin	80	52	132
Calicut and Beypore	142	6	148
Tellicherry	53	..	53
Cannanore	65	20	85
Mangalore	95	9	104
Total of 1892–93	1,546	337	1,883
Total of 1891–92	1,392	465	1,857
Increase	154	..	26
Decrease	..	128	..

Enclosures.

Administration Report of the Office of Agent for Government Consignments, Madras, for the official year 1892–93.

Mr. H. D Baddeley, Agent for Government Consignments, was on leave to Europe on medical certificate, from 11th October 1891 to 20th October 1892.

Mr. C. S. Johnson, continued to do duty as Agent for Government Consignments, till the 4th May 1892.

Mr. J. P. James, Port Officer, Negapatam, on his return from leave from England, officiated as Agent for Government Consignments, from the 24th to 30th May 1892.

Mr. C. S. Johnson, resumed charge of the office on the 20th June 1892, and continued to act for Mr. Baddeley, until the arrival of the latter, on the 20th October 1892.

2. The quantities and description of stores landed and shipped during the year under report, as also for two previous years will be found in the accompanying statements.

3. There was a slight decrease in the total quantity of stores landed in the year, as noticed below, which was due to the department being relieved of the landing of Harbour Works stores, the work having been undertaken by the Harbour Trust Board from the commencement of the year :—

	No. of packages.	Tons.
1891–92	103,927	6,800
1892–93	79,846	5,775
Decrease ..	24,081	1,025

4. The contract for the landing and removal of stores was given out as usual, but at lower rates than those of the previous year.

5. The shipping of stores was carried on departmentally and the total quantity shipped was less than that of last year, the decrease being attributable to the small shipment of telegraph stores :—

	No. of packages.	Tons.
1891–92	35,227	3,883
1892–93	24,248	2,246
Decrease ..	10,979	1,637

6. The cost of landing stores was As. 14–6 per ton against Rs. 1–0–11 of last year, and that of removal including cart-hire As. 5–5 against As. 7–6 per ton, both showing an appreciable reduction owing to the lower rates at which the contract was taken up.

7. The cost of shipping stores was As. 14–11 per ton against As. 14 of last year. The slight increase in the charge is due to the employment of single boats for very small consignments received and shipped at the last moment.

8. The above rates do not include the cost of establishment.

9. The value of stores short delivered, lost and damaged, amounted to Rs. 1,121, of which the sum of Rs. 1,078–6–3 was recovered from the steamer Agents, and Rs. 42–9–9 from the landing contractor.

10. One drum of carbolic acid (value about Rs. 10 for the Commissariat Department) ex S.S. *Clan Macgregor* was landed empty, and as the same was carried on deck at shippers' risk, no claim was made on the ship.

11. There was no change in the establishment.

Madras,
9*th August* 1893.

(Signed) G. LEVERETT,
Ag. Agent for Govt. Consignments.

30527/23

APPENDIX I.

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

Description.	1892–93. Packages.	1892–93. Tons.	1891–92. Packages.	1891–92. Tons.	1890–91. Packages.	1890–91. Tons.	Remarks.
Civil—							
Stamp	1,121	138	2,047	259	1,647	208	
Stationery	1,157	283	613	175	611	196	Decrease due to less construction works during the year.
Telegraph	24,034	921	38,724	1,300	19,211	667	
Police	168	22	134	67	335	17	
Printing	152	9	161	13	84	11	
Jails	16	9	..	..	..	..	
Salt	143	32	256	36	190	23	
Survey	207	8	..	..	..	..	
Forest	27	13	3,178	103	1,318	27	
Post Office	857	67	1,135	99	1,729	223	
Treasury—							
Copper	1,010	..	5,100	..	3,475	..	
Silver	282	..	403	..	1,176	..	
Paper Currency ..	18	..	32	6	8	2	Increase due to large imports of cartridges, machinery and implements for H. and S. Factory, also to re-armament of Native Regiments.
Military—							
Clothing	2,324	533	1,981	475	1,538	371	
Ordnance	31,926	1,634	15,945	1,006	22,898	1,526	
Commissariat	6,560	538	5,074	463	4,384	464	
Medical	980	507	1,781	542	1,250	468	
Regimental necessaries .	342	57	261	45	202	53	
Harbour Trust Board ..	..	..	5,735	1,075	31,280	6,529	
Port stores	515	72	460	42	270	40	
Public Works Department.	6,392	746	19,335	878	5,506	452	
Miscellaneous	1,223	143	1,247	173	427	82	
Secretariat	79	8	61	4	85	9	
Government gardens ..	313	35	274	39	294	43	
Total ..	79,846	5,775	103,927	6,800	98,028	11,411	

APPENDIX II.

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

Description.	1892–93. Packages.	1892–93. Tons.	1891–92. Packages.	1891–92. Tons.	1890–91. Packages.	1890–91. Tons.	Remarks.
Civil—							
Stamps	228	24	220	23	195	20	
Stationery	780	140	691	116	799	136	Decrease due to small construction works during the year.
Telegraph	4,336	123	8,839	1,359	9,462	316	
Police	977	68	851	66	727	47	
Printing	513	42	512	61	301	23	
Jails	201	25	68	8	71	21	
Salt	723	23	583	41	366	12	
Survey	458	32	..	..	..	..	
Forest	33	4	34	9	81	3	
Post Office	1	½	9	2	..	..	
Treasury—							
Copper	262	..	1,001	50	330	..	
Silver	45	..	411	..	20	..	
Paper Currency ..	14	..	6	..	10	..	
Military—							
Clothing	1,066	164	1,312	164	1,254	178	
Ordnance	5,677	707	8,656	828	6,564	663	
Commissariat	6,204	581	7,885	814	7,761	604	
Medical	1,614	239	1,363	180	1,552	295	
Regimental necessaries .	..	..	37	6	66	11	
Port stores	352	28	398	37	197	32	
Public Works Department.	488	22	1,815	43	420	52	
Miscellaneous	273	24	502	84	576	54	
Secretariat	..	..	..	..	..	..	
Government gardens ..	3	..	24	3	25	2	
Total ..	24,248	2,246½	35,227	3,883	30,676	2,464	

ADMINISTRATION REPORT of the Deputy Conservator of the Port of Madras for the year 1892–93.

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 decrease both in number and tonnage :—

	1891–92.		1892–93.	
	Number.	Tonnage.	Number.	Tonnage.
Steam ships, Mercantile	697	1,195,738	629	1,110,987
Sailing ship do.	14	19,736	* 8	9,570
Do. Native Craft	125	16,213	74	6,724
Men-of-War, Government ships, Transports, &c. ..	16	16,637	20	28,952
Total ..	852	1,248,324	† 731	1,156,233

The decrease being due, I presume, to stagnation in the shipping trade.

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

	Number.	Tonnage.
Steam ships	647	1,135,056
Sailing ships	8	9,570
Do. native craft	84	8,203
Total ..	739	1,152,829

3. The revenue amounted to Rs. 1,29,172 against Rs. 1,54,078 for 1891–92, and was made up from the following sources :—

	Rs.
Port funds	1,02,363
Salvage	547
Diver services	277
Hire of port raft	845
Boat licenses	513
Shipping office fees and fines	808
Office fees for overtime	1,248
Sale of old Masulah boat	89
Sundries	71
	1,06,761
Pilotage and boats' charges connected	22,411
Total ..	1,29,172

4. *Artificial Harbour.*—Shipping work has gone on throughout the whole year without a single day's interruption within the harbour. Two large sailing vessels were berthed within 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, and unless something is done soon in the way of dredging, No. 1 mooring will be closed to vessels of deep draft.

The harbour was six times full during the year, but no serious detention of vessels outside has occurred ; when practical an extra steamer has been moored in the harbour fair way.

The S.S. *Caxo* was ordered out of the harbour on the 7th May 1892 to make room for other vessels. Barque *Bernica* (native vessel) dismasted at sea, was brought inside the harbour to refit.

Weather.—The warning signals have only been hoisted once for a few hours during the year on (20th October).

* *Note.*—3 sailing vessels of 4,301 tons called for orders only.

† Including .. .. { 28 German. 19 French. 23 Austro-Hungarian. 3 Norwegian.

Total Foreign .. 73

Accidents and Casualties.—No accidents or casualties occurred during the year, nor were any boats damaged. No loss of life has been reported.

Moorings.—All the moorings of the inner buoys were examined and found in condition to bear the strains brought on them. Nos. 1 and 2 will require new chain at the next overhaul in August. A new mooring chain with a two-ton anchor has been placed at the northern Cassimode mooring. Oil moorings were put down for Messrs. Best and Co. in No. 5 berth, the buoys and chain for which were obtained from the Harbour Works and the anchors locally. The buoys have been cleaned and painted red. A new buoy has been placed on the northern side of the entrance and painted black.

Boats.—The same difficulty as in former years has been experienced by the Harbour Masters in boarding vessels during the north-east monsoon : the Board have, however, sanctioned a 37-foot steam cutter, which will be built in the R.I.M. Dockyard, Calcutta. The establishment has worked fairly well during the year and the boats, gear, &c., are in good condition. The Port Masulah boat not being required, was sold.

Port Raft.—The services of the port raft have continually been required ; 47 trips were made.

Cargo Boat.—There are 78 lighters registered against 73 for last year, giving an increase of five, while the Masulah boats have fallen to 109 against 129, a decrease of 20.

Time Signal.—The time signal has been altered and now drops at 1 P.M. (Madras mean time) : there were 19 failures or irregularities during the year.

Life-saving Apparatus.—Quarterly practice has taken place, and both men and gear are efficient.

Leave.—Commander H. B. Simpson, R.I.M., Deputy Conservator of the Port, availed himself of one year's furlough, granted by the Government of India on May 28th, 1892, and was relieved by Mr. J. P. James, of the Madras Port Service, as a temporary measure pending the arrival of Commander C. W. Hewett, R.I.M., from Bombay ; the latter officer took over charge from Mr. James on June 30th.

Mr. H. C. Taylor, Harbour Master, availed himself of 3 months' privilege leave granted him by the Harbour Trust Board on July 18th, 1892.

Commander Hewett, R.I.M., was on 30 days' privilege leave, from 3rd September, granted him by the Madras Government ; during his absence the duties of the office were carried on by Mr. C. S. Johnson, Reserve Port Officer, in addition to his own.

Sunday Work.—The Deputy Conservator opened his office for work on 23 Sundays during the year.

Harbour Master.—1,466 vessels have passed through the hands of the Harbour Masters, without accidents, a condition of things which I consider highly creditable to those officers. The duties of Mr. Corfield, Senior Harbour Master, have become too heavy for one man ; a boatswain has been sanctioned by the Board to assist him. The new office for the Harbour Masters has been finished and connected with the Telephone Exchange, which is of great convenience to them and the shipping community generally.

Port Diver.—The port diver when unoccupied with the moorings is as busy as in former years salving cargo ; his department and gear is efficient.

Shipping Office.—The business of the Shipping office shows a decrease on last year as the figures given below will show : better office accommodation and probably an increase of establishment for this department is required :—

		No.
European seamen engaged	13 } 29 }	42
" " discharged		12
" " sent to hospital		7
" " " jail	52 } 766 }	818
Native seamen engaged		
" " discharged		2
" " sent to hospital		1
" " " jail		10
Distressed seamen sent home		

The fees and fines collected amounted to Rs. 808.

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

CHARLES W. HEWETT, Commander, R.I.M.,
Ag. Deputy Conservator of the Port.

PORT OFFICE,
MADRAS, *8th May* 1893.

Order—dated 14th November 1893, No. 394, Marine.

The Presidency Port Officer submits the administration report of the Madras Port Department for the year 1892–93, in which are embodied the reports of the Deputy Conservator of the Port and the Agent for Government Consignments for the same period. The Government is pleased to note that the instructions contained in the opening paragraph of G.O., dated 15th December 1892, No. 462, have received careful attention. The report has been considerably curtailed and unnecessary details have been omitted.

2. The principal action taken during the year under Marine enactments is succinctly stated at the beginning of the report. Of shipping casualties there were 18 as against 22 in the preceding year. No lives were lost. The most important casualty was the total loss by fire of the Swedish barque *Adolf* at Cochin.

3. The statement at page 22 of the report exhibits the number and gross tonnage of the several classes of vessels entering the ports of the Presidency during the year, and the dues paid by them. The following are the figures for the last three years :—

—	Number of vessels.	Tonnage.	Dues paid.
Madras.			Rs.
1890–91	721	1,030,968	1,02,101
1891–92	815	1,209,800	1,16,922
1892–93	707	1,125,778	1,00,626
All other Ports.			
1890–91			
1891–92	24,834	5,780,248	1,93,974
1892–93	23,636	5,845,892	2,13,728
	25,025	5,987,491	2,19,144

The figures for Madras exhibit a decrease under all heads, but those for coast ports are higher in all cases.

4. The statement at page 4 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.
1890–91		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1891–92	5,780,248	5,32,28,167	10,54,15,433	15,86,43,600	60,498	4,05,954	4,66,452
1892–93	5,845,892	5,74,42,357	10,88,66,976	16,63,09,333	76,288	3,42,940	4,19,228
.. ..	5,987,491	6,08,40,618	11,33,19,265	17,41,59,883	66,954	3,54,706	4,21,660

The increase in the value of imports and exports over the figure for the preceding year amounted to Rs. 78,50,550. There was a slight increase of Rs. 2,432 in the amount of duty paid.

5. The value of the trade of the port of Madras and the duty paid on it during 1892–93 are shown below and compared with the figures of the two preceding years :—

Port of Madras.	Tonnage.	Value of			Duty on		
		Imports.	Exports.	Total.	Imports.	Exports.	Total.
1890–91		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1891–92	1,030,968	6,64,84,068	5,10,80,871	11,75,64,939	11,77,441	2,835	11,80,276
1892–93	1,209,800	6,90,93,642	4,41,42,806	11,32,36,448	11,45,575	183	11,45,758
	1,125,778	5,93,14,809	5,10,18,461	11,03,33,270	11,08,308	14,641	11,22,849

There was a decline in the amount of the trade of the port. The value of the imports was Rs. 97,78,833 *less*, but that of the exports was Rs. 68,75,655 *more*, resulting in a decrease of Rs. 29,03,178. The duty paid was less than that for the previous year by Rs. 22,909.

6. Of the coast ports, Tuticorin again had the largest trade. The total value of its imports and exports was Rs. 2,39,89,826, as against Rs. 2,16,00,640 in the preceding year and Rs. 2,40,98,311 in 1890–91. There was a considerable increase in the trade of Cochin. The value of this was Rs. 2,13,50,340 against Rs. 1,77,39,193 in 1891–92. Of the other coast ports, Cocanada, Calicut, Tellicherry and Mangalore each had trade exceeding 150 lakhs of rupees in value, while that of Negapatam exceeded 123 lakhs.

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

	Passengers sailed.	Passengers arrived.
Pámban	63,817	36,290
Tuticorin	51,412	46,024
Negapatam	46,772	27,752

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

	No. of vessels.	Tonnage.	Fees.
			Rs.
1890–91	90	7,770	1,123
1891–92	100	4,450	1,006
1892–93	104	7,272	1,145

9. Particulars of the dredging carried out are afforded in Appendix J *et seq.* The dredger *Wenlock* worked for 34 days at Pámban and 157 days at Cocanada. At the former port she removed 40,400 tons of silt and at the latter 118,580. It is satisfactory to learn that the depth of water obtained in the sand-bank channel at Pámban has been maintained and that no difficulty is now experienced by vessels passing through it.

10. The portion of the report dealing with accounts exhibits a satisfactory continuance of the improvement in the condition of the District Funds that has been remarked on in previous similar orders. It appears that the year's transactions resulted in a surplus in every case excepting Ganjam, Vizagapatam, Kistna and Madras. The deficits in the first three funds were due to the unusually heavy share of lighthouse charges which they had to bear. The Vizagapatam Fund had also a debit of Rs. 5,348 on account of a 10-ton crane. These heavy charges it is anticipated will not recur. The payment of a contribution of Rs. 65,000 to the Harbour Trust Board led to the deficit in the case of the Madras Fund, the receipts of which also suffered from the fact that the steamers of the P. & O. and Clan lines did not call at the port as frequently as in former years.

11. The following points will be dealt with in the Financial Department :—

(1) Provision of a contribution of Rs. 8,255–12–1 from Provincial Funds to the Ganjám Port Fund.

(2) Transfer to the Harbour Trust Board of Rs. 51,847–5–6 from Madras Port Funds.

(3) The *plus* and *minus* entries to be made in the District Port Fund accounts as shown in Appendices C (viii-*a*) and C (viii-*b*).

12. The general result of the financial transactions of the year will be seen from the following figures :—

—	Coast ports, Eastern Group.	Coast ports, Western Group.	Madras.	Grand total.
	Rs.	Rs.	Rs.	Rs.
Opening balance on 1st April 1892 ..	84,770	2,41,886	2,98,940	6,25,295
Do. do. 1893 ..	93,649	2,89,394	2,55,847	6,64,890

	Rs.
Negapatam	33,701
Cocanada	18,439
Mangalore	5,929
Vizagapatam	4,941
Masulipatam	2,717

12. Appendix C exhibits the financial transactions of the year under Act III of 1885 at the five ports at which it was in force. In each case there was a substantial surplus and the funds closed the year with the credit balances noted in the margin.

13. The appendix referred to in the preceding paragraph also shows the figures for the year of the several Pilotage Funds. Madras, after purchasing Government securities of the value of Rs. 83,900, had still a cash balance of Rs. 6,849. The Cochin Fund had Rs. 18,029, but Pámban and Kílakarai closed the year with a deficit of Rs. 7,313. This was due to charges on account of the dredger *Wenlock*. Orders have, however, issued for restoring financial equilibrium by a grant from Provincial Funds at the end of the current year.

14. The Government is pleased to note from Appendix L that the number of serviceable cargo and other licensed boats at the various ports increased from 1,392 to 1,546 during the year.

15. The report of the Deputy Conservator of the Port of Madras is identical with that submitted to Government with the administration report of the Harbour Trust Board for 1892–93, on which orders were passed in G.O., dated 25th August 1893, No. 310. It appears from it that 731 vessels, with an aggregate tonnage of 1,156,233, called at Madras. As compared with the figures for 1891–92, there was a decrease of 121 vessels and 92,091 tons. The revenue of the port was Rs. 1,29,172 against Rs. 1,54,078 in the preceding year, or a falling off of Rs. 24,906. These matters have been remarked on in the Government order quoted above.

16. There was a decrease of 1,025 tons and 24,081 packages in the stores landed by the Agent for Government Consignments, which is reported to be due to the Harbour Trust Board having undertaken the work of landing stores for the harbour works. The shipments aggregated 2,246 tons against 3,883, or a decrease of 1,637, attributable to the small quantity of telegraph stores despatched from Madras. A considerable reduction in the cost of landing stores was effected

	Packages.	Tons.
1891–92	1,03,927	6,800
1892–93	79,846	5,775

	Landing. Rs.	A.	P.	Removal. Rs.	A.	P.	
1891–92	1	0	11	0	7	6	per ton.
1892–93	0	14	6	0	5	5	„

17. The Presidency Port Officer will, in accordance with G.O., dated 25th March 1890, No. 112, submit a statement, corrected up to 31st March 1893, 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.
„ Financial Department.
„ Public Works Department.
„ Revenue Department.
„ Accountant-General.
Editors' Table.

Exd. J. Moses.

3052/24

Govt. of {1893} Madras.

MARINE.

No 3157. Wdy 27 Nov 93

Communicated to
Superintending Engineers
concerned for information.

(Signed) O.V.B.

Dw

Issued

Recd. Encl.

G.O., 14th Nov. 1893, No. 394.

NOVEMBER.

Madras Port Department.

Reviewing the Administration Report of the —
for the year 1892–93.

Nos. I, II, IV, V & VI forwarded.

with Order

(1) பக்கங்களின் எண்ணிக்கை 56

(2) புதுக்கித் திருப்பிய நாள்

(3) ஆதாரந் குறிப்பவர் சுருக்கொப்பம்

தமிழ்நாடு ஆவணக் காப்பகம்.

தமிழ்நாடு அரசு

பொதுப்பணித் துறை

அரசாணை எண்.
மு. கோப்புத் தாள் எண். 3057/W

அச்சகம்
பல்வகை

நாள் : 27-11-1893 199 .

படி கையாளவோ கூடாது.

006—6-9-90.